Utah Transit Authority

Board of Trustees

REGULAR MEETING AGENDA

669 West 200 South
Salt Lake City, UT 84101

Wednesday, February 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**	Andrés Colman
4.	**Public Comment**	Chair Carlton Christensen
5.	**Consent**	Chair Carlton Christensen
	a. Approval of the February 11, 2026 Board of Trustees Meeting Minutes	
6.	**Reports**	
	a. Legislative Update and Potential Action on Proposed Legislation	Paul Ray
	b. Executive Director Report - Overview of Utah 2034 Olympic Observer Trip	Jay Fox
	c. Strategic Plan Minute: Quality of Life - Reduce Top 5 Risks a Minimum of One Risk Level	Jay Fox
7.	**Resolutions**	
	a. R2026-02-01 - Resolution Approving the Title VI Service and Fare Equity Analysis for Spring, Fall, and Winter 2026 Change Days	Alex Beim Megan Waters
	b. R2026-02-02 - Resolution Approving the Title VI Fare Collection System Equity Analysis	Alex Beim Monica Howe Megan Waters
	c. R2026-02-03 - Ratifying the Final Compensation Structure for District Officers and Administration Employees for the Year 2025	Ann Green-Barton

d.	R2026-02-04 - Setting Compensation for District Officers & Administration Employees and Establishing Parameters to Make Changes to the Structure for the Year 2026	Ann Green-Barton
e.	R2026-02-05 - Resolution Accepting the Conveyance of Real Property Interests Associated with the Sharp/Tintic Connection Project	Jared Scarbrough Paul Drake
8.	**Contracts, Disbursements and Grants**	
a.	Contract: UTA Moves 2055 - Long Range Transit Plan Consulting Services (Parametrix Consulting, Inc.)	Jaron Robertson Alex Beim
b.	Contract: Bi-Level Seating Reupholstery (Sedia Inc.)	Kyle Stockley
c.	Contract: Meadowbrook Battery Electric Bus Charger Design-Build (Winn-Marion Companies)	Jared Scarbrough
d.	Change Order: Secondary Data Site Change Order 1 - Power Distribution Unit Hardware Upgrade and Annual Maintenance (Tonaquint Data Centers, LLC dba ValorC3 Data Centers)	Kyle Brimley
9.	**Service and Fare Approvals**	
a.	Fare Agreement: Special Events Agreement (The Church of Jesus Christ of Latter-Day Saints)	Monica Howe
10.	**Discussion Items**	
a.	2025 Continuous Improvement Team Highlights	Alisha Garrett Susan Scadden
b.	UTA Public Transportation Agency Safety Plan (PTASP) Update	Travis King
11.	**Other Business**	Chair Carlton Christensen
a.	Next Meeting: Wednesday, March 11, 2026 at 9:00 a.m.	
12.	**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_02-25-26 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, February 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:** 2/25/2026

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

TITLE:

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

AGENDA ITEM TYPE:
Minutes

RECOMMENDATION:
Approve the minutes of the February 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, February 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/1057853.html> video feed is available through the UTA Public Meeting Portal <https://rideuta.granicus.com/player/clip/431>.

ATTACHMENTS:

- 2026-02-11_BOT_Minutes_Unapproved

Utah Transit Authority

Board of Trustees

MEETING MINUTES - Draft

669 West 200 South
Salt Lake City, UT 84101

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

Present: Trustee Jeff Acerson
Trustee Beth Holbrook
Excused: Chair Carlton Christensen

Also attending were UTA staff and interested community members.

1. Call to Order and Opening Remarks

Jeff Acerson, UTA Trustee, welcomed attendees and called the meeting to order at 9:00 a.m.

2. Pledge of Allegiance

Attendees recited the Pledge of Allegiance.

3. Safety First Minute

Trustee Acerson delivered a brief safety message.

4. Public Comment

(To view public comment in its entirety, see the meeting video located at https://rideuta.granicus.com/player/clip/431?meta_id=72459.)

In Person/Virtual Comment
In person comment was given by Michael Kroll.

Kroll expressed a desire for increased frequency of bus service and improved access to the University of Utah Research Park and Utah Natural History Museum.

Online Comment
No online comment was received.

5. Consent

a. Approval of the January 28, 2026 Board of Trustees Meeting Minutes

b. Quarterly Disbursement Report - Vehicle Parts Inventory Vendors - Q4 2025

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 and Potential Action on Proposed Legislation

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

- Currently, 903 bills have been filed and 49 bills have been passed.
- Budget committees finished this morning. Two proposed budget cuts of concern to the agency were eliminated from consideration: $5.8 million for social services and $63,000 for coordinated mobility.
- Senate Bill 197 - Transportation Funding and Governance Amendments is on the Senate second reading calendar.
- Senate Bill 242 - Transportation Amendments was substituted and passed through committee. This bill includes bicycle lane amendments and a provision to allow funding on the 5600 West project to be used for operations.
- House Bill 481 - Transportation Modifications in its current form gives cities jurisdiction over UTA stations created by Utah Department of Transportation (UDOT) projects. UTA will be discussing with legislators the potential implications of this provision for federal funding.
- Senate Bill 211 - Tort Amendments is being monitored, as it would increase the damages allowed in tort claims.

Discussion ensued. Questions on staff involvement in providing information on legislative concerns and implications of Senate Bill 211 and House Bill 481 were posed by the board and answered by Ray.

b. Executive Director Report

No executive director report was given.

c. Strategic Plan Minute: Organizational Excellence - Workday Update

Kim Shanklin, UTA Chief of Staff, reported on the Workday software platform implementation and related benefits.

d. Financial Report - Preliminary December 2025

Viola Miller, UTA Chief Financial Officer, was joined by Brad Armstrong, UTA Director of Budget & Financial Strategy.

Staff reviewed the following:

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

Discussion ensued. Questions on operating financial results and federal fund drawdowns were posed by the board and answered by staff.

e. Investment Report - Fourth Quarter 2025

Brian Reeves, UTA Associate Chief Financial Officer, summarized the general economic outlook and then reviewed U.S. Treasury yield trends and UTA investment yields. Overall, portfolio returns for the fourth quarter of 2025 averaged 3.89% annualized.

Discussion ensued. A question on bond yields was posed by the board and answered by Reeves.

f. Pension Committee Report

Trustee Acerson indicated the agency's pension is in a favorable position. Investments increased 17%+ in 2025, and the pension is approximately 82% funded.

g. 2025 Asset Disposal Income Report

Rob Lamph, UTA Comptroller, was joined by Joan Burke, UTA Manager of Capital Asset Controls.

Lamph reported on vehicle and miscellaneous asset disposal at the agency for 2025, including auction-related revenue totaling $555,830.00.

Discussion ensued. A question on auction fees was posed by the board and answered by Lamph.

7. Contracts, Disbursements and Grants

a. Contract: Maintenance of Way Specialty Vehicle (Mountain States Industrial Services)

Jared Scarbrough, UTA Director of Capital Design & Construction, requested the board approve a $324,584 contract with Mountain States Industrial Services for the

procurement of one maintenance of way specialty rail vehicle and high-rail gear installation.

Discussion ensued. A question on the timeline for the acquisition was posed by the board and answered by Scarbrough.

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

b. Task Order: On-Call Infrastructure Maintenance Contract Task Order #26-001 - 2026 Project Manager/Superintendent Fees (Stacy and Witbeck, Inc.)

Jared Scarbrough requested the board approve a $657,280 task order for the on-call contract with Stacy and Witbeck, Inc. for project manager and superintendent fees for 2026. The total contract value, including the task order, is $27,106,426.64.

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

c. Change Order: Supplemental Transportation Services Contract Service Order No. 4 - 2026 State of Good Repair TRAX Bus Bridges (Innovative Transportation Solutions, Inc., DBA The Driver Provider)

Hal Johnson, UTA Director of Innovative Mobility Solutions, was joined by Shaina Quinn, UTA Program Manager - Innovative Mobility Solutions.

Johnson requested the board approve a not-to-exceed $4,818,888.60 change order to the contract with Innovative Transportation Solutions, Inc., DBA The Driver Provider for supplemental transportation services related to TRAX state of good repair bus bridges. The total contract value, including the change order, is $10,032,722.60.

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

d. Revenue Contract: Ratification of Prior Unauthorized Use and Reauthorization for Continued Use of State Cooperative Contract for Auction Services for Disposal of UTA Equipment and Vehicles (J.J. Kane Auctions)

(Note: This agenda item is related to agenda item 6.g.)

Rob Lamph was joined by Joan Burke.

Burke requested the board ratify prior unauthorized use and authorize continued use of the state cooperative contract for auction services with J.J. Kane Auctions for the disposal of UTA equipment and vehicles. The existing value for revenue received April-December 2025 is $550,328, the additional revenue for 2026 is estimated at $430,000, and the total revenue value is estimated at $980,328.

A motion was made by Trustee Holbrook, and seconded by Trustee Acerson, that this

revenue contract be ratified for prior unauthorized use and reauthorized for continued use. The motion carried by a unanimous vote.

e. Pre-Procurements

- **Lawncare and Landscape Maintenance Services**

Todd Mills, UTA Director of Supply Chain, indicated the agency intends to procure the services outlined on the meeting agenda.

Discussion ensued. A question on the criteria for service utilization was posed by the board and answered by Mills.

8. Discussion Items

a. UTA Strategic Plan Performance Report

Kim Shanklin was joined by Alisha Garrett, UTA Chief Enterprise Strategy Officer, Gavin Gustafson, UTA Senior Public Information Officer, and Nichol Bourdeaux, UTA Chief Planning & Engagement Officer.

Staff provided an update on performance against the UTA Strategic Plan, which included the following highlights:

- 56% of the Utah population now resides within ½ mile of UTA's service.
- Carbon footprint baselines were established.
- UTA experienced an 8% increase in its Net Promoter Score (now 28%).
- UTA received the American Public Transportation Association (APTA) Outstanding Public Transportation System Award in 2025.
- The agency shared 108 digital stories with an external voice in 2025, 14 of which had an economic value of transit focus.
- UTA promoted the economic value of transit through a targeted media campaign in 2025.

Discussion ensued. Questions on community coordination were posed by the board and answered by staff.

Trustee Acerson recommended sharing progress on the strategic plan with employees.

b. Constituent and Customer Service - 2025 Annual Report

Nichol Bourdeaux was joined by Cindy Medford, UTA Manager of Customer Service.

Medford reported on customer statistics for 2025, including number of comments and calls received, customer comment subjects, customer feedback types, and compliments.

9. Other Business

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

10. Adjourn

A motion was made by Trustee Holbrook, and seconded by Trustee Acerson, to adjourn the meeting. The motion carried unanimously and the meeting adjourned at 10:41 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/1057853.html for entire content. Meeting materials, along with a time-stamped video recording, are also accessible at https://rideuta.granicus.com/player/clip/431?view_id=1&redirect=true.

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:** 2/25/2026

TO: Board of Trustees
FROM: Paul Ray, Government Relations Director
PRESENTER(S): Paul Ray, Government Relations Director

TITLE:
Legislative Update and Potential Action on Proposed Legislation

AGENDA ITEM TYPE:
Report

RECOMMENDATION:
Receive the informational report for discussion and make motions regarding UTA positions on Legislation as needed.

BACKGROUND:
The Utah State Legislature is in session until March 6, 2026. Lawmakers propose and discuss legislation that impacts or is of interest to the Utah Transit Authority.

DISCUSSION:
Paul Ray, UTA Government Relations Director will give a report on transit-related issues before the Utah Legislature and may make recommendations that the board vote to support or oppose specific proposed legislation.

FISCAL IMPACT:
N/A

ATTACHMENTS:
None

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 2/25/2026

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

TITLE:

Executive Director Report

- **Overview of Utah 2034 Olympic Observer Trip**

AGENDA ITEM TYPE:
Report

RECOMMENDATION:
Informational report for discussion

DISCUSSION:
Jay Fox, Executive Director, will provide the following:

Overview of Utah 2034 Olympic Observer Trip

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 2/25/2026

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 - Reduce Top 5 Risks a Minimum of One Risk Level

AGENDA ITEM TYPE:
Report

RECOMMENDATION:
Informational report for discussion

BACKGROUND:
At the end of 2022, UTA adopted its 2022-2030 Strategic Goals and Objectives. The strategic minute provides an update on one of the five UTA strategic priorities - Quality of Life, Customer Experience, Organizational Excellence, Community Support, and Economic Return.

DISCUSSION:
This strategic plan minute highlights our Quality of Life strategic priority. The Enterprise Strategy Office owns the strategic initiative of reducing the top 5 identified risks by one level. The report will highlight key milestones achieved through the identification of top risks, and developing strategies to address them.

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:** 2/25/2026

TO:	Board of Trustees
THROUGH:	Jay Fox, Executive Director
FROM:	Nichol Bourdeaux, Chief Planning and Engagement Officer
PRESENTER(S):	Alex Beim, Manager of Long Range and Strategic Planning Megan Waters, Community Engagement Director

TITLE:

R2026-02-01 - Resolution Approving the Title VI Service and Fare Equity Analysis for Spring, Fall, and Winter 2026 Change Days

AGENDA ITEM TYPE:
Resolution

RECOMMENDATION:
Approve Resolution R2026-02-01 approving the Title VI Service and Fare Equity Analysis for all 2026 Change Days.

BACKGROUND:
Title VI of the Civil Rights Act of 1964 and FTA requirements require transit agencies like UTA to conduct an analysis when major service changes or fare collection systems are modified or changed. This is to ensure that the changes do not adversely impact the civil rights of UTA's ridership. A Title VI Analysis and Public Engagement effort has been completed in conjunction with the proposed changes described below. Any proposed service or fare changes considered a major change are required to undergo a Title VI analysis and public engagement process.

DISCUSSION:
Staff will discuss the following:

- Title VI Analysis completed for 2026 service changes and MVX fares:
  - Spring 2026 Change Day: MVX Implementation
  - Fall 2026 Change Day: Utah County Innovative Mobility Zone (IMZ) Implementation
  - Winter 2026 Change Day: Route 667 Discontinuation
  - Fares: MVX Zero Fare

- Public engagement efforts related to proposed 2026 service and MVX fares were completed November 13, 2024 through January 1, 2025 and October 8, 2025 through November 7, 2025, as part of the 2026 Tentative Budget public engagement efforts.

ALTERNATIVES:
Request the Title VI Analysis be Revisited

FISCAL IMPACT:
N/A

ATTACHMENTS:
Resolution R-2026-02-01 with Exhibit:

- Title VI Service and Fare Equity Analysis - All 2026 Change Days

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RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH TRANSIT AUTHORITY APPROVING THE TITLE VI SERVICE AND FARE EQUITY ANALYSIS FOR SPRING, FALL, & WINTER 2026 CHANGE DAYS

R2026-02-01 February 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; and

WHEREAS, the Board of Trustees ("Board") of the Authority, in keeping with the Federal Transit Administration's requirements for public transit agencies and Title VI of the Civil Rights Act of 1964 has considered and reviewed the Title VI Service and Fare Equity Analysis for Spring, Fall, and Winter 2026 ("Fare Equity Analysis") prepared by Authority staff; and

WHEREAS, the Board has desires to approve the Title VI Service and Fare Equity Analysis for Spring, Fall, & Winter 2026.

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

1. That the Title VI Service and Fare Equity Analysis for Spring, Fall, & Winter 2026 Change Days prepared by Authority staff, a copy of which is attached hereto as Exhibit A, is hereby approved by the Board of the Authority.

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

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

4. That the corporate seal be attached hereto.

Docusign Envelope ID: 56E2E207-A302-43AD-9700-00E996E67FBE

Approved and adopted this 25th day of February 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: 56E2E207-A302-43AD-9700-00E996E67FBE

Exhibit A

TITLE VI SERVICE AND FARE EQUITY ANALYSIS FOR SPRING, FALL, & WINTER 2026 Change Days

Docusign Envelope ID: 56E2E207-A302-43AD-9700-00E996E67FBE









Title VI Service and Fare Equity Analysis

Spring, Fall, & Winter 2026 Change Days

Utah Transit Authority

Docusign Envelope ID: 56E2E207-A302-43AD-9700-00E996E67FBE

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Introduction

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

The following analysis is of proposed changes to be implemented in 2026. These changes are being proposed to protect public funds and improve functionality of the system. Though the proposed changes are facially neutral, this analysis, in accordance with FTA requirements, will ensure that these changes will not have a disproportionately negative impact on minority and low-income populations within UTA's service area. If these changes are found to be potentially discriminatory, UTA will take all prescribed and prudent steps to ensure services are equitable and compliant with federal guidelines and requirements.

Summary of Proposed Service Changes

UTA has analyzed the potential impact of major service changes on low-income and minority populations. The proposed service changes were analyzed based on stops and stations serviced by the impacted route based on a one-quarter mile radius for bus and a half-mile radius for bus rapid transit (BRT) and rail stations.

For April Change Day 2026, UTA is proposing multiple service changes, which are listed below.

- Addition of new Route 50X (Midvalley Express/MVX)
- Alignment change and service increase on Route 227
- Alignment change on Routes 39 and 47

For August Change Day 2026, UTA is proposing two new Innovative Mobility Zones.

For December Change Day 2026, UTA is proposing to discontinue Route 667.

Each proposed service change for April and December Change Day 2026 is classified as a major change. Major changes will move on to be analyzed for potential disparate impact or disproportionate burden. A definition of what qualifies as a major service change can be found on page 8 of this document.

Area	Route Number	Change Type	Route Minority	Route Low-Income	Minority Difference	Low Income Difference
Salt Lake	50X (MVX)	New Service	14,671	5,994	22.6%	6.2%
Salt Lake	227	Alignment Change; Service Increase	5,983	1,948	8.5%	-2.5%
Salt Lake	39	Alignment Change	11,711	5,881	12.8%	6.1%
Salt Lake	47	Alignment Change	20,274	7,920	27.8%	7.4%
Davis	667	Discontinuation	437	252	-11.5%	-4.8%

Table 1. Summary of April and December 2026 Proposed Service Changes. Items are color coded to indicate if route is above or below system averages for minority and/or low-income populations. Black indicates within system averages, blue indicates above, and orange indicates below.

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Summary of Findings for Proposed Service Changes

The addition of Route 50X (MVX) and alignment changes on Routes 227, 39, and 47 ***do not indicate potential findings of disparate impact or disproportionate burden*.** On all proposed route alignments, minority populations are served at higher percentages than the UTA system average. On Route 227, proposed changes would result in a slightly lower percentage of low-income populations being served. However, the low-income population numbers on Route 227 are within the 5% threshold for findings.

The discontinuation of Route 667 ***does not indicate potential findings of disparate impact or disproportionate burden***. The route serves minority and low-income populations at lower percentages than the UTA system average.

Minor changes and Innovative Mobility Zones were not analyzed for findings.

Summary of Findings for Proposed Fare Changes

The percentage of minority and low-income populations are greater along the MVX route than the UTA system average. This results in ***no anticipated findings of disproportionate burden or disparate impact*** if the route operates as zero-fare for the first three years of operation as proposed.

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UTA Policy and Definitions

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

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

Definitions

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

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

C. "*Fare Change*" means any change to fares which may include modifications to the base fare, the addition of new fare products or media as well as their removal.

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

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

F. *"Minority Person"* includes the following:

1. American Indian or Alaska Native, which refers to people having origins in any of the original peoples of North and South America (including Central America), and who maintain tribal affiliation or community attachment.
2. Asian, which refers to people having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent, including, for example, Cambodia, China, India, Japan, Korea, Malaysia, Pakistan, the Philippine Islands, Thailand, and Vietnam.
3. Black or African American, which refers to people having origins in any of the Black racial groups of Africa.

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4. Hispanic or Latino, which includes persons of Cuban, Mexican, Puerto Rican, South or Central American, or other Spanish culture or origin, regardless of race.
5. Native Hawaiian or Other Pacific Islander, which refers to people having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.

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

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

I. *"Ridership Data"* The ridership data is the information gathered through the On-Board Survey (OBS) showing the demographics of the people using a fare type and/or riding on a specific route. This data is used when analyzing proposed changes to fares and commuter routes. See below for the current ridership demographic gathered in 2024, by estimated number of trips and by survey respondents.[1]

WEEKDAY

Estimated Trips by Low-Income Populations:		***Estimated Trips by Minority Populations:***	
Total Valid Trips:	82,995	Total Valid Trips:	92,697
Low-Income Population Trips:	46,077	Minority Population Trips:	38,466
Percent Low-Income:	55.5%	Percent Minority:	41.5%
Response Count by Low-Income Populations:		***Response Count by Minority Populations:***	
Total Valid:	10,687	Total Valid:	11,917
Low-Income Population:	5,721	Minority Population:	4,877
Percent Low-Income:	53.5%	Percent Minority:	40.9%

SATURDAY

Estimated Trips by Low-Income Populations:		***Estimated Trips by Minority Populations:***	
Total Valid Trips:	45,581	Total Valid Trips:	51,525
Low-Income Population Trips:	27,553	Minority Population Trips:	22,307
Percent Low-Income:	60.5%	Percent Minority:	43.3%
Response Count by Low-Income Populations:		***Response Count by Minority Populations:***	
Total Valid:	1,160	Total Valid:	1,295
Low-Income Population:	722	Minority Population:	557
Percent Low-Income:	62.2%	Percent Minority:	43.0%

[1] Estimated trips are used for analyses using OBS 2024. Numerical estimates are presented here as rounded whole numbers.

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SUNDAY

Estimated Trips by Low-Income Populations:		***Estimated Trips by Minority Populations:***	
Total Valid Trips:	21,952	Total Valid Trips:	24,193
Low-Income Population Trips:	12,520	Minority Population Trips:	11,063
Percent Low-Income:	57.0%	Percent Minority:	45.7%
Response Count by Low-Income Populations:		***Response Count by Minority Populations:***	
Total Valid:	419	Total Valid:	458
Low-Income Population:	261	Minority Population:	219
Percent Low-Income:	62.3%	Percent Minority:	47.8%

Table 2: Estimated Trips and Respondents among Low-Income and Minority Populations From 2024 OBS

J. *"System Average"* The system average is the averages of minorities and low-income persons within the total populous of the geographic regions UTA serves. The present system averages are expressed below in tabular format using 2019-2023 5-year population estimates provided by the American Community Survey (ACS).

Low-Income System Average:	
Population:	2,544,577
Low-Income Population:	353,155
Percent Low-income:	13.9%

Minority System Average:	
Population:	2,584,018
Minority Population:	679,630
Percent Minority:	26.3%

Table 3: Low-Income and Minority Population System Averages From 2019-2023 ACS

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Major Service Change

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

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

Evaluation and Analysis of Service and Fare Changes

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

Disparate Impact and Disproportionate Burden

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

Finding a Disparate Impact

1. At the conclusion of UTA's Analysis, if UTA finds a disparate impact on the basis of race, color, or national origin, UTA shall seek to modify the proposed changes in a way that will mitigate the adverse effects that are disproportionately borne by minorities. Modifications made to the proposed changes

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must be reanalyzed in order to determine whether the modifications actually removed the potential disparate impacts.

2. If UTA chooses not to alter the proposed service changes despite the potential disparate impact on minority populations, or if UTA finds, even after the revisions, that minority riders will continue to bear a disproportionate share of the proposed service or fare change, UTA may implement the change only if:
    a. UTA has substantial legitimate justification for the proposed change; and
    b. UTA can show that there are no alternatives that would have a less disparate impact on the minority riders but would still accomplish the transit provider's legitimate program goals. In order to show this, UTA must consider and analyze alternatives to determine whether those alternatives would have less of a disparate impact on the basis of race, color, or national origin, and then implement the least discriminatory alternative.

Finding a Disproportionate Burden

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

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Analysis of April 2026 Proposed Service Changes

Route 50X (Midvalley Express)

Route 50X, Midvalley Express (MVX), will be a new 7-mile bus route that connects local destinations and planned developments across Murray, Taylorsville, and West Valley City. It will provide direct connections between Murray Central Station and West Valley Central Station and serve Salt Lake Community College Taylorsville Campus. It is proposed to open a year ahead of its original April 2027 implementation date due to early capital construction completion.

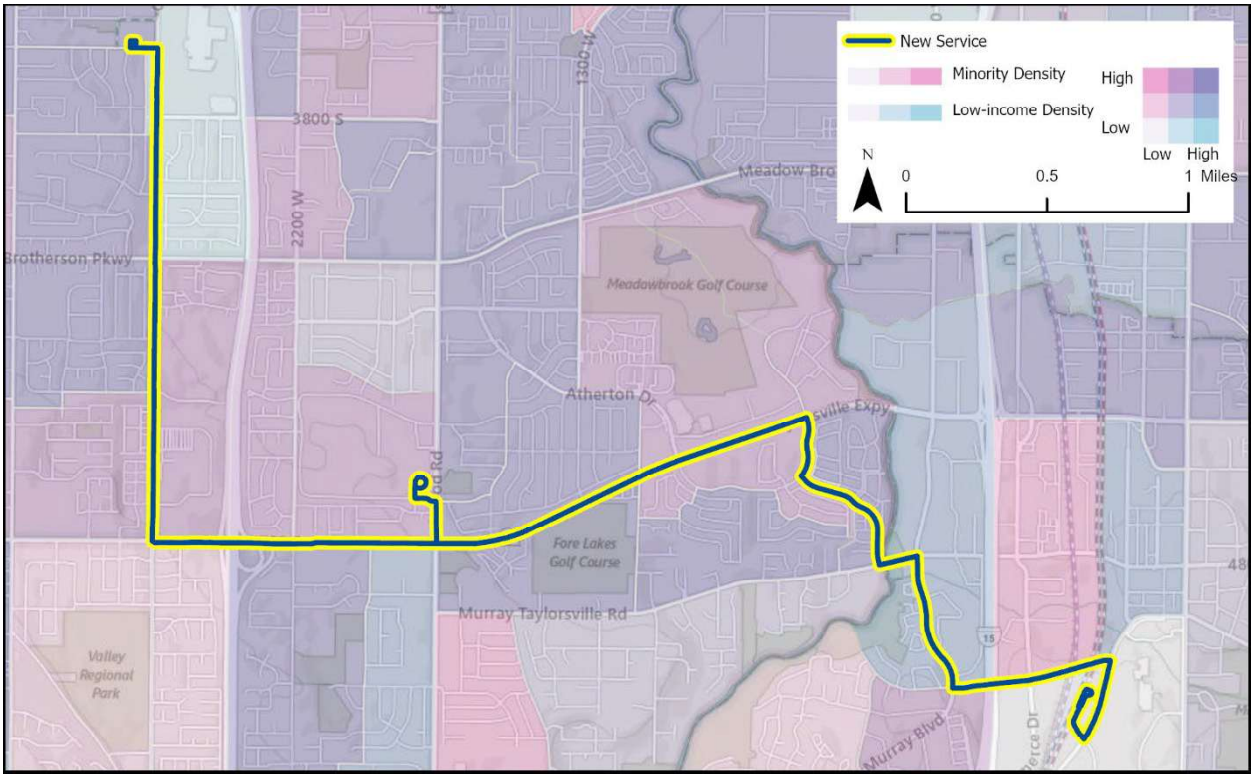


Figure 1: Map of proposed new Route 50X (MVX)

Conclusion

The addition of new Route 50X will serve minority populations at 22.6% above UTA system averages and low-income populations at 6.2% above UTA system averages. With increased access and frequency in areas serving higher-than-average minority and low-income populations along the proposed route, there are ***no findings of disparate impact nor disproportionate burden***.

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Route 227

Route 227 has a proposed route alignment change and service increase. The route currently operates at 60-minute headways on weekdays, and service would be increased to 30-minute weekday service and 60-minute Saturday service. There would still be no service on Sundays.

Route 227 would connect the Salt Lake Community College (SLCC) Taylorsville and Jordan campuses via Sugar Factory Station and 9000 South and would use 4700 South between 2700 West and 2200 West to get to Community Boulevard and the new SLCC Transit Hub.

The northernmost segment of the route on 2700 West between 4700 South and Lancer Way would be eliminated and the route would end at the new SLCC-Taylorsville Campus Transit Center. The southern segment would be extended southwest by continuing on 2700 West to 9000 South and ending at the SLCC Jordan Campus.

Reasons for change: The northern truncation would reduce redundancy on 2700 West with the launch of MVX. Extending the route east to 2200 West and Community Boulevard would partially mitigate the loss of service on 2200 West with the proposed removal of Route 39 from that segment and provide new connectivity to SLCC-Taylorsville. The southern extension would improve connectivity between SLCC campuses and add an additional link between the TRAX Red Line at 2700 West Sugar Factory Station and SLCC Jordan Campus.

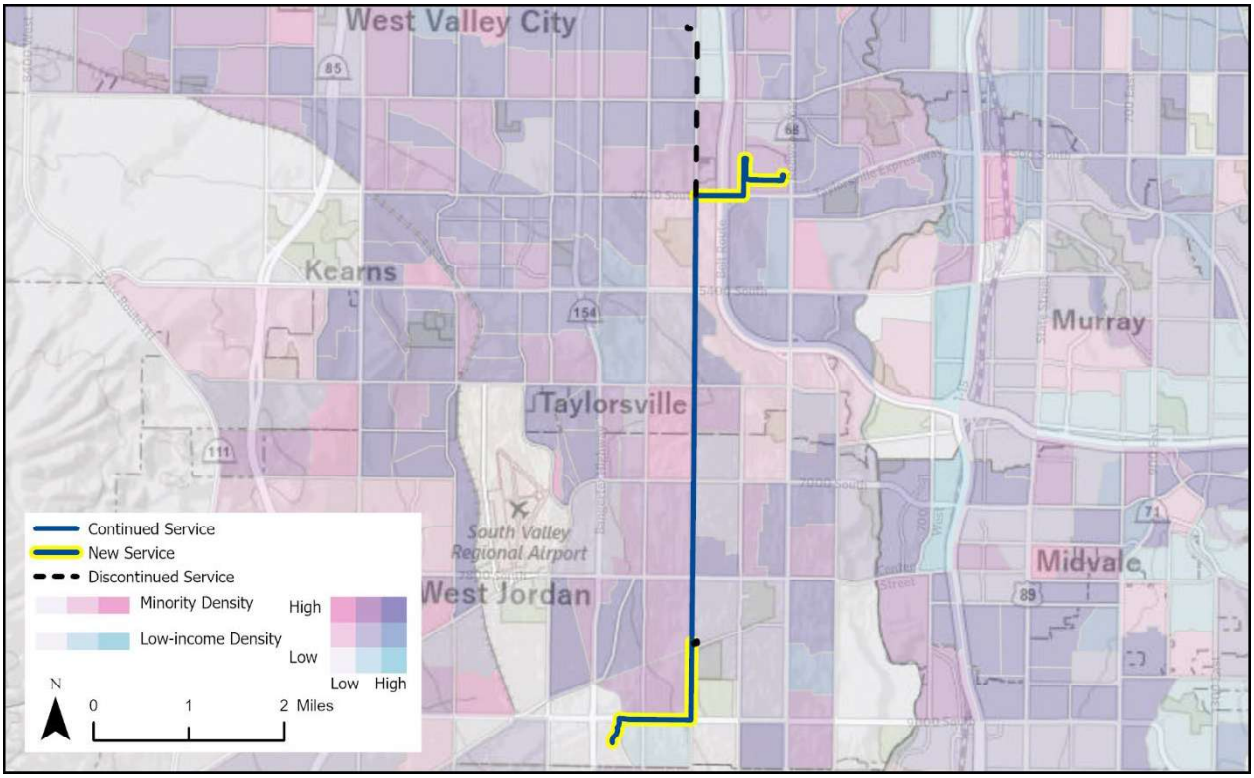


Figure 2: Map of Route 227

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Route Number	Change Type		Route Minority	Route Low-Income	Minority Difference	Low Income Difference
227	Realignment and Service Increase	Before	6,050	1,991	9.7%	-2.0%
		After	5,786	1,829	7.6%	-3.1%

Table 4: Route 227 demographics overall

The breakdown for demographics in each of the realigned segments is shown in the table below:

Segment	Minority Population	Low-Income Population	Route Minority	Route Low-Income	Minority Difference	Low Income Difference
North segment losing service (replaced by MVX)	2,442	943	44.5%	17.2%	18.2%	3.3%
North segment gaining service	1,545	404	48.9%	12.8%	22.6%	-1.0%
South segment gaining service	627	393	23.4%	14.8%	-2.9%	0.9%

Table 5: Route 227 demographics by segment

Conclusion

The proposed alignment change will result in a slight decrease in the number and percentage of minority and low-income populations served along the route, but the removed portion would be replaced by MVX at a higher level of service. The proposed service changes on Route 227 would also provide increased frequency, span, and Saturday operation to higher-than-average minority populations along the route. Compared to the UTA systemwide average, this route will serve minority populations at 7.6% above system averages as opposed to 9.7% above system averages prior to the proposed change. Changes to low-income populations served are even smaller and show a change from -2.0% to -3.1% compared to system averages.

These percentage changes are below the threshold for findings, and the truncated portion of the route will still be served by a new, higher-frequency route. Thus, there are ***no anticipated findings of disparate impact nor disproportionate burden.***

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Route 39

Route 39 has a proposed alignment change. It will no longer service SLCC Taylorsville Campus or 2200 West. It will instead connect to West Valley Central Station via 3800 South.

There is no replacement service on the segment of 2200 W that is proposed for realignment. The new alignment along 3800 South serves high-minority populations and reduces total travel time for riders traveling east/west along the route due to less out-of-direction travel.

Reasons for change: This change would reduce redundant service between West Valley Central Station and SLCC Taylorsville Campus upon the implementation of Midvalley Express (MVX). This alignment change would allow for reallocation of resources to serve 3800 South, which is a high-demand area for improved east-west transit connections, and has high population density and a substantial minority population. However, the section losing service is also high minority. Overall numbers of minority populations served after the change would decrease slightly.

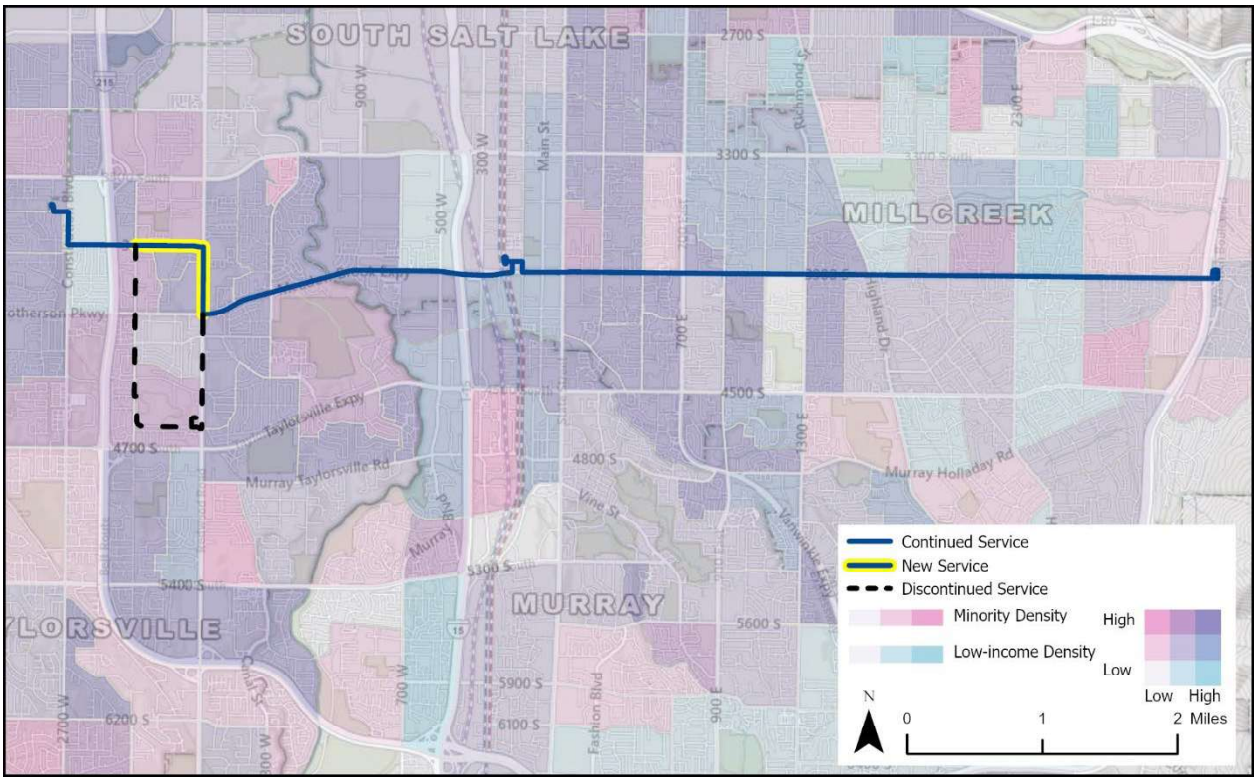


Figure 3: Map of Route 39

Docusign Envelope ID: 56E2E207-A302-43AD-9700-00E996E67FBE

Route Number	Change Type		Route Minority	Route Low-Income	Minority Difference	Low Income Difference
39	Realignment	Before	12,083	5,868	12.3%	5.1%
		After	11,711	5,881	12.8%	6.1%

Table 6: Route 39 demographics overall

The breakdown for demographics in each of the realigned segments is shown in the table below:

Segment	Minority Population	Low-Income Population	Route Minority	Route Low-Income	Minority Difference	Low Income Difference
2200 W segment (losing service)	3,950	1,268	52.8%	17.0%	26.5%	3.1%
Redwood Rd – 3800 S segment (gaining service)	3,372	1,231	56.8%	20.7%	30.5%	6.9%

Table 7: Route 39 demographics segmented

Conclusion

The proposed alignment change will keep the percentage of minority and low-income populations served consistent, with a slight decrease in absolute numbers of minority individuals served. The percentage changes are below the threshold for findings, thus, there are ***no anticipated findings of disparate impact nor disproportionate burden.***

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Route 47

Route 47 has a proposed alignment change. The alignment would be modified on the east end starting at 500 West and is proposed to stay on 4500 South and end at Murray North Station instead of Murray Central Station. Service along Vine Street and Murray Blvd would be discontinued and partially replaced by MVX, and the connection to Murray Central Station would instead be served by MVX. Route 47 would also travel directly on 4700 S/4500 S using the new BRT right of way and would not serve the loop through Atherton Drive (pending technical feasibility analysis).

Reasons for change: To reduce service redundancy between 4500 South and Murray Central Station and provide alternative connections to TRAX stations for riders traveling eastbound. Removing service on Atherton Drive would be to provide faster travel times for riders traveling east/west on the route.

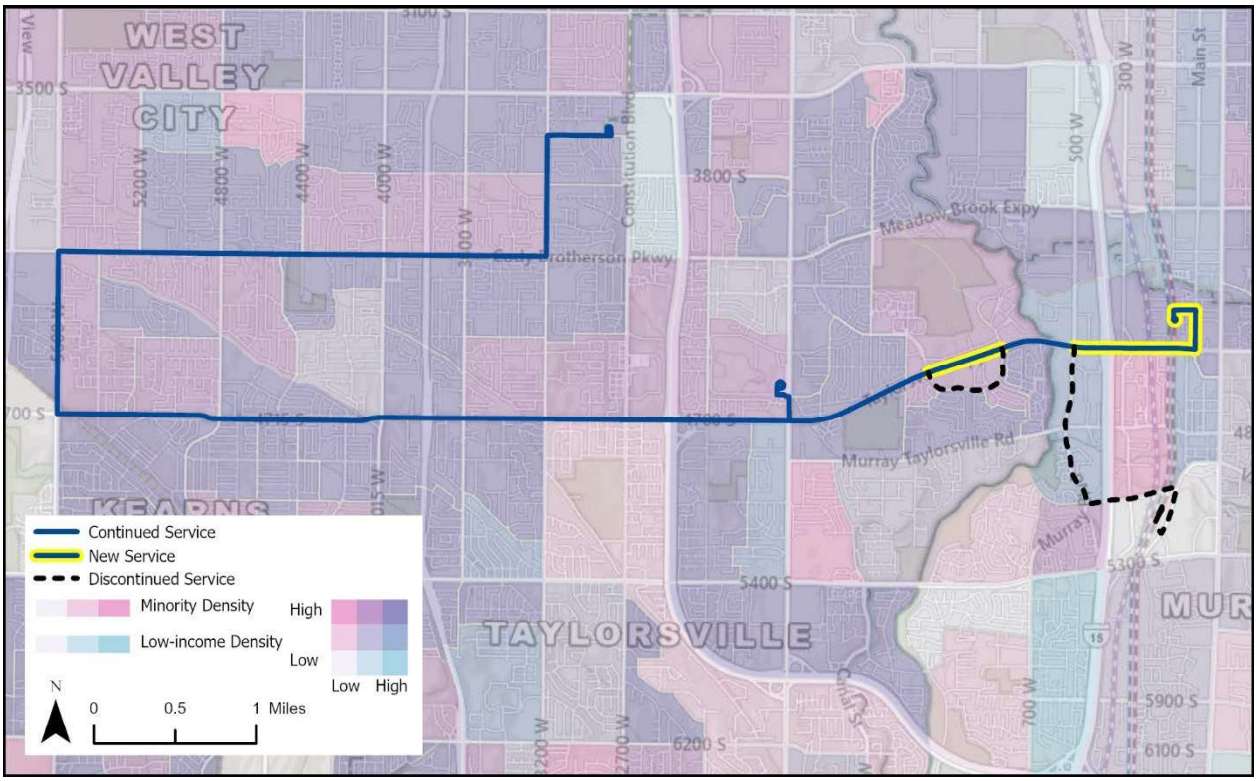


Figure 4: Map of Route 47

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Route Number	Change Type		Route Minority	Route Low-Income	Minority Difference	Low Income Difference
47	Realignment	Before	20,174	8,089	26.5%	7.4%
		After	20,274	7,920	27.8%	7.4%

Table 8: Route 47 demographics overall

The breakdown for demographics in each of the realigned segments is shown in the table below:

Segment	Minority Population	Low-Income Population	Route Minority	Route Low-Income	Minority Difference	Low Income Difference
Losing service: Atherton Drive & Vine St – 4500 S	2,862	1,319	49.5%	23.1%	23.2%	9.2%
4500 South (gaining service)	2,849	1,244	57.1%	25.0%	30.8%	11.1%

Table 9: Route 47 demographics segmented

Conclusion

The total realignment of Route 47 results in very slight changes to minority and low-income populations served. The segments of the route losing service are high minority and high low-income, but so is the segment gaining service. While considerations should be made for the populations along Atherton Drive that would be losing service, there are ***no anticipated findings of disparate burden nor disproportionate impact***.

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Overall MVX Package

Capital construction of MVX was completed early and therefore, the route needs to begin operations in 2026. Budgetary constraints mean that the service implemented in April Change Day 2026 should be the minimum viable service for implementation of the MVX project.

The proposed changes to Routes 227, 39, and 47 are in response to the addition of MVX and are considered to meet the minimum viable service requirement described above. Therefore, an analysis of all four routes taken together was also conducted.

The before conditions shown in Table 4 below represent all minority and low-income populations served by stops along routes 227, 39, and 47. The after conditions represent all minority and low-income populations served in the same area after the addition of MVX and alignment changes on routes 227, 39, and 47.

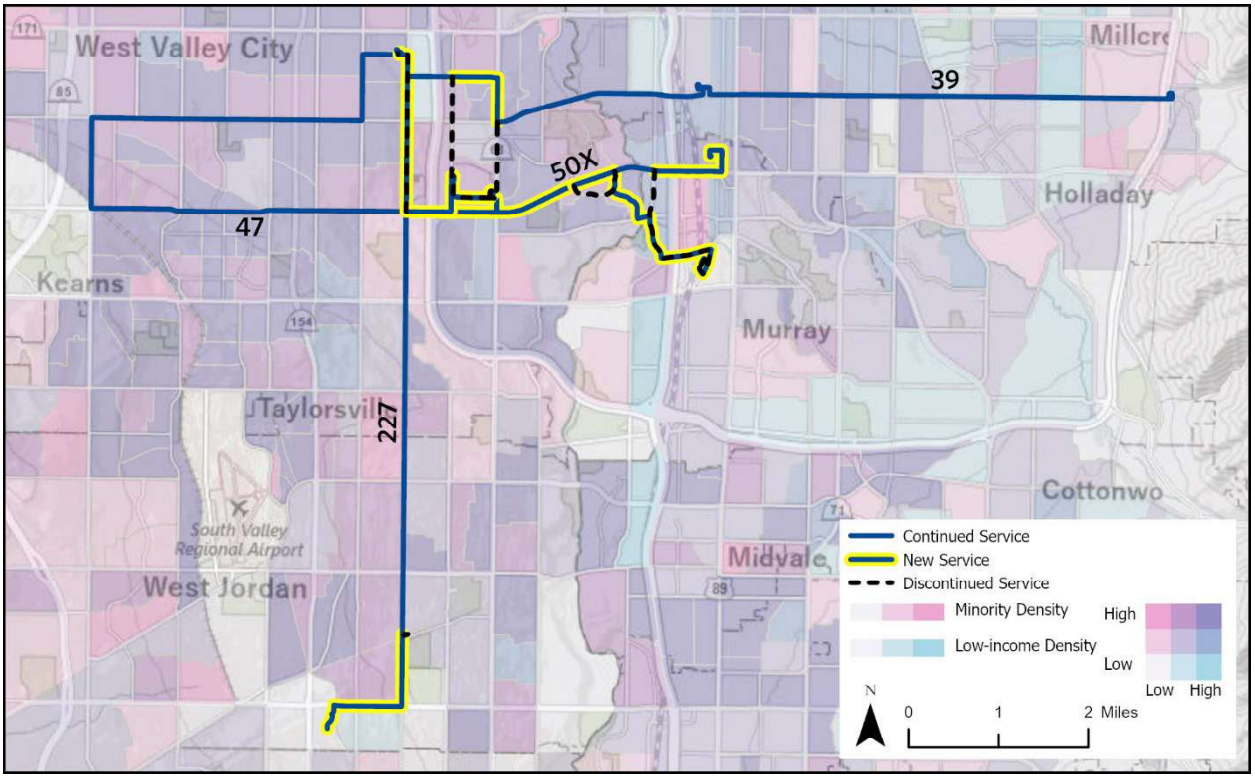


Figure 5: Map of proposed MVX package changes

Area		Route Minority #	Route Minority %	Route Low-Income #	Route Low-Income %	Minority Difference	Low Income Difference
MVX Package	Before	35,845	44.3%	14,537	18.1%	18.1%	4.2%
	After	43,771	45.2%	17,534	18.3%	18.9%	4.4%

Table 10: MVX package demographics

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Conclusion

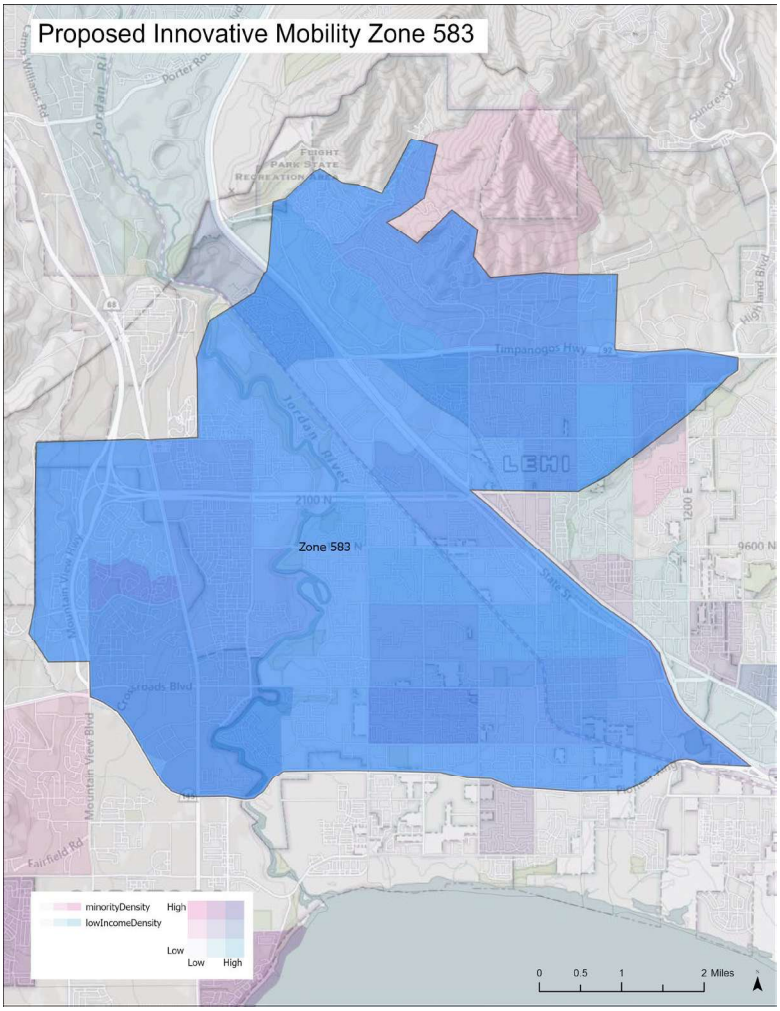
When the Midvalley Express service changes are viewed as a holistic package, the cumulative effect of these proposed changes is a slight increase in minority and low-income populations served, both by viewing absolute numbers and relative percentages. The package of changes also provides improved levels of service to most impacted areas. Therefore, the overall conclusion for the Midvalley Express package is that there are ***no findings of disparate impact nor disproportionate burden.***

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Analysis of August 2026 Proposed Service Changes

IMZ Zone 583

There is a proposed new Innovative Mobility Zone (IMZ) planned for Lehi. This area is proposed to be served by on-demand microtransit service.



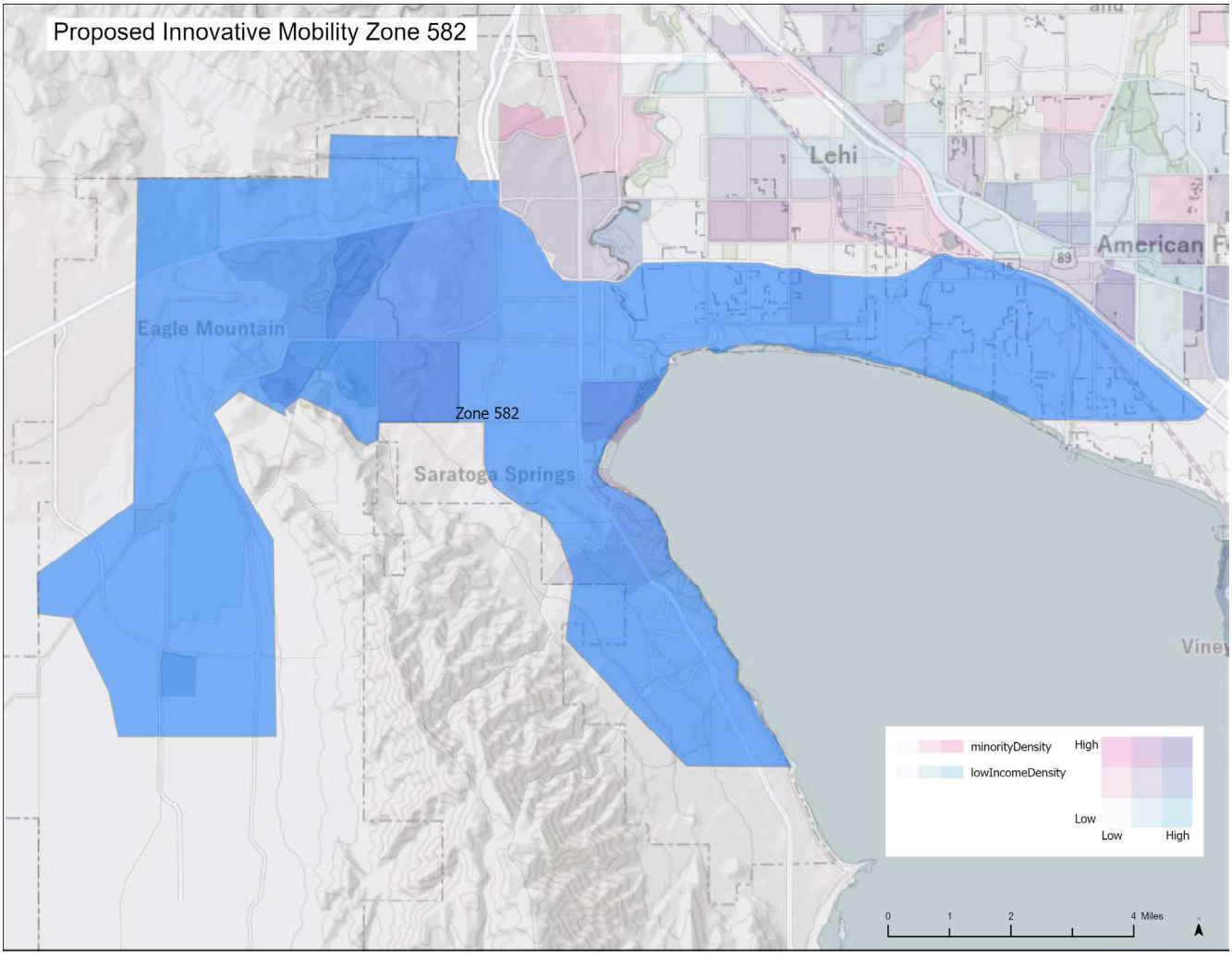
Conclusion

UTA's current Title VI policy does not include consideration of microtransit. This new IMZ would add service to areas with lower than system average minority (8.7% below) and low-income (5.2% below) populations. This service would be fully sponsored by UDOT.

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IMZ Zone 582

There is a proposed new Innovative Mobility Zone (IMZ) planned for Eagle Mountain. This area is proposed to be served by on-demand microtransit service.



Conclusion

UTA's current Title VI policy does not include consideration of microtransit. This new IMZ would add service to areas with lower than system average minority (7.5% below) and low-income (4.5% below) populations. This service would be fully sponsored by Utah County.

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Analysis of December 2026 Proposed Service Changes

Route 667

Route 667, the Lagoon/Station Park Shuttle, is proposed to be discontinued in December 2026. This route operated zero-fare as a partnership with Farmington City, but the City will not be continuing their funding of the route. The discontinuation was originally scheduled for 2027, but the upcoming completion of a pedestrian bridge linking the FrontRunner station and Lagoon allowed this timeline to be moved up. The service runs year-round but only sees significant ridership when Lagoon is in operation.

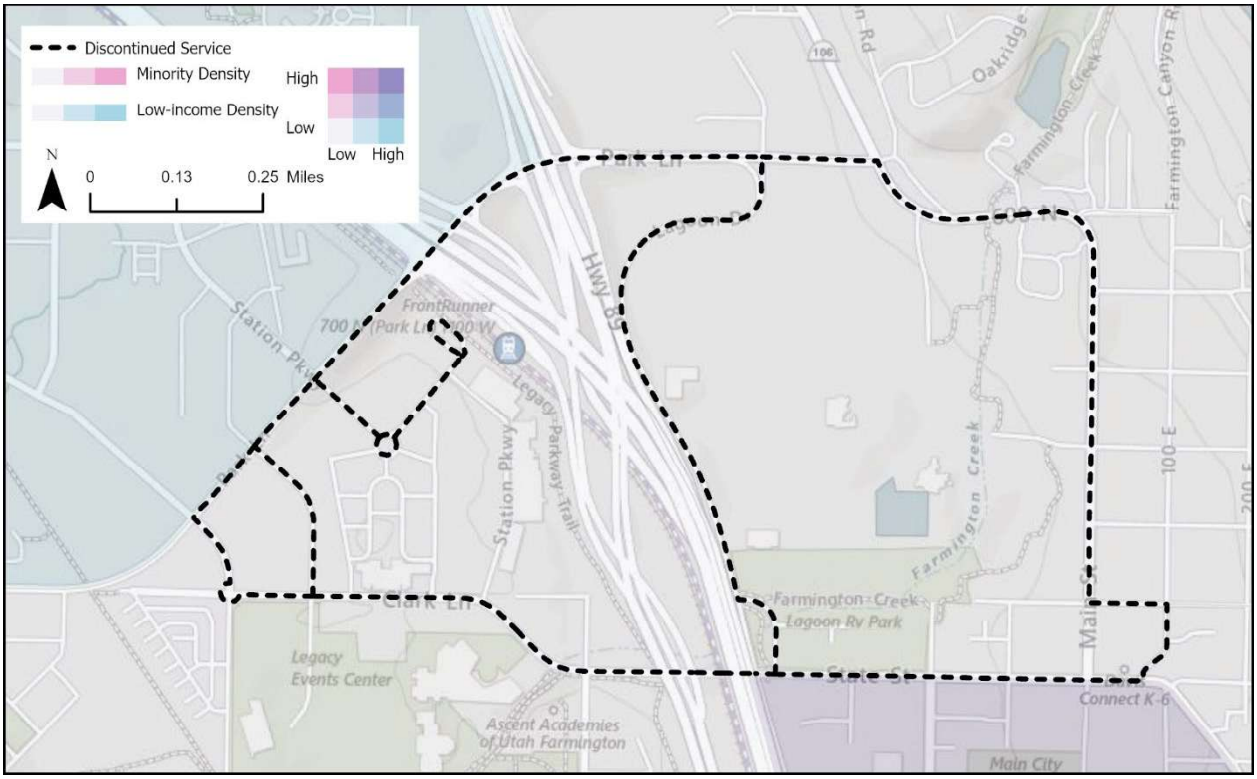


Figure 6: Map of Route 667

Route Number	Change Type	Route Minority	Route Low-Income	Minority Difference	Low Income Difference
667	Discontinuation	14.8%	9.1%	-11.5%	-4.8%

Table 11: Route 667 demographics

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Conclusion

Route 667 serves minority and low-income populations at lower percentages than the UTA system average. There is also a new pedestrian bridge that is being constructed to link the west side of I-15 to Lagoon Park that is anticipated to be completed by Winter 2026. There will be additional coverage in the area once the Davis-Salt Lake Community Connector begins operating in 2029. Due to this combination of factors, there are ***no anticipated findings of disparate impact or disproportionate burden***.

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System-Wide Impacts

When analyzing proposed changes, UTA monitors the overall impact that the changes have on the system as a whole. To accomplish this, UTA reviewed the pre- and post-change demographics of those that are within a quarter mile of UTA transit service. This method comprehensively assesses the service changes and ensures that UTA is making changes that are not intentionally making the system inequitable. Table 6 below takes this into account by reviewing the systemwide impacts of April 2026 Change Day proposed changes.

	Population (within ¼ mile)	Minority	Low-Income	Percent Minority	Percent Low-Income
Pre-April 26	1,074,365	347,340	194,086	32.3%	18.5%
Post-April 26	1,072,903	346,581	193,936	32.3%	18.5%

Table 12. System-wide impacts comparison

Conclusion

While there is a slight decrease in absolute numbers of minority and low-income populations being served by the proposed April 2026 Change Day changes, relative percentages stay the same system wide.

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Analysis of April 2026 Proposed Fare Changes

Charge Zero Fare on Route 50X (MVX)

The Midvalley Express is proposed to operate as a zero-fare service upon its opening for the first three years of operation. This is the same promotional fare approach UTA has taken with the opening of two other BRT services in the UTA system (OGX and UVX). Because the zero-fare period is going to exceed the six month promotional fare period, UTA is required to conduct a fare equity analysis in accordance with UTA policy and FTA requirements.

The MVX route has 14,671 minority individuals and 5,994 low-income individuals within its analysis area. This is 22.6% and 6.2% higher than UTA system averages, respectively.

Conclusion

The percentage of minority and low-income populations are greater along MVX than the UTA system average. This results in ***no anticipated findings of disparate impact nor disproportionate burden*** if the route initially operates as zero-fare as proposed. However, UTA should anticipate that there would be Title VI findings in the future if the zero-fare policy is discontinued in three years (in alignment with the standard timeframe for charging fare on BRT services in the UTA system). The Fares Department should create a mitigation plan to counteract these anticipated findings well in advance of charging normal fare on the route if it does begin service as zero-fare in 2026.

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Appendix A – 2026 Change Days – Public Involvement Report

The Public Involvement Report follows.

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April 2025 & April 2026 Change Day – Public Involvement Report

Updated 08.27.25

April 2025 & April 2026 Change Day – Public Involvement Report 1

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Introduction

The Utah Transit Authority (UTA) proposed several service and fare changes for implementation during April 2025 and April 2026 Change Days. These proposals include new routes, realignments, frequency adjustments, and the introduction of a new integrated fare collection system. Among the proposed changes are many major changes, including the transition of zero fare to paid fare service, the introduction of new routes, and the realignment or discontinuation of several existing routes. Additionally, UTA is proposing to shift to electronic fare payment with the replacement of paper tickets and passes by FAREPAY Cards. These updates are designed to enhance service, improve accessibility, and streamline fare payment across the region.

UTA held a 49-day public comment period from November 13, 2024, through January 1, 2025, with multiple opportunities for the public to engage in the input process, including a virtual public meeting on November 20. The comment period was originally scheduled to be 30 days, however, was extended due to a need to better clarify some of the information regarding proposed changes, as well as accounting for multiple observed holidays during this time. This report details public involvement and feedback on the proposed changes.

NOTE: the proposals for 2025 and 2026 were combined for the public engagement process, however, change proposals for 2025 were finalized at the beginning of the year (January 2025).
The proposed changes as presented in detail for April 2025 & April 2026 can be found in Appendix 1

Part 1: Public Engagement Efforts

Engagement Overview

Engagement Component	Dates	Additional Detail
Public Notice	November 13	A public notice was published on the Utah Public Notice Website with the proposed major changes in English and Spanish.
Public comment period	November 13 – January 1	30-day period was required. UTA extended it to a 49-day period. Public notice was published on the UTA website and the Utah Public Notice Website. Comments were accepted via email, online form, mail, and phone.
Public meeting (Virtual)	November 20	7 days after public comment period was announced, a public meeting was held virtually over Zoom and included ASL and Spanish language interpretation. UTA staff presented information about proposed changes and answered questions. Registered participants were invited to provide public comments during the meeting. A recording was made available on the website following the event in English and Spanish.
Virtual engagement	November 13-January 1	Available throughout the comment period online, included virtually accessible information and feedback opportunities through the website at rideuta.com/AprilChangeDay.

Public Hearing Notice

A detailed public hearing notice was shared on the UTA website (rideuta.com) and on the Utah Public Notice Website in English and Spanish on November 13.

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Virtual Public Meeting

The virtual public meeting was held on Wednesday, November 20th at 5:30pm. The event was held over Zoom webinars. 43 individuals registered for the event and 39 attended the live event. During the virtual public meeting, there were interpreters for Spanish and ASL. A recording of the virtual public meeting was also available for viewing following the events on the UTA Facebook page in English. The English recording is also available on the UTA YouTube channel along with the Spanish interpretation audio only. Engagement with the event on Facebook and YouTube is detailed below:

Facebook:

- 365 Plays
- 17 Likes
- 0 Comments
- Link to the event on Facebook: https://www.facebook.com/RideUTA/videos/utas-april-2025-and-utas-april-2026-change-day-public-meeting/876209221342413

YouTube:

- 784 Views (English Version)
- 83 Views (Spanish Version)
- 49 Views (ASL Version)
- 4 Likes (English Version)
- 3 Likes (Spanish Version)
- 0 Likes (ASL Version)
- 0 Comments
- Link to the event on YouTube: https://www.youtube.com/watch?v=bZVxFMop4t8
- Link to the event (ASL) on YouTube: https://www.youtube.com/watch?v=kPd2mq_rkPQ
- Link to the event In Spanish on YouTube: https://www.youtube.com/watch?v=HBwZ0v936SA

During the virtual public meeting, several themes emerged based on attendee comments and questions.

- Request for more information about the data on paper transfers for the public
- Opposition to the removal of paper transfers and cash payments
- Equity and accessibility concerns related to fare collection
- Desire for communication on when the proposed fare changes will be implemented and how the public will be notified, especially those who may not have access to social media
- Desire for UTA On Demand expansion

Communications & Public Information

Information on proposed changes was shared widely via multiple avenues, including the website; advertisements through Bonneville Communications; a banner in the Transit App; service alerts; UTA's social media platforms, including Instagram, Facebook, LinkedIn, and Twitter communication channels; along with other media placements.

Detailed information was shared via UTA's website, including a comment form. A carousel on the main page directed the public to detailed information on the proposed changes at rideuta.com/ChangeDay, as well as a banner in the Transit App. Information about the public hearing was also included on the public hearings page of the UTA website.
A media summary for April 2025 & April 2026 and Change Day Public Engagement can be found in Appendix 2

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Community Outreach

UTA's Community Engagement Department implemented additional targeted outreach efforts to ensure key audiences were aware of the opportunity to provide public comment and were informed of the proposed changes to service and fares. During the public engagement period, these additional approaches to understand public feedback around change proposals were implemented:

- Larry H Miller Season of Service: Community resource fair serving low income and unhoused individuals on November 25, 2024*
- UTA Community Advisory Committee meeting, December 6, 2024 - Presentation and discussion on Change Day proposals*
- Key Community Partner Discussions*:
  - SLC Homeless Resources
  - Molina Healthcare
- Stakeholder email communication – city and community contacts were emailed in mass regarding change day proposals and public comment opportunity
- Mailers – focused on new routes, in efforts to give surrounding community sufficient notice
- Canvassing – to support mailing efforts around critical route changes (new routes, zero to paid routes)

*Themes that emerged through the targeted community outreach at the Season of Service resource fair, Community Advisory Committee meeting, and key community partner discussions, mirror the themes from the public comment. Staff heard support for expanded and more frequent transit service; concerns regarding fare changes and ensuring accessibility for communities, particularly vulnerable communities (emphasis on electronic, reduced fare, transfer slips); questions regarding implementation of fare changes; as well as feedback requesting education campaigns.
Summaries from each of these three outreach approaches can be found in Appendix 3

Part 2: Public Comment Analysis

Engagement by the Numbers

Mode	Comments (#)
Email	7
Mail	0
Customer Service	1
Public Hearing Comment Line	1
Survey	204
Virtual Public Hearing	8
Total Comment Submissions	**221**
**A comment shared on the public hearing comment line was also shared via survey, so it will only be counted once.*	

Public Comment Overview

A total of 221 comment submissions were received during the 49-day comment period for April 2025 & April 2026 Change Day. Most comment submissions contained multiple individual comments due to the online comment format. The comments from UTA riders and the community reveal a strong support for new and improved routes, particularly the 417 bus and Route 126, which enhance access to schools, employment, and key community locations. Commenters expressed hope for increased frequency on these routes, especially during peak hours. Concerns about the proposed fare changes, particularly the shift away from cash payments to a fully electronic FAREPAY card system, are prevalent. Many commenters fear that this change could disproportionately impact low-income individuals, seniors, and those

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without access to digital banking or internet services. The elimination of paper transfers is also seen as a significant barrier, particularly for those who rely on cash payments or need flexibility. As a result, several riders have called for solutions that maintain transfer options or reduced fare policies for cash-paying passengers.

There is a clear concern about fairness, equity, and access, with multiple riders asking UTA to consider how these changes will affect marginalized groups, such as the unbanked or those without access to smartphones. Some respondents have suggested providing free FAREPAY cards to low-income individuals or ensuring that Reduced Fare ID cards remain available. Additionally, requests to adjust bus routes and schedules—such as coordinating routes better with FrontRunner—underscore the need for improved connectivity, access, and convenience. Several riders also expressed interest in expanded services, such as the UTA On Demand service, to help those with mobility challenges or residents in areas with limited bus access. Concerns about public transit accessibility are further compounded by a need for clearer communication regarding the changes. Riders requested that information be made available in multiple languages on buses and through various channels to ensure all customers, particularly those without digital access, are well-informed.

Finally, some feedback centered on the potential financial burden of fare changes, particularly for riders who depend on currently zero fare routes like Route 628. These individuals voiced concerns that introducing fares on such routes would create hardships, especially for those who rely on public transit to access essential services like healthcare and employment. In summary, the feedback emphasizes the need for UTA to maintain accessibility, fairness, and communication throughout the implementation of the proposed changes to ensure that vulnerable populations are not excluded from the public transit system.

A complete list of public comments can be found in Appendix 4-6.

Comment Themes & Responses

The following summarizes themes expressed in the public comments; more information about each theme is included in the table below. Each comment was individually coded and categorized for various topics and compiled for summary and consideration by the UTA teams.

- Concerns about route changes
- Frequency and service hours
- Fare system and payment methods
- Improving accessibility and signage
- Transit connectivity and transfers
- Community engagement and customer service
- Public engagement and communication
- Concerns about fare changes, accessibility, and fare structure
- Route adjustments and new service requests
- UTA On Demand service expansion
- Support for Route 628's zero fare status/opposition to paid fare
- General suggestions for further improvements to UTA services
- Community and equity considerations
- The Rio Grande Plan
- Request for bus service to American Fork Station

The table below provides additional detail about each theme and a response from UTA in efforts to address the themes from public comment.

Theme from Comments	Details	UTA Response to Theme
Concerns About Route Changes	Riders express concern that changes, particularly to Route 640, will negatively impact access to key destinations. Some riders rely heavily	UTA tries to optimize routing to best serve the most customers, efficiently and effectively, based on ridership trends and key destinations. Routing changes do

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	on the current route to access their workplaces, schools (e.g., Weber State University), and shopping centers (e.g., Layton Hills Mall). They request retaining specific routes (e.g., 640, 628).	create challenges for riders and sometimes require adaptation to new routes or routines. 640: Based on external and internal feedback on this proposed route change, UTA will pull this proposed change back until a future date so the service can be better evaluated and implemented. Along with the 640, the package of changes that includes the 626, 640, and 642 will be delayed as a whole. 625: Service on route 625 will be replaced by a combination of route 610 (Harrison Blvd. Between 12th Street and Highway 89), route 604 (St. Benedict's Manor), and innovative mobility (Harrison Boulevard north of 12th Street and Ogden Weber Technical College). 455 & 470: Routes 455 and 470 serve many markets with many potential connections along each route, so it is not possible to improve connections or frequency along these routes beyond what has already been done until larger changes are made to these routes. Additional changes proposed in the Five-Year Service Plan will provide 15-minute frequency along the current 470 route (via new routes 470X and 600) as well as improved connections at Woods Cross, Farmington, and Clearfield FrontRunner Stations. Direct service to Davis Technical College will still be provided with improved service (30-min) on route 627. This is the same level of service currently provided by route 470.
Frequency and Service Hours	Many riders request increased frequency on overcrowded routes (e.g., 223, 640) and extended service hours, especially on weekends and late nights.	Frequency is a key element of both the Five-Year Service Plan and Long-Range Transit Plan. UTA has prioritized frequency in our plans and must balance this priority with other priorities, including new routes, coverage, and span of service improvements.

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Fare System and Payment Methods	Support for digital payment methods like FAREPAY, along with integrating options like Google and Apple Wallets. Some desire better access to reduced fare cards through pop-up events.	UTA knows that other transit agencies have incorporated similar strategies for fare payment. UTA is still evaluating these options as part of the mobile fare strategy.
Improving Accessibility and Signage	Requests for better bus stop accessibility and clearer signage for FAREPAY retailers. Users also suggest improving road markings and walking paths near popular areas (e.g., Layton Hills Mall).	Bus stop improvements efforts are ongoing at UTA, including bringing more stops into compliance with ADA accessibility standards. Learn more about UTA's bus stop program. In addition to making bus stops accessible, UTA's Planning Department works closely with state and local entities to coordinate improved pedestrian access around transit connections. In a soon-to-be-released Customer Experience Action Plan, UTA will be outlining action items for improving the customer experience with elements such as improved wayfinding and information for customers to better navigate.
Transit Connectivity and Transfers	Concerns about the lack of coordinated transfers, especially in Ogden/Davis County, Clearfield, and other key transfer stations. Suggestions include improving connections between bus routes and FrontRunner/TRAX.	UTA strives to provide schedules that support transfers between modes and routes. Because it is not possible to time transfers to and from every route, UTA focuses on the connections most riders make first, then works on other transfers when possible. Challenges arise when there are delays. It is UTA's practice to not hold vehicles in order to keep things as reliable as possible, which may result in missed connections for some riders. Efforts to increase frequency across modes will support transfers and smoother connections.
Community Engagement and Customer Service	Calls for community-based initiatives (e.g., pop-up events), more customer service hours, and better accessibility of transit service information and resources (including distribution of FAREPAY Cards)	UTA appreciates suggestions to better serve the community. During the next several months, UTA will be formulating a more detailed plan to guide FAREPAY Card distribution, including looking at locations and events that may be suitable. Customer Service has been expanding hours over the past few years and will continue to look for opportunities to better

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		meet the needs of riders during service hours.
Public Engagement and Communication	Desire for clearer communication about service changes, especially maps, schedules, fare changes, and potential impacts. Calls for better outreach to diverse communities.	UTA is always looking to improve our information for our riders and engagement with the community. The relevant departments will review suggestions from this feedback period and identify opportunities to implement improvements.
Concerns About Fare Changes and Accessibility	Worries about fare changes disproportionately affecting low-income, elderly, and unbanked riders, especially with the elimination of cash payments and paper transfers. Is there a roll out plan if this happens?	Based on the results of the Title VI Analysis, and ideas generated through public comment, UTA staff will create and implement a mitigation plan to minimize the impact of fare changes. The roll-out plan for the new fare collection system is pending a final project timeline, which is currently being refined with the project vendor. For updates about the fare collection rollout plan, please click here
Route Adjustments and New Service Requests	Requests for changes to specific routes (e.g., 126) and adding a fixed route in West Kaysville, as well as new service to areas like Herriman.	Service is evaluated every 2 years with the update cycle for the Five-Year Service Plan. This is an opportunity for UTA to assess how routes are performing, receive feedback from the public and stakeholders, and adjust or make additions as needed.
UTA On Demand Service Expansion	Interest in expanding Via services, especially for individuals with mobility challenges, to areas like Sandy along 5600 West, and Utah County.	UTA has identified key areas for Innovative Mobility Zones in the Five-Year Service Plan. These areas are being considered for a variety of first- and last-mile transportation solutions that include microtransit (UTA On Demand), autonomous shuttles, fixed guideway extensions, bike share, and partnerships with Transportation Network Companies (TNC), such as Uber and Lyft.
Support for Route 628's Free Fare Status	Strong support for keeping Route 628 free of charge, as it is essential for those without other transportation options.	Fares for Route 628 were subsidized as part of a service contract with Layton City. Because this contract is not being extended, this route will move from zero to paid fare. The decision to charge fares aligns this route with UTA's other bus

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		routes, ensuring consistency across the UTA system. This service will mirror the rest of the UTA system at $2.50 for a regular one-way trip and transfer to other routes within 2 hours. Additional support for transitioning the community to paid fare will be provided leading up to April 2025 Change Day. For current fare rates, please click here.
General Suggestions for Further Improvements	Ideas for more flexible and direct routes, and improvements to bus stop locations, service hours, and mobile payment integration. Some also request information about proposed changes in multiple languages to ensure accessibility for diverse riders.	UTA appreciates our riding community's suggestions for improvements to service and the system. Suggestions beyond this proposal will be shared with the relevant teams for consideration in their work. Through the Long-Range Transit Plan and Five-Year Service Plan, priorities such as service hours and route changes may be considered. Check back for opportunities to get involved with those efforts, which are ongoing. The Fares Department is working through a fare payment system update and are considering mobile payment as part of that effort comprehensively. Learn more about the new system updates here: https://www.rideuta.com/Fares-And-Passes/Electronic-Fares/New-EFC-System UTA's Customer Experience Department is responsible for bus stop improvements. Their work is guided by the Bus Stop Master Plan and the Customer Experience Action Plan.
Community and Equity Considerations	Concerns that changes may disproportionately affect low-income, senior, and disabled riders, emphasizing the need for equitable access to transit.	Equity concerns are addressed through UTA's Title VI process. All changes are evaluated to understand the potential disparate impact on racial and ethnic minority populations and low-income populations. Through this evaluation, any findings of disproportionate impact must

		be reconsidered or justification and mitigation must be provided to alleviate the impact. This report and any subsequent mitigation efforts will be published on rideuta.com/aprilchangeday alongside this Public Involvement Report.
"The Rio Grande Plan"	Customers request UTA to support and implement this plan.	UTA is aware of the Rio Grande Plan and we recognize the multi-agency collaboration that is required to identify and implement transportation solutions, particularly those that address the east west barriers. UTA is actively working with Salt Lake City through their Critical Connections Study to look at opportunities to better address the east west divide (https://www.slc.gov/transportation/plans-studies/east-west-connections/)
Request for bus service to American Fork Station	Customers have requested a bus route to service the American Fork Station.	Services to American Fork Station will be provided by Routes 860 and 862 starting in April 2026.

Summary of Comment Themes

Through the public engagement process, 221 official public comment submissions were received.

- **Strong Support for Improved and Expanded Service**: There is significant support for the introduction of new routes, such as the 417 bus and Route 126, with many riders praising their potential to enhance access to key locations like schools, workplaces, and community centers. However, there are calls for increased frequency on these routes, particularly during peak commuting hours, to make them more convenient.
- **Desire for Expanded Services**: Riders requested expanded services in areas with limited public transportation options. Specific requests included extending UTA On Demand services and improving connectivity between key areas, such as connecting Route 417 to the North Temple transit station. Some also asked for more frequent service and expanded routes to serve neighborhoods that are currently underserved.
- **Concerns About Fare Changes**: A recurring concern is the transition from cash payments to a fully electronic FAREPAY card system. Riders, especially low-income individuals, seniors, and those without access to digital banking, expressed anxiety that these changes could create barriers to public transit. The elimination of paper transfers for cash riders was highlighted as a significant issue, with some fearing higher costs for multi-leg trips, particularly for vulnerable groups.
- **Equity Concerns**: Many customers emphasized the need for UTA to consider equity in its fare changes. Riders pointed out that moving to a cashless system could disproportionately affect marginalized groups, including those who do not have access to bank accounts, smartphones, or the internet. Calls for solutions, such as offering free FAREPAY cards to low-income riders or maintaining reduced fares for cash payments, were made to ensure fair access to the transit system.
- **Financial Impact on Riders**: The potential financial strain caused by fare changes, particularly the introduction of fares on currently zero fare routes like Route 628, was a major concern for many riders. Those who rely on these routes for essential services, such as healthcare and work, voiced opposition to any changes that could make these services unaffordable.

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- **Communication and Accessibility**: Riders expressed the need for clear and accessible communication about the changes. There were requests for multi-language materials and information about the fare changes to be made available through various channels, especially for those without access to the internet. This would help ensure that all riders, especially those in marginalized communities, are well-informed about the changes and how they will affect their access to public transit.

In conclusion, the feedback highlights a strong desire for improved transit services but also underscores the need for UTA to address concerns related to equity, affordability, and communication. Riders want to ensure that the proposed changes do not create undue hardship for vulnerable groups and that the transition to a cashless system is handled in a way that maintains accessibility for all.

Part 3: Proposed and Final Change Summary

Service Change Proposals - 2025 *[finalized in January 2025]*

Proposed Change	Final Change
Box Elder, Weber, Davis Counties 2025	
Route 417: New, 30-minute frequency route between North Temple & Woods Cross Stations; community priority	Moving forward as proposed
Route 470: Realignment, serve Layton Hills Mall	Moving forward as proposed
Route 626: Replaced by modified Route 640	Change removed from proposal. Routes 626, 640, and 642 are a package of changes and require additional evaluation and refinement before implementation. The decision to remove this proposal was based on internal and external/public feedback.
Route 627: Extend route to Fruit Heights Park and Ride, reroute to maintain coverage	Moving forward as proposed
Route 628: Replace trolley with local service, re-route to serve new coverage areas in Layton; end of Zero Fare, begin charging regular fare ($2.50)	Moving forward as proposed
Route 640: Shorten to Clearfield Station, re-route to 5600 South and 2000 West	Change removed from proposal. Routes 626, 640, and 642 are a package of changes and require additional evaluation and refinement before implementation. The decision to remove this proposal was based on internal and external/public feedback.

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Route 642: New route, serves Freeport Center	Change removed from proposal. Routes 626, 640, and 642 are a package of changes and require additional evaluation and refinement before implementation. The decision to remove this proposal was based on internal and external/public feedback.
Salt Lake County 2025	
Route 39: Restore service to 15-minute frequency; community priority	Moving forward as proposed
Route 126: New route, serve Salt Lake Community College, Real Salt Lake Academy; community priority	Moving forward as proposed
Route 201: Restore service to 30-minute frequency	Moving forward as proposed
Route 217: Realignment and new terminus at 1460 West to connect to Green Line at Power Station	Moving forward as proposed
Route 218: Restore service to 30-minute frequency	Moving forward as proposed
Route 219: New, 60-minute frequency route serving Redwood Route in southwest Salt Lake County	Moving forward as proposed
Red Line (703): New Red Line TRAX station: South Jordan Downtown	Moving forward as proposed
Utah County 2025	
West Provo IMZ (Zone 581): New Innovative Mobility Zone, UTA On Demand service planned for this area, including the Provo Airport	Moving forward as proposed
Route 823: New route serving south Utah County; community priority	Moving forward as proposed
Route 871: Realignment, serve Sandy Civic Center Station	Moving forward as proposed

Service Change Proposals - 2026

Proposed Change	Final Change
Box Elder, Weber, Davis Counties 2026	
North Weber IMZ (Zone 562): New Innovative Mobility Zone in north Weber County	Moving forward as proposed
Brigham City IMZ (Zone 563):	Moving forward as proposed

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New Innovative Mobility Zone in Brigham City, planned to replace service previously offered by Route F638	
Route 455: Realignment; shorten route to Dee Events Center	Moving forward as proposed
Route 601: Discontinued; end of Zero Fare	Moving forward as proposed
Route 604: Realignment; extend to Weber State University; replace Route 455	Moving forward as proposed
Route 610: New route providing local service in Ogden; replaces portions of the Routes 612 and 625	Moving forward as proposed
Route 612: Realignment; serve Pleasant View, Ogden Station, Washington Terrace, South Ogden; replaces the Route 601 Trolley, end of Zero Fare, begin charging regular fare ($2.50); community priority	Moving forward as proposed
Route 625: Discontinued	Moving forward as proposed
Route 628: Discontinued	Change removed from proposal (related to removal of 640 changes)
Route 630: Service to Pleasant View Station; increase to 30-minute frequency	Moving forward as proposed
Route F638: Discontinued route, replaced by new IMZ service in Brigham City	Moving forward as proposed
Route 640: Realignment; provides service between Roy Station and Layton Station	Change removed from proposal. Routes 626, 640, and 642 are a package of changes and require additional evaluation and refinement before implementation. The decision to remove this proposal was based on internal and external/public feedback.
Route 645: Realignment and frequency changes; Harrison Boulevard/40th Street, will operate with increased weekday frequency on a modified routing. Stops to the west of Quincy Avenue along 36th Street will no longer be serviced.	Moving forward as proposed
Salt Lake County 2026	
Salt Lake City Westside UTA On Demand Zone: Expanded to include Central Pointe Station	Moving forward as proposed

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Route 2: Discontinued, replaced by Route 2A and 2B service	Moving forward as proposed
Route 2A & 2B: New, will provide increased weekday frequency; replaces Route 2	Moving forward as proposed
Route 4: Realignment; extend to 6200 South Wasatch Park and Ride, extend to Little Cottonwood Canyon Park and Ride	Route 4 will be extended to 6200 South Wasatch Park & Ride only
Route 45: Realignment; re-route to improve connections and increase weekday coverage	Moving forward as proposed
Route 54: Increase to 15-minute frequency; community priority	Moving forward as proposed
Route 62: Realignment; extended to Copper City Drive for improved connectivity	Moving forward as proposed
Route 72: Realignment; extended east to the 6200 South Wasatch Park and Ride	Moving forward as proposed
Route 205: Increase to 15-minute frequency on weekdays and Saturdays	Moving forward as proposed
Route 220: Realignment; route will end at the University of Utah Student Union and not continue to Salt Lake Central. Downtown connections will be provided by the Routes 2A and 2B	Moving forward as proposed
Route 223: Realignment to serve Murray Central and increase to 30-minute frequency on weekdays	Moving forward as proposed
S-Line (720): Extend S-Line to Highland Drive	Moving forward as proposed
Utah County 2026	
Lehi IMZ (Zone 582): New Innovative Mobility Zone in Lehi	Moving forward as proposed
Route 806: Discontinued, and replaced by Lehi IMZ and new Route 860	Moving forward as proposed
Route 846: New, 30-minute frequency route serving East Orem and connections to Vineyard Station	Moving forward as proposed
Route 850: Realignment to serve Valley Grove area	Not moving forward this change day, will remain the same
Route 860: New, 30-minute frequency route providing serve to Eagle Mountain and Saratoga Springs	Moving forward as proposed

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Route 862: Realignment, extend route west to cover areas previously served by Route 850	Proposal modified to cover Valley Grove development because of Title VI impacts on 850

Fare Change Proposals – 2025

Proposed Change	Final Change
Route 628 Midtown Trolley: Will transition from Zero Fare to paid fare on April Change Day 2025. This service will mirror the rest of the UTA system at $2.50 for a regular one-way trip.	Moving forward as proposed

Fare Change Proposals – 2026

Proposed Change	Final Change
Route 601 Ogden Trolley: Will transition from Zero Fare to paid fare on April Change Day 2026. This service will mirror the rest of the UTA system at $2.50 for a regular one-way trip.	Moving forward as proposed

Other Fare Change Proposals – 2025/2026

Proposed Change	Final Change
Changes to Paper Tickets vended from Ticket Vending Machines: TVMs will vend electronic FAREPAY Cards instead of paper tickets. The list of full and reduced fare tickets that would be replaced includes: • One-way • Round trip • Upgrade ticket • Group pass • Day pass First-time FAREPAY Card buyers will pay a fee on the card of $3. Riders using a FAREPAY Card as their method of payment should save that card for all future uses to avoid the card fee again.	Moving forward as proposed
Changes to Monthly Passes: Monthly passes will be replaced by FAREPAY Cards, and the best fare will continue to be automatically calculated using fare capping technology. The monthly passes being eliminated include: • Reduced fare monthly stickers (RF, XRF) • Reduced fare monthly pass (R, XR) • Full fare monthly pass (A, X)	Moving forward as proposed

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By moving to the FAREPAY Card, customers will pay as they go instead of paying for the full monthly cost of a pass upfront; they will reload the same FAREPAY Card each month instead of getting a new monthly pass each month; and they will receive fare capping and other discounts, if eligible, automatically through the FAREPAY system.	
Changes to Mobile App Offerings (Future): Although development has not started, UTA plans to integrate mobile fare payment for both pass partners and the public with the new fare collection system and anticipates tickets will be replaced by pre-paid, reloadable accounts. This information may change slightly as UTA finalizes the future of mobile fare payment. The following passes are anticipated to be eliminated from the mobile app in the future: • Day Pass • One-way (full or reduced fare) • One-way FrontRunner (full or reduced fare) • Monthly regular (full or reduced fare) • Monthly premium (full or reduced fare) • One-way Ski Pass, seasonal (full or reduced fare) • Group pass (premium pass for 4 people) • Riders License, seasonal (discounted youth pass) • One-way Paratransit (passengers must pre-qualify) • Flex Route deviation (flex route only) • Special Event pass • Full fare monthly pass (A, X) • Reduced fare	Moving forward as proposed
Changes to Transfers: • For customers paying cash at the farebox upon boarding a bus, bus operators will no longer issue paper transfers. • For customers paying cash on the bus, and who transfer between different modes of transit, each leg of the trip will cost separately. • For example: a rider takes Route 220 and transfers to the Red Line TRAX, this trip will cost $2.50 for the	Change removed from proposal. This change requires additional evaluation before it can be implemented effectively. The decision to remove this proposal was based on internal and external/public feedback.

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bus ride and $2.50 for the TRAX ride for a total of $5.00. • Transfer credits will automatically be applied on electronic fare media, including the FAREPAY Card. The time frame customers can travel on more than one mode of transit using electronic fare media without incurring an additional fare cost will remain two hours from the tap on.	
Changes to Reduced Fare: • Reduced fare discounts will only be available for customers using electronic fare media. To receive the discount, customers should apply for and use a Reduced Fare FAREPAY Card, which will require customers to create an account. • Reduced fare eligible riders who pay cash through the farebox will not be eligible for a discount and will need to pay full fare. • Customers that are eligible for a reduced fare discount can use cash to add funds to the FAREPAY Cards at TVMs, UTA customer service locations, and retailers. Funds may also be added to FAREPAY Cards online using non-cash payment options.	Moving forward as proposed
Changes to Reduced Fare Plastic ID Cards: • Reduced fare plastic ID cards will be phased out. They are being retired because they cannot be read or validated by the electronic card readers. Riders who utilize this ID card should transition to the Reduced Fare FAREPAY Card by applying online. Riders can add funds to an electronic card at TVMs, UTA customer service locations, and retailers. • Customers not currently using UTA's Reduced Fare FAREPAY Card can apply online and do not need to wait for the new fare collection system to be implemented.	Moving forward as proposed

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Appendix 1 – Proposed Changes

(As Presented November 13 – January 1, 2025)

April 2025 Proposed Service Changes

Box Elder, Weber, and Davis Counties, 2025

Route 417
- Proposed route is a new, 30-minute frequency route between North Temple & Woods Cross Station; community priority

Route 470
- Proposed route change is a realignment to serve Layton Hills Mall

Route 626
- Proposed route change is to be replaced by modified route 640

Route 627
- Proposed route extension to Fruit Heights Park and Ride, reroute to maintain coverage

Route 628
- Proposed route change is to replace trolley with local service, re-route to serve new coverage areas in Layton; end of Zero Fare, begin charging regular fare ($2.50)

Route 640
- Proposed route shortening to Clearfield Station, re-route to 5600 South and 2000 West

Route 642
- Proposed new route to serve Freeport Center

Salt Lake County, 2025

Route 39
- Proposed route change is to restore service to 15-minute frequency; community priority

Route 126
- Proposed new route to serve Salt Lake Community College, Real Salt Lake Academy; community priority

Route 201
- Proposed route change is to restore service to 30-minute frequency

Route 217
- Proposed route realignment and new terminus at 1460 West to connect to Green Line at Power Station

Route 218
- Proposed route change is to restore service to 30-minute frequency

Route 219
- Proposed new, 60-minute frequency route serving Redwood Route in southwest Salt Lake County

Red Line (703)
- Proposed new Red Line TRAX station: South Jordan Downtown

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Utah County, 2025

West Provo IMZ (Zone 581)
- Proposed new Innovative Mobility Zone, UTA On Demand service planned for this area, including the Provo Airport

Route 823
- Proposed new route serving south Utah County; community priority

Route 871
- Proposed route realignment to serve Sandy Civic Center Station

April 2026 Proposed Service Changes

Box Elder, Weber, and Davis Counties, 2026

North Weber IMZ (Zone 562)
- Proposed new Innovative Mobility Zone in north Weber County

Brigham City IMZ (Zone 563)
- Proposed new Innovative Mobility Zone in Brigham City, planned to replace service previously offered by Route F638

Route 455
- Proposed route realignment; shorten route to Dee Events Center

Route 601
- Proposed route discontinuation

Route 604
- Proposed route realignment; extend to Weber State University; replace Route 455

Route 610
- Proposed new route providing local service in Ogden; replaces portions of Routes 612 and 625

Route 612
- Proposed route realignment; serve Pleasant View, Ogden Station, Washington Terrace, South Ogden; replaces the Route 601 Trolley; community priority

Route 625
- Proposed route discontinuation

Route 628
- Proposed route discontinuation

Route 630
- Proposed service to Pleasant View Station; increase to 30-minute frequency

Route F638
- Proposed discontinued route, replaced by new IMZ service in Brigham City

Route 640
- Proposed route realignment; provides service between Roy Station and Layton Station

Route 645
- Proposed route realignment and frequency changes; Harrison Boulevard/40th Street, will operate with increased weekday frequency on a modified routing. Stops to the west of Quincy Avenue along 36th Street will no longer be serviced

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Salt Lake County, 2026

Salt Lake City Westside UTA On Demand Zone
- Proposed expansion to include Central Pointe Station

Route 2
- Proposed route discontinuation, replaced by Routes 2A and 2B service

Route 2A & 2B
- Proposed new routes to provide increased weekday frequency; replace Route 2

Route 4
- Proposed route realignment; extend to 6200 South Wasatch Park and Ride, extend to Little Cottonwood Canyon Park and Ride

Route 45
- Proposed route realignment; re-route to improve connections and increase weekday coverage

Route 54
- Proposed increase to 15-minute frequency; community priority

Route 62
- Proposed route realignment; extended to Copper City Drive for improved connectivity

Route 72
- Proposed route realignment; extended east to the 6200 South Wasatch Park and Ride

Route 205
- Proposed increase to 15-minute frequency on weekdays and Saturdays

Route 220
- Proposed route realignment; route will end at the University of Utah Student Union and not continue to Salt Lake Central. Downtown connections will be provided by Routes 2A and 2B

Route 223
- Proposed route realignment to serve Murray Central and increase to 30-minute frequency on weekdays

S-Line (720)
- Proposed extension of S-Line to Highland Drive

Utah County, 2026

Lehi IMZ (Zone 582)
- Proposed new Innovative Mobility Zone in Lehi

Route 806
- Proposed route discontinuation, replaced by Lehi IMZ and new Route 860

Route 846
- Proposed new, 30-minute frequency route serving East Orem and connections to Vineyard Station

Route 850
- Proposed route realignment to serve Valley Grove area

Route 860
- Proposed new, 30-minute frequency route providing service to Eagle Mountain and Saratoga Springs

Route 862
- Proposed route realignment, extend route west to cover areas previously served by Route 850

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April 2025/2026 Proposed Fare Changes

Proposed Fare Changes for Bus Routes

Route 628 Midtown Trolley:

- Proposed transition from zero to paid fare on April Change Day 2025. This service will mirror the rest of the UTA system at $2.50 for a regular one-way trip.

Route 601 Ogden Trolley:

- Proposed transition from zero to paid fare on April Change Day 2026. This service will mirror the rest of the UTA system at $2.50 for a regular one-way trip.

Future Proposed Fare Changes (2025-2026)

UTA is proposing fare changes to support a new fare collection system that is being built to replace the current fare collection system. The proposed fare changes support the improved functionality. The new fare collection system includes:

- New ticket vending machines (TVMs)
- Electronic card readers for all buses and rail platforms
- Additional mobile fare payment functionality
- Mobile inspection devices
- Updated back-end software system

Paper Tickets Proposed Changes

TVMs will vend electronic FAREPAY Cards instead of paper tickets. Customers will be able to purchase FAREPAY Cards, load funds to their account using cash or credit payment, and check card balances at all TVMs. The list of full and reduced fare tickets being replaced includes:

- One-way
- Round trip
- Upgrade ticket
- Group pass
- Day pass

First-time FAREPAY Card buyers will pay a fee on the card of $3. Riders using a FAREPAY Card as their method of payment should save that card for all future uses to avoid the card fee again.

Monthly Passes Proposed Changes

UTA customer service locations, website, and retailers will no longer sell paper monthly passes. Monthly passes will be replaced by FAREPAY Cards, and the best fare will continue to be automatically calculated using fare capping technology. The monthly passes being eliminated include:

- Reduced fare monthly stickers (RF, XRF)

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- Reduced fare monthly pass (R, XR)
- Full fare monthly pass (A, X)

By moving to the FAREPAY Card, customers will pay as they go instead of paying for the full monthly cost of a pass upfront; they will reload the same FAREPAY Card each month instead of getting a new monthly pass each month; and through the FAREPAY system will receive fare capping and other discounts if eligible, automatically applied to the fare they pay.

Mobile app

UTA's Eco and Ed Pass partners currently subsidize fare for customers and issue electronic tap cards for fare media. To simplify the distribution process, and to take advantage of advancements in mobile fare payment technology, UTA will be evaluating mobile app options. Although development has not started, UTA plans to integrate mobile fare payment for both pass partners and the public with the new fare collection system and anticipates tickets will be replaced by pre-paid, reloadable accounts. This information may change slightly as UTA finalizes the future of mobile fare payment. The following passes are anticipated to be eliminated from the mobile app:

- Day Pass
- One-way (full or reduced fare)
- One-way FrontRunner (full or reduced fare)
- Monthly regular (full or reduced fare)
- Monthly premium (full or reduced fare)
- One-way Ski Pass, seasonal (full or reduced fare)
- Group pass (premium pass for 4 people)
- Riders License, seasonal (discounted youth pass)
- One-way Paratransit (passengers must pre-qualify)
- Flex Route deviation (flex route only)
- Special Event pass
- Full fare monthly pass (A, X)
- Reduced fare

This information may slightly change as the new mobile app gets developed.

Transfers

- For customers paying cash at the farebox upon boarding a bus, bus operators will no longer issue paper transfers.

Reduced Fare Discounts

- Will only be available for customers using electronic fare media. Reduced fare eligible riders who pay cash through the farebox will not be eligible for a discount and will need to pay full fare. To receive the discount, customers should apply for and use a Reduced Fare FAREPAY Card, which will require customers to create an account. Customers that are eligible for a reduced fare discount can use cash to add funds to the FAREPAY Cards at TVMs, UTA customer service locations, and retailers. Funds may also be added to FAREPAY Cards online using non-cash payment options.

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Reduced Fare Plastic ID Cards

• Reduced fare plastic ID cards will be phased out. They are being retired because they cannot be read or validated by the electronic card readers. Riders who utilize this ID card should transition to the Reduced Fare FAREPAY Card by applying online. Riders can add funds to an electronic card at TVMs, UTA customer service locations, and retailers.

• Customers not currently using UTA's Reduced Fare FAREPAY card can apply online and do not need to wait for the new fare collection system to be implemented.

• For customers paying cash on bus, and who transfer between different modes of transit, each leg of the trip will cost separately.

o For example: a rider takes Route 220 and transfers to the Red Line TRAX, this trip will cost $2.50 for the bus ride and $2.50 for the TRAX ride for a total of $5.00.

• Transfer credits will automatically be applied on electronic fare media, including the FAREPAY Card. The time frame customers can travel on more than one mode of transit using electronic fare media without incurring an additional fare cost will remain two hours from the tap off.

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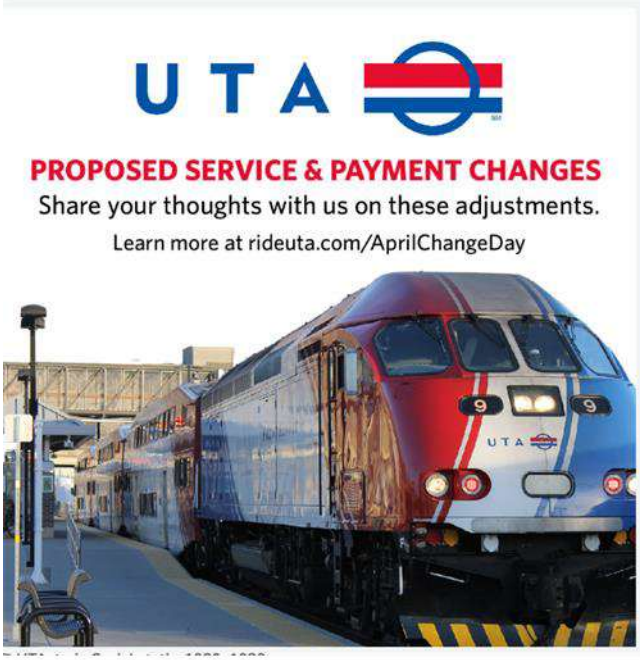
Appendix 2 – April Change Day Public Comment Period Media Summary

An overview of media efforts related to the April Change Day public comment period follows.

Bonneville Communication Advertisements









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Top Social Media Post

Utah Transit A...
Fri 11/15/2024 5:00 pm ...

Public comment is open for April Change Day 2025 and 2026 until December 13. UT...



Total Engagements	**418**
Reactions	55
Comments	17
Shares	22
Post Link Clicks	41
Other Post Clicks	283

rideuta
Tue 11/19/2024 4:22 pm...

The public comment period for April Change Day 2025 and 2026 is now open and we...



Total Engagements	**263**
Likes	220
Comments	4
Shares	18
Saves	21

Utah Transit A...
Tue 11/19/2024 4:22 pm...

The public comment period for April Change Day 2025 and 2026 is now open and we...

Total Engagements	**140**
Reactions	48
Comments	0
Shares	4
Post Clicks (All)	88

Appendix 3 – Additional Detail on Targeted Community Outreach Strategies

The following provides a summary of community outreach efforts, including emerging themes and feedback, related to the April Change Day public comment period.

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Larry H Miller Season of Service Outreach summary:

Multiple staff members from the Community Engagement Department, along with two members of the UTA Board of Trustees participated in this event on behalf of UTA. Staff members provided feedback on notable interactions and experiences during the event. Staff members agreed that UTA's presence at this event was valuable for multiple reasons, including the opportunity to support building confidence in using public transit; providing information and support to vulnerable individuals; demonstrating empathy and support for the community and their unique needs; opportunities to support navigating complex issues that individuals may experience; and the opportunity to inform community members about Change Day proposals as this is an audience that may not be able to readily engage in traditional forms of public comment opportunities.

Several takeaways were developed from participation in this event, particularly as it relates to the Change Day proposals and information shared in conjunction with the public comment period.

- Fare Changes Concerns: staff noted that there were some concerns from attendees regarding reduction of cash payment options, as well as concerns about transfer slip elimination.
- Service Changes Reactions: staff noted that attendees generally responded positively to proposed changes for increased transit service.
- Overall: staff agreed that having additional information prepared specifically with this audience in mind to communicate clearly about the proposed changes would be useful in the future

UTA Community Advisory Committee meeting summary:

UTA's Community Advisory Committee (CAC) meets quarterly and is made up of 13 members representing different sectors of the community and the riding public. At the December 6 meeting of the UTA CAC, approximately two hours were dedicated to presenting information on the 2025/2026 Change Day Proposals and discussing with the members. The following summarizes the discussion and feedback from members of the CAC:

Fare Strategy:

- Similar types of fare programs – what simple features in other transit agencies could we consider
- What systems is FAREPAY similar to? Are we basing this off of industry or other transit agency success?
- What does roll out look like?
- What's the why on transfers?
- What have other agencies done with transfers?
- Trolley – what was the lead up or trigger for zero to paid fare?

Making it easier:

- Frontrunner – maybe payment on the train, could smooth out some of the pain points
- Mobile FAREPAY card
- Open payments
- App simplifying
- Transit app – tap on/off integration
- Access, setting people up with good options

Key concerns:

- Ease of use, access for those without a lot of tech savvy
- How do we address loss of cards (potentially frequent loss of cards – youth, etc.)
- Cash option with reduced
- Frequency of re-application should be considered

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- Cash on bus
- Transfer slips

Other questions:

- Daybreak TRAX TVM – not accepting credit cards (what was going on there?)
  - Jordan provided information: no problem identified.
- SLC SD – clarify pass functionality date
  - Jordan provided information: current contract through July 2025

Recommendations:

- More education on this
- FAREPAY vending locations – can we do FAREPAY in other community locations (maybe for free?) [libraries, boys and girls clubs, etc.]
- Reduced fare – income level, messaging/education around the income levels could be improved – people may not know the % FPL they are at, but may know more about how much they make. Can we message that to better resonate with people
- Distribution – RF FAREPAY at schools? Social workers on campuses?
- Layton Mobile Home Parks (re: 628): Circle L, Park Village

Other Comments:

- Group pass is popular

Key Community Partner Discussions summary:

Discussions regarding the Change Day proposals were had with two key community partners: 1) Salt Lake City Corporation's Housing Stability Division and 2) Molina Healthcare. Their feedback offered valuable insight into how UTA's proposed changes could impact vulnerable riders and what community-based solutions might help mitigate challenges. During these conversations, several recurring themes emerged.

Cash & Transfers

Both entities expressed concerns about the potential elimination of cash payment options and transfer slips, emphasizing how such changes would disproportionately affect unbanked individuals, seniors, and people experiencing homelessness. They noted that these riders frequently rely on cash payments due to barriers like lacking access to bank accounts or smartphones.

FAREPAY Card Fee

The $3 fee for a FAREPAY card was identified as a particular hardship, especially for individuals who may lose their cards frequently due to unstable living conditions.

FAREPAY Card Access

Another consistent concern was the number of locations where riders can purchase or reload FAREPAY cards. Currently, these locations are limited to certain retailers like Maverik and 7-Eleven, which are not always accessible to all riders. There may be additional hurdles with this type of access, particularly for people living in transit-dependent communities with few nearby retail options.

Technology

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Additionally, both partners highlighted significant gaps in technological literacy. Many of the populations they serve—especially seniors, refugees, and individuals reentering society after incarceration—struggle with the technology required for digital fare systems. They suggested that without targeted educational campaigns, many riders could be left behind. There was also confusion about how Medicaid and Medicare riders can access UTA services, with many riders unaware of transit benefits already available to them.

Education & Outreach

Suggestions from these community partners included expanding educational outreach through in-person workshops, community events, and printed guides distributed through service providers. They also encouraged deeper collaboration with organizations like housing support services, Medicaid providers, and corrections reentry programs to reach riders who might otherwise be overlooked. Veronica and Ciara specifically offered to distribute UTA's fare change surveys to their network of service coordinators, which covers over 5,000 residents across 16 housing complexes, which they have already.

Conclusion

These conversations have reinforced the critical need for UTA to balance fare modernization with accessibility. Community partners remain committed to supporting outreach efforts and suggested tangible steps that could ease the transition, including exploring expanded card distribution locations, maintaining limited cash payment options, and offering initial FAREPAY cards at no cost for qualifying riders.

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Appendix 4 – Public Comments: April 2025 Proposed Service Changes

A complete list of the public comments received during the public comment period is provided in Appendix 4-6. Note that some comments submitted in in "Service" fields pertain to fares changes and some comments submitted in the "Fares" fields pertain to service changes.

198 comment submissions are included for April 2025 proposed service changes. 18 of these comments pertain to proposed fare changes.

Comments on the April 2025 Proposed Service Changes		
1	Most of this is similar to what was presented in the revised five-year service plan. There needs to be improved bus stops near the roundabout near the theaters and Layton Hills Mall, work with the mall to designate walking paths to the mall with road markings.	
2	The 455 and 470 and run parallel in sections of their routes, and many riders can use either one to commute to and from Salt Lake City. Rather than having these buses schedules run so close to each other (such that they play leap frog), it would work better for riders to space them out.	
3	I wonder how transfers at Clearfield station will be prioritized with different destinations of busses and FrontRunner as FrontRunner trains do not pass at Clearfield Station. Things will improve when route 600 starts, but currently you have to wait longer with certain transfers. Consider 642 trips to WSU-Davis to help some transfer combinations.	
4	The changes proposed to the 640 route in Ogden/ Davis County will severely cripple my transport to my work in Layton, Weber State University, both the Ogden and Davis Campus, Layton Hills Mall and area, and transport to Frontrunner in general, thus crippling my transport to the Salt Lake Valley/ Utah Valley in general. I ask of you to leave this route alone and to improve connections to Frontrunner Stations. Without it, my life could be in jeopardy.	
5	The 470 bypassing DTC would make transit less usable for me and several people I know. Four people and myself get off at DTC in the morning and later make return journeys. As we are all traveling from southern Davis County we would not be able to use the 627. Resulting in a walk to DTC campus in place of the direct service. I have the option to drive but I like taking the bus as it goes straight to DTC campus. Direct service to the DTC by the 470 maintained should be retained.	
6	I believe these proposals are great!	
7	I live near clinton walmart 1800 N 2000 W... I tried riding from the SLC airport to my house yesterday... It took an hour to get to clearfield station (because I RAN from the green line down the steps to the front runner!)... the 626 left clearfield station right before I got there... I would've waited about an hour to catch the next one... I just caught the 640 13 minutes after instead. The new map looks fine. what will the frequency be? how will students get to nuames davis and nuames weber?!? a lot of high school kids ride 640 both directions! The 626 connection toward ogden has been exactly like my airport experience yesterday... I can get over to Kent's Market 5600 S 3500 W, but i miss the 604 to ogden... gotta wait an hour for the next one.	
8	Me and my family regularly use the 640 bus stop on 1800 N and 550 W near Sunset to get to work and other locations. This change would increase our travel time and over all become a hassle to us who are trying to keep our environment clean. If there was a way to not change the services near that area, it would be a huge help for us.	
9	The change with the 640 ending it's route on 1800 would be negative for me. I use the 640 on 1800. If thenroute is to be changed than I would like to see a stop near the 2000 and 1800 corner.	

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10	Please keep your service out of the south end of the valley. It just brings in homeless and panhandling to every corner that's close to a station.	
11	I would like to see route 223 run more frequently as soon as possible. This bus is often overcrowded with those traveling to the University, hospitals and research park and needs to have more frequent options during peak times.	
12	Primarily, the change to the 640 bus would affect my access to work, school, and other UTA services. It would extend a 10 minute walk to nearly 20-30 minutes to the next nearest service that would get me to where I need to go.	
13	I ride the bus 640 to the Freeport center every day to work and after work.	
14	I would like for the bus routes to stay the same	
15	I am excited to see additional service along almost all of Redwood Road and to see my favorite route (218) get a boost in frequency. It is a life-saver for getting to my grandma's house in South Jordan without having to rely on the unreliable on-demand service.	
16	I wish for 640 route to stay on the Layton hills mall it's get me to my apartment this is the only bus route I take to and from home and to the other appointments.	
17	I take route 640 to WSU almost everyday and have been for about 30 years. I pick it up on 1000 west in Clinton. With the changes I would have ride 642 to 2000 west and then transfer to 640 to get to the university. I do not know why you couldn't keep 640 on it's current route with service to Freeport center and 1000 west and then have it go down to 2000 west at 1800 north and have 642 the new route go to 2000 west from the Clearfield station. This will be lees of a change for the riders in Clearfield, Clinton area,	
18	I usually ride the 640 bus from clearfield to Weber State University. I don't want the route for the 640 bus to be changed at all. I want to stay the way it is. It's the only transport I have of getting to school.	
19	More routes will be beneficial	
20	Looks like they may not impact this time. It would be nice to have some punctual and set drivers for the 451 route.	
21	Please continue to serve Freeport center with either keeping the 640 route the same or using the proposed 642. It's how I get to and from work since I have trouble driving.	
22	Route 126 to SLCC/UofU Herriman Campus - this is so needed and our students & community members will be so excited about this proposed change! I see the plan is to run it every 60minutes, but given the traffic of students and community members to campus now and even more so in the future, I would suggest every 30 minutes rather than 60min.	

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23	39 - Glad to see a much needed increase in service between Meadowbrook and Olympus Cove! 126 - The South Valley deserves better bus service than 60-minute weekday headways. Micro-transit is not a viable replacement for frequent buses that run 7 days a week. Still, glad to see any fixed routing in the South Valley. Hope to see more of this. 219 - Again, 60-minute headways on weekdays only is pretty abysmal service, but any bus service is better than none, which I realize is the case in much of the South Valley. 417 - Great to see more transit connections to Davis County, and connections that will fulfill last-mile needs from Woods Cross station. 581Z - On-demand service makes sense here. It should not, however, serve as justification for the currently lackluster service to Provo Airport. As a Salt Lake resident who has flown out of Provo a few times, I have wanted to use the FrontRunner and the 833 to get there, but the span of the 833's service does not extend to the span of airline service out of PVU. I wonder whether UTA On Demand will be sufficiently reliable to meet passenger demand for transportation to PVU Airport. Another thing - No increase in TRAX service frequency or span? I hope you just forgot to mention that. Sunday service desperately needs to be upped to 15-minute headways. Look at any European light-rail system; 15 minutes is not "frequent," but a minimally acceptable headway for off-peak times. TRAX should be running at least every 7.5 minutes weekdays and Saturdays, and at least every 15 on Sundays. Ideally, with overnight service (this could be every 30) so people with nontraditional commutes and people at bars can get home safely.	
24	I'm satisfied with the 2025 plan!	
25	I wanted to express strong support for the 417 bus. The Foxboro neighborhood is one that could definitely benefit from transit access. My one suggestion would be to alter the alignment on the south end to connect to the North Temple transit station. This would allow easier connections to FrontRunner on the north and the south end in addition to Trax. Perhaps also running along 700/600N to provide additional frequency along that corridor with the 205 bus.	
26	Very eager and glad to hear about 126 - South Valley Regional All-Day Service bus. I would be nice if Route 126 would run on Weekdays at 30-min frequencies rather than 60-minute at the very least.	
27	Is there anyway the route 47 could run every 15 minutes?????	
28	Route 126 and its service to Herriman and the SLCC Herriman Campus will be a great benefit to the students, faculty, staff and administrators attending this campus. I am a professor who teaches there and that is the commonly expressed need from my students, from when we opened the campus in Fall Semester 2023. The proposed route & its stops would allow me to use it to commute from Utah Valley (Orem Station) to Herriman campus. Thank you to everyone who has made this change possible. One request: Instead of hourly, can it be every 30 minutes during the AM & PM commuter hours like we see with FrontRunner's schedule? Some of my Herriman students also come from Utah County, from cities like Eagle Mountain, Saratoga Springs and Lehi. And please continue to provide us to use our UTA chip to "tap on/tap off" for trains, Trax, buses, etc. Students appreciate that benefit. But so do faculty, staff and administrators.	

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29	I take the 640 everyday to get to weber along with other students. I planed to be taking the 640 all winter and for the next continuing years. I would not like this bus route to change anything. It is fast and efficient and makes school life easier knowing I have a safer and much more reliable transportation route. I value your time in listening to my response, thank you.	
30	Some bus routes need to end at later times.	
31	I need to ride the bus everyday to work that's why I don't want them to get rid of it	
32	While I am excited that route 126 is finally providing service to Riverton (and less than a half mile from my residence), its 60-minute frequency will make it difficult for me to use for most trips. I understand that it is expected to be upped to a 30-minute frequency in 2029, but by then, I am concerned that the Riverton public will dismiss public transit as "slow, infrequent, and impractical," as many often do. Another concern I have about the route is the detour it takes along Sentenial Ridge Blvd to serve SLCC and the RSL training facility. While I do think that serving these places is important, I personally think having a loop with 15-minute frequencies to cover this detour would 1: improve travel times to the redline from most of 126's service area, and 2: allow people in the neighborhood between Mountian View Village and SLCC to get to either location with increased convenience, making it so that people in this neighborhood can easily get on a bus to get to school, to get groceries, or to get to a good meetup/hangout spot, increasing the likelihood that the portion will get lots of ridership. One could even make it so that this 15-minute loop goes all the way to Daybreak Parkway, but that may have too much service duplication with 126 and/or be too costly to implement. I personally think that simply changing the Sentenial Ridge Blvd detour into it's own dedicated route with 15-minute headways wouldn't be extraordinarily costly, and if the scheduling is handled properly transferring to 126 won't be much of an issue.	
33	My changing the method of fare, ease will be increased for some but made more difficult for others who can only pay cash! Especially unsheltered and low income folk who don’t regularly have access to phone (data, etc) or a bank account to load up a card! Elimination of transfer slips will also massively decrease accessibility for folks who are tight on income - $5/ride one-way is not acceptable fare, and will only result in those unable to pay being ticketed and further into debts.	*Fares
34	I saw in the Draper email newsletter for upcoming events that there was an open comment period for UTA service and fare changes.I don't have any comments about those particular changes, but I do have a suggestion/question.I would love to see the Via services expanded. My son has mild autism and doesn't drive. We live in Sandy at about 12300 S & 1300 E. He is familiar with the UTA system and will sometimes take Trax to and from his work at Megaplex at Jordan Commons. However, he also has knee and foot problems and it would be so nice if he could get corner to corner service from our house to the theater. (Right now, as far as we can tell, Via only goes to 106th S instead of to 94th or 90th S.) Do you think that will ever be a possibility?	
35	I myself ride at 640 Monday through Friday. I catch the bus at seven in the morning and I get off at the stop that is on 4400 south and 1900 W. I would really like you to consider not pulling any stops. I am a single mom and I work at Focus Services right there on 1900 W. the bus system is my only way of transportation to and from work I also see a lot of kids that ride the bus for school that is off 1900 W. in Roy. So when you are making these decisions, please keep those that were able to make the meeting and thought as well. Thank you for your time and reading this	

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36	I take the South Ogden #625 bus everyday from the Harrison and 20th Street bus stop to Weber State for work. And I take the #625 northbound home. I hope that there will be a replacement route that will run from 20th and Harrison to Weber State University.	
37	I would like to see some kind fixed route service in West Kaysville, such as a bus route along Flint St./Sunset Dr. or maybe in the future, a rail service along the Denver & Rio Grande Western Rail Trail Corridor.	
38	I'm glad Route 218 is returning to half hour service.	
39	Will the On Demand Service also service the American Fork area?	
40	Hi, is there any discussion within UTA and/or with the city about the possible benefits of implementing the Rio Grande Plan in the future? Possibly creating and moving the central hub, including FrontRunner, TRAX, and buses, closer to downtown and the Revitalization Zone? Thank you.	
41	Will the North Weber On Demand Zone serve Ogden Station or do you need to transfer on 12th Street to a bus?	
42	Agree with proposed changes. I was not able to find bus stops for the new Route 126. I'm hopeful there are bus stops near Autumn Moon Lane in Herriman.	
43	I am excited to see regular scheduled service returning to Herriman on the 126 route. I was hoping the route would travel Rosecrest Road/5600 West between 134th to Moutain View. The proposed route traveling on Mt View Between 134th to The RSL area seems to bypass a significant area. Are stops planned on Mt View Corridor?	
44	Please speed up the 473 express route. It often gets ahead of schedule and waits to get back on schedule. Please review the scheduled stops for this route and reduce the time between stops.	
45	I'm concerned about a board of trustees caring more about money than the community. Please don't take away our free public transportation in this time of stagnating wages and skyrocketing cost of living.	
46	Bus 628 should remain free fare. With prices going up on everything, we as a community need this affordable constant. Some of us who don't have cars or can't drive depend on having this free fare service for shopping and getting around and changing this free fare would make it harder on us in the community and as individuals to financially get around.	
47	I like 470 as one long ride. But the connection to TRAX on the south end needs improvement. It is currently over ONE block from bus stops to a TRAX station. Dragging luggage in winter slush is a long haul. Currently we are allowed (THANK YOU) to ride 470 SB and exit really close to the Courthouse TRAX station at Stop ID: 125019 500 S / Main St (WB). Would you please consider beginning 470 NB at a NEW stop located at 40.76052, -111.89156 on south side of 400 South before crossing Main Street heading east then turning north onto State Street. Trips to Salt Lake County (and the airport) and the south Davis County area would be easier and quicker - no other transfers needed. Making Stop ID: 125019 the official end of 470 would be nice too. I saw a 470x option. I assume and glad that it went away. 470 is a reliable and needed N/S route especially when Front Runner is not running.	
48	Route 126 will be a nice placeholder, but I especially am hoping for a more permanent LRT solution spanning 12600 and linking us more permanently and efficiently to the rest of the transportation network. Especially with the growth of Herriman and increasing traffic volumes on 12600, we need more viable alternatives to driving to connect the East and West. A bus route is fine for now, but we need more!	

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49	I'm working towards going car free and currently the lack of reliable, readable, and frequent public transport makes anything other than a car nearly impossible and very impractical for anyone living on the west side.	
50	I like all these changes. Glad the reduced routes are finally going back to what they once were.	
51	Keep the Trolley free tor ride...To 'align' this with other buses is simply a dumb idea. Keep it free.	*Fares
52	Why don't you have late night TRAX or buses to/from the airport? This is a service failure.	
53	Please make 551 run 24 hours because Amazon runs 24 hours and there are a lot of people that ride that bus	
54	I believe that UTA needs to work toward the creation of the Rio Grande Plan. Failure to do so would negatively affect SLC for years to come.	
55	We really need later service on the route. People working downtown have to get home and we really should've service leaving downtown at least to 11:30 at night. State Street and 900 East buses are not enough. Nothing in between. Have to take Ubers or it is a safety issue getting home. I would take a bus that left downtown at 11:20 at nine or so four nights a week and that's just me. I'm sure there's other people if they knew there was a way to get home would use the service As well. We are a bigger city now other bigger cities, such as Portland, Oregon and places like that have services this late. Why are we not having services this late? We are big enough to have services this late. I see that you're going to increase the service to 15 minutes in another year or so But we need more late service than that. I know that I am not the only one that feels this way. I do not know why we cannot have late service on this bus route. It's right smack in the middle.	
56	The Provo to Spanish Fork route, maybe consider a drop off along Main Street near the Spanish Fork airport. Could be beneficial to the couple of businesses in the area and the students (like me) at the various flight schools there.	
57	I work at the airport, and there are lots of visitors who experience long layovers, or only visiting for less than a week. I think they would be reluctant to use an app for such a short period of time. Also a lot are asking if UTA provides a 3 day or week pass.	
58	I would love it if you support the Rio Grande Plan and utilize the Rio Grande Depot in the future. Moving the central station closer to downtown by doing so and having a beautiful place for people to meet and catch their train or bus. It would be easier for people to come in and out of downtown during games once the entertainment district is done. Less heads with parking and traffic. Also keeps the trains from blocking east to west downtown access. So much good could come out of it along with many problems solved.	
59	My son will be attending Hillcrest High School in 2026; 1.7 miles from our house in Sandy. We live along 700 East and there is no bus along 700 East to Hillcrest and we live too close to qualify for district bussing. 700/900 East between 9400-7200 South is needed to get to and from school. My son also takes after school classes on 9400 South and 700 East.	
60	I would like to see more bus service in southern Utah County, such as more later hours getting to and from Payson between Payson and Provo. Last bus leaving Payson during the week is really early--9:21PM. I'd like to see that go an hour later, to like 10:21PM. Glad to see a UTA 823 bus getting added for southern Utah County. Bus Route to Mapleton would be nice. There's currently no service in Mapleton.	

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61	Your web site says there are plans to realign route 871 in Utah county. I'm not sure what that mean. What really really needs to happen is to align the 871 schedule with the trains in the morning when they switch to hourly. Right now, it I catch the train at Provo Station anytime after 8:15, the 871 bus is off if the train schedule by 30 minutes. I have to wait 30 minutes at the Lehi station for the 871 bus to take me to the Adobe building. It would be nice if there was an 871 bus waiting everytime a train arrives at the Lehi station.	
62	I think the UTA vans need to expand to the warehouse areas by the airport where the buses don't normally go.	
63	I don’t use any of the routes changing	
64	Build the Rio grande plan!!!!! Do it!!! I don’t live in slc but this is something that has the possibility to really transform the city.	
65	What happened to 35M route? An enormous amount of money went into building it and now it sits derelict. Either re establish, upgrade to a trax line from WVC Central to Magna, or surrender those lanes back to the state. Stop ignoring west side needs!	
66	The proposed bus route 126 sounds like a great idea. Connecting the southern end of the red line with Frontrunner allows for the southwest part the county to connect with Frontrunner without first having to head north to Murray to head south. But I believe the current route of heading South along Mountain View to Academy Parkway makes the route impractical for many. The route should instead be more direct to connect the red line to frontrunner. It could continue along 13400 S instead of the current route.	
67	I understand the need to connect SLCC Herriman to the bus network, but that needs to be done with a separate bus line. The indirect routing makes the route really unappealing to use.	
68	I am very glad about the 627 bus going to the fruit heights park and ride. Throughout East Layton it was difficult to get to main street without going all the way to Farmington station so this greatly helps with that.	
69	Need to keep the 625	
70	I feel that the 470 should still loop Davis Tech. Davis Tech is a growing campus and the bus drives by it anyways. It shouldn't have to sit and wait at Davis Tech, but a couple minutes should be taken to service what is a main stopping center. A large number of students at Davis Tech have bus passes. If it was some location that is rarely used, I could understand, but this is a main stop for students who are traveling from the South.	
71	I wish there were more bus services that served the Lehi office district. I'd love to take public transit to work, but nothing really services where I need to go. I work at the Ancestry building in Lehi, specifically. UTA used to service the Ancestry building. Now that a lot more companies are in that area, I wish UTA would service that stop again.	
72	Please consider bringing services to L3 Harris and the other businesses along 2200W from north temple station, it remains an untapped population of ridership for people commuting in from areas outside of salt lake	
73	Seems fine	

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74	No huge comments, just please expand TRAX in slc. So many people could use it if you took it across South temple, down 7th E and 13th E, and down to Liberty Park. Make it a bigger square of local customers instead of people headed to work. tRAX could be perfect but for some reason it goes out to daybreak? Just strange	
75	Not much; I don't use any of the affected routes often	
76	Why in the world would you start charging bus fares when it's my main way of getting to and from work because I don't have a car, this is ridiculous. "we wanna be like everyone else" no clearly you guys want everyone to ride less and hate you more with all these ridiculous changes being made.	
77	It would be great if this included Frontrunner Sunday Service. You guys don't need to wait until you have a dual-track system; you can start small and perhaps have Frontrunner service end earlier on Sundays.	
78	Frontrunner service for general conference would be great. Also early front runner service for RootsTech on Saturday. I use Frontrunner for doctor visits in Layton from Ogden so better connection to/from Tanner clinic would be help. And McKay Dee Hospital from main library is a must for me.	
79	I don't have specific feedback for the changes proposed, but I would like to see more public transit run on Sundays, specifically uvx and the frontrunner	
80	I'd love to see route 223 come more often. I would love to support better working conditions	
81	I do agree that employees should be compensated fairly but I do not understand why that has to be charged to the riders. They should be treated properly regardless of if I pay 2.50 for a previously free route.	
82	STOP F*CKING CANCEL ROUTES AND LOWER THE F*CKING PRICE. YOU GUYS ONLY F*CKING CARE ABOUT MONEY.	
83	Changing the fare system to this method will be less inclusive, and less equitable, especially to those who do not have access to technology or the internet. I currently use the app and pay for exactly what I need, and I would hate to see UTA operating on a prepaid only system. I would be much less inclined to spend money riding UTA, especially if the monthly fare options are dissolved, because I would worry about spending too much money and not using the money I have pre paid for services I don't use. This method of payment is sneaky and sly to collect money that isn't going towards use of services. There needs to still be OPTIONS for paying the exact ticket amount, a monthly pass, and using cash for those who aren't as privileged to have access to technology for this new proposed system. Many of UTA riders are those who come from less privileged backgrounds and have low income or disabilities, and by implementing this change, UTA services will be inaccessible to a large portion of its current users.	
84	Please include a bus route that goes from FrontRunner or Trax to Hogle zoo	
85	Yes	
86	The free service that is offers is important to our community. If the ridership number meets a threshold, I would ask that the service remain free to the rider. Our community benefits by reduced traffic and it allows individual who don't or can't drive or own a car autonomy .	

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87	I work on 1700 E 1300 S. I use the 4 and have to walk over a mile on a 4 mile journey. We need increased route coverage, not new trains. Route 220 has moved from 1300 E to 900 E. All routes go through the University. University has enough options. I commute at 4:30 am when there are no options. I work on weekends when there is only service once an hour. We need expanded times and frequency.	
88	We need the 625 to go up the hill. Lot of people still use that bus and alot of us need it to come up that hill. Cause lot of us don't have cars and are not able to walk the hill. So we need that 625 to continue to come up the hill.	
89	I have seen how impactful UTA on demand has been for my family in Salt Lake County who have low-incomes. I think expanding access to UTA on demand in Utah County will be of great benefit as well.	
90	It would be most helpful for more regular weekend schedules. Many people work on weekend, including myself, or just want to be able to get out and do stuff. I talk with many people on the bus and train who also share this need for better weekend schedules.	
91	I use bus 213 every day for my commute to the U of U Medical Center from 1000 E and 7800 S. It would be great if the buses run every 15 min during the peak hours. Please build a bus stop near the Sugarhouse Health Center. The existing bus stops are not easy to access.	
92	I mean, I'm not sure what is being referred to in this.	
93	super excited for the new 219, the southwest county desperately needs more service	
94	The 823 in particular will be helpful to me, as well as the 126 over to Zion's Bank Field when I go to Warriors games - won't have to drive there anymore!	
95	I don’t think that would be convenient because lots of people use this as their main transportation and as a means of getting dropped off closer to home especially during the colder seasons!!	
96	Better working conditions and expanded services are the main selling points for me- as many people as possible should have access to public transport services as possible, and you should be able to guarantee that access while treating your employees fairly and well. UTA would be able to support the community by communicating with information media, like radio and news stations, and even social media- in order to spread word of construction progress, any potential impact the construction would have on roadways, and timelines for how things are proceeding. Signage at UTA stops and information on any website you may have needs to be consistently updated and current so that the community you are serving knows fully well what is going on in your process.	
97	I think they shouldn't get rid of the 628 midtown trolley and the 601 trolley those buses are really convenient it's easy to get around and get to doctor's appointments and everywhere else and they shouldn't get rid of zero fare because allot of people can't afford to pay for fares all the time and im one of them ,this is just reduclues and out of hand and not to mention it's ruining what the people had released the trolley and zero fare that they put out for people years back. I disagree on the plans for route 628 and 601.	*Fares
98	Restoring the routes in Salt Lake County that were previously affected is greatly appreciated.	
99	I’m frustrated with elimination of zero fare routes. I would rather work with cities to lower fares and increase ridership. Having little to no service from FrontRunner to pleasant grove boulevard makes it difficult to use UTA as a primary transit source to my work. It requires a 4 mile bike ride from either American Fork or Vineyard station. Without bcycle or a bus route between these areas there’s a public transportation gap.	*Fares

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100	I think by doing away with transfer tickets because u pay cash is wrong. A lot of low income people do not have accounts at institutions. Cash maybe all they have. U are penalizing the low income and homeless by making them pay twice or more times because they only have cash. The rest of the changes I thought were great.	*Fares
101	I'm not a fan of discontinuing fare-free service on Route 628. Calling the new TRAX station "South Jordan Downtown" is terrible. Downtown South Jordan is 5 miles away! It should be something like Daybreak Central Station to match Daybreak South Station and Daybreak North Station. I'm glad to see Route 218 service to downtown South Jordan restored to 30 minute frequency.	
102	I think things changes will impact in a huge way the limited resoruces the homless- disabled, single parents, low income that dont have a car- Will impact the limited budgests and make their life more compliocated instead of easier.	*Fares
103	Don't care	
104	I don't really see an issue with collecting fare for the 628 Midtown Trolley.	*Fares
105	Make the schedule match reality. For the last few months the train leaves the hospital late, average is 5 minutes late on a regular basis, so just change the schedule	
106	These changes do not support the community that utilizes UTA on a daily basis. There are often folks who do not have access to a bank account who may need to travel. Maybe your plan is to eliminate those folks from these services, which to that I say, shame on you. You are creating a larger barrier for our underserved community to access these services. Not only that but taking away the free fare zone is greedy.	
107	Nice to see the 220 back on 1100 East!	
108	It would be extremely beneficial to me personally to extend your services to Provo airport. Not having to park there or arrange a ride is simply a must-have from the UTA.	
109	I am generally against all changes that remove zero fare zones, but if they allow you to improve service, especially by improving frequency, that would be great.	*Fares
110	Also, stop being so territorial with Park City's busses. The 107 bus should be allowed to drop off in Salt Lake, especially as it's faster than your busses going through SLC.	
111	Get security guards on trax. Every train should have a security guard that checked for passes and gets the homeless and mental health people off the trax.	
112	The red line should increase service until 2 am. A lot of people will need to get home in the later hours and this will help get them home safe. Increase red line from 15-30mins to 5-15 mins service and have them coordinate with other Trax lines for quick smother transfers. Have bus drivers stop at the curb at their bus stops instead of on the street will the passenger needs to walk into traffic to get on board. Bus drivers are currently blocking bike lanes and creating unsafe boarding and deboarding expectations for passengers. There should be an upgrade to the digital signs at transit stops that tells passengers real time information on when the bus will pick them up at their stop. And, have a moment where signs say "Arriving" and "Departing" to let passengers know at what point in the stop that the UTA vehicle is currently positioned at the stop. This gives a longer moment for passengers to board and be mindful to wait for the next UTA vehicle at a stop. And, stop making bus stops so close to the edge of a pedestrian pathway. It is not safe to be so close to vehicles passing by that can throw something at a waiting passenger or else.	
113	I would love the Ogden Station to be brought back!!	

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114	I take the train to work and school almost daily! I have been for years. Many times I've been left stranded in the cold if I was just 1 minute late for an entire hour. It would be great to see one more cart added so more people don't have to squish during rush hour. It gets so stuffy on the train when I have to ride it before and after work. It would be even better to have the front runner run every half hour. Even every 15 minutes during rush hour.	
115	I think having a station down in Spanish Fork would be useful.	
116	Also, the wifi is SO BAD I took the train to be able to do homework or work on my laptop but I always have to use my hotspot. Many people's meetings or assignments get interrupted by the poor quality or band width of the WiFi'. Please, this is not sustainable.	
117	Fares for the 628 free trolley will impact not just me but a lot other because our expenses are limited. We should be able to continue to ride the 628 trolley for free because it's also only a short distance of a ride and it's only for the Clearfield and Layton area.	*Fares
118	I strongly feel that we should be able to continue to ride the 628 free trolley for free. For starters, the 628 free trolley only stays in the Clearfield and Layton area. It's a short distance ride. To have to pay for a short distance ride from Clearfield and Layton especially when Clearfield is next to Layton in cities doesn't make sense. A lot of people depend on the bus and takes the bus because of how expensive uber or Lyft is and because how expensive it is nowadays to get a car. I don't only speak for myself when I say that our funds are limited. Whatever income we have we need to save for other needs and necessities. Saving our incomes on the side for future purposes will help us in the long run but we can't do that if we always have to continue to spend our money on the bus that is suppose to be free.	
119	I hate the idea of having a route run through Herriman to SLCC and the Real Salt Lake Academy. It will run through a street that kids cross to go to and from school and bring unnecessary traffic to the area. I seriously disagree with this.	
120	I figured the 601 would cost money I love 601 because it was easier than walking to get a sticker because eventually ogx not going to be free for long as well but losing 625 to go up to the St benencit Manor do you know understand there older people and people that have a hard time up and down that hill. I even struggle up it and so without it how do I visit my friends up there. Anyways I understand changes but it is what is.	
121	Mid	
122	Any expansion of services is welcome. More routes/services means I and others could ride more.	
123	Not specifically on proposals, but there should be an 8 pm Frontrunner that passes through Draper to provo	
124	Everything looks good, I just wish the new 860 route could get added in 2025 instead of 2026	
125	Please add sundays to frontrunner train schedule permanently!	
126	We need earlier trax. Services	
127	No impact. But would be nice to have the 217 and the green line coincide better. A 15 minute wait in the cold is terrible. At least have heaters at the stops	
128	Uta bus service is awesome but there are changes that I would like to see the buses running more often during the winter more shelter at bus stops bathrooms close by heated areas by bus stops more light at night around bus stops trax trains with level entry areas buses in all areas more on time service	

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129	It would be cool to add a train/ light rail connection that follows the old Provo canyon line into Wasatch, maybe it could have a stop at Vivian park that then has the Sundance Ski Resort UTA bus route. Maybe the line could even connect to the front runner/ Amtrak lines in West Provo/Orem.	
130	Maybe it could be a project that uses 2034 Olympic Games funds if that's an issue? Like the flattened area is still there from the super old train line.	
131	Change can be good. Id like to see more services than less.	
132	I was really hoping in 2025 or 2026 we'd have some kind of reasonable service in Utah County. Sadly, we do not. It's the land the UTA forgot. I live 2.4 miles from the American Fork Frontrunner station -- yet there is no way for me to get there on the UTA system. The official route is to ride the 850 bus for 20 mins+ to the Lehi Station. That doesn't include the walk time to bus, since apparently the only bus route in Utah county is along State Street. A real public transport system would feed to other busses and would at least, bare minimum, go to the commuter train station. In Provo, I do not understand why there can't be a shuttle or bus available to meet the trains -- at best they come twice an hour, most of the time once per hour. There could be a minibus easily -- even charge extra for it. The largest employers in the area are BYU and the Intermountain Health, yet there is no useful way to get to those locations from the station. The UVX doesn't get you to BYU -- it gets you sort of near the outskirts of BYU. I know this is BYU's fault, but perhaps open negotiations. I have used the Frontrunner to get to the airport many times. I travel frequently and would use it every time, but often I simply cannot because of the infrequency of service. If my flight lands at 9:30pm, I might make the Frontrunner, or I might just be standing in on a platform for an hour in a sketchy part of town with no protection from the elements (in a climate with extreme heat and cold!). That's if I'm lucky. If not lucky, I'll just be stranded in Salt Lake for the night with a prohibitively expensive Uber as my only option (should have just driven and parked!). And, of course, there is no option if you arrive on Sunday. The same infrequency and early end of day is a problem for attending any cultural activity in SLC from Utah County. I would prefer to ride the train to see the symphony or a show, but the odds are too great that I'll get stranded. Having lived in other cities with public transport that actually serves the needs of the community, the UTA system earns a D+ grade from me. The lack of service on Sundays, the paucity of bus routes, the early close to the system, all render it essentially useless for me. I am forced to be car dependent, despite my desire to leave the car at home. And lately, I don't always feel safe on the Trax -- is there a possibility of policing that better? I do realize that the UTA is hampered by funding challenges. But, it seems to me there is a "chicken-egg" thing happening -- routes don't meet the basic needs, so they underperform; underperforming routes get canceled, so we are in a death spiral. Nothing in the 2025 or 2026 proposed changes will improve any of this. You are making changes around the edges, but not addressing actual service.	
133	necessary	

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134	I really wish you would give better service to the offices in Lehi. I work at the Ancestry office but you don't service the bus station there anymore. That stop used to be serviced by the 863 line but stopped after covid. I want you to know that both the Ancestry and Xactware buildings are busy again. A lot more space has been leased out in the buildings to other companies. I wish that stop would be serviced by the 807 or 871 line. I know you're making changes to 871, but I don't see any changes being made to the limited bus routes, so hopefully you'd consider adding the bus stop to 807 as well 🤌 I had to wait over an hour to get to work on i15 today, because of the northbound car fire. I don't have any other viable options to get to work.	
135	The most vulnerable people shelter has a lot of wheelchair and walker required clients and the bus stops are at least a block and a half away. I was wondering since I've done this myself where were paying, doing deviations frequently. And instead of doing a deviation all the time, seeing if route F925 and the route F525 and route F590 can be deviated onto Harrison Street or Monroe Street and brought up here and gone back or something. We also have at least 4 new apt complexes on this street that were not here 2 years ago. So, you know all of these places have opened with several people in the last 2 years, so I was just seeing if you guys could make it more accessible and make it apart of the route instead by deviation all the time.	
136	Please expand your service to Alpine. The VIA program would be a real boon. Seniors there are stranded since Utah County doesn't provide any transportation support.	
137	this looks good	
138	I love the idea of having more transportation this way I don't have a car and sometimes on demand vans are booked and having to pay Uber is a hassle because it cost me and kids a lot	
139	Please extend night time travel for 205 to 11:30 Pm so people can get home from work	
140	I am so happy that bus service is being restored to the Southwest part of the valley! Via has been difficult with scheduling and I depend on it to get to and from my job. However, route 126 seems incomplete. As the bus travels up and down Mountain View Corridor between 13400 South and Real Salt Lake, it doesn't allow for any stops. I feel it would be much better if it went up through the neighborhoods there, Rosecrest Road.	
141	Thank for changes to try to connect the southwest Salt Lake County with route 126. This will potentially help my commute to SL City for work if the hourly service works well in connecting to the train lines with normal working hours 8-5.	

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142	Regarding regional route 126: I appreciate that public transportation is finally coming to Herriman. It is desperately needed. However, this route fails to solve anything. The route is trying to do too much by connecting Draper, Herriman, and Daybreak. I think it would be much wiser to start with a route that actually transports people to local destinations where they want to go, rather than just trying to connect Trax stations. I think an ideal bus route would connect to shopping areas. Here is an example route that would work better than the proposed route: 1. Herriman City Hall 2. Smith's at 13400 S and Rosecrest 3. Walmart at 13400 S and Fort Herriman Pkwy 4. Mountain View Village (west side) 5. Mountain View Village (east side) 6. Costco at 13126 Eagles Flight Rd 7. Daybreak downtown 8. Daybreak Trax 9. Smiths on Daybreak Pkwy and Mtn View Corridor 10. Winco at 11800 S and Mtn View Corridor 11. Return to Herriman City Hall Also mix in several stops within neighborhoods that are along this route so people in those neighborhoods can get on/off near their homes. THIS is a route that people would use - not the route that you have proposed.	
143	I am not even sure where to start. We live in Highland and have one car for a 4 family household with teens/young adults trying to get around utah county and salt lake county. The fact that there is no bus service that regularly runs through alpine/highland with access to the thanksgiving point and american fork front runner is ridiculous. That there is no bus service at the american fork frontrunner is crazy. Even a small shuttle bus that would take someone from the front runner to the bus stops on state street would be an amazing feature. Public transporation isn't even an option for getting people from Highland to Orem/Provo because of how convuluted the system is and how long it takes.	
144	The traffic in this area of sentinel ridge blvd is already unmanageable. Now we add all the extra traffic having to divert due to bangerter closures, and wanting to add a bus route? Insane. They've added 2 separate lights and an entire road to Mountain View, and it's still a nightmare out here. Peopld that need to use UTA can use the UTA vans provided by VIA, uber, Lyft and whatever else they've been doing. Adding ANOTHER service to the already unbearable area is a terrible idea.	
145	Would like a bus that goes to AF frontrunner station	
146	Services connecting to the American fork trax station to help alienate traffic on Main Street going to your station.	

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147	The fact that there is no Sunday frontrunner, or earlier/later times is absolutely ludicrous. The WORKING CLASS predominantly uses public transit. Get over the LDS the sabbath is sacred bullshit and take care of the community that would use these resources. Working class also uses public transit earlier and later, which you don't provide. If you are going to offer Sunday frontrunner during General Conference weekends for the LDS church...do better. Also your fares are not affordable and I am constantly trying to find resources for those in poverty that they cannot afford a car, they have limited resources, and they can't even afford to take public transit. Do. Better.	
148	Thank you for the new bus routes in Riverton and Herriman! They will have such a big impact.	
149	Yes	
150	We need routes extending into Herriman so those of us in this area can use this service more. Right now busses hit only the easternmost part of Herriman.	
151	Route 126 needs to be a 30 minute route, this connects a front runner and trax station and the route would be much more effective with more frequent stop. I live near the trax station in daybreak and work adjacent to a stop. With more frequency I would actually use the bus. As is, I wouldn't risk the bus because missing it would make me extremely late to work.	
152	My son uses Via daily to get to work in South Jordan. He does not drive so it is a real asset to him. I would hate to lose that service.	
153	Modified 640 is great! But what about adding some kind of smaller shuttle service south on 2000 all the way to the roundabout connecting bluff, gentile, Gordon, and 2000, to go to Layton station and then back through to clearfield? It would add commute options for folks all through syracuse and West Layton, from students, to commuters heading to Ogden or Layton or SLC? There is a LOT of housing down there that could use some shuttle service... And businesses in West Layton could benefit, too.	
154	I would really like for service up to Hogle Zoo and this is the Place to be brought back. Several employees used it regularly to get to work.	
155	This is helpful, but it would be better to go to the front runner station in Draper. I think the route needs to go further west as well at 13400 S.	
156	Major impact!! Keep it the same!!	
157	Don't even bother with route 126. Hourly service on weekdays only isn't going to keep me from driving. The service is too infrequent, and no service on weekends is ridiculous.	
158	If possible, please have the 213 bus come every 15 minutes from 7-9AM during the school year/semesters (University of Utah). There is often only standing room available especially on Tuesdays and Thursdays.	
159	The 205 needs to be increased to run every 15 minutes.	
160	There should be no change	
161	I am unable to drive so I am stuck on public transportation. My ex refuses to comply with the court order and she lives in Eagle Mountain and there is no bus service going to and from Eagle Mountain.	
162	I'm really excited about the proposed 823 route! I would love to see this route run at times slightly off from the 821 route, especially later in the day. As someone who commutes between Springville and Provo for work, including shifts that end at 9:00 PM, it's nearly impossible to get to the Provo Transit Center to catch the 9:18 PM bus (821) back to Springville, and the only other option that late is the 10:18 bus (821). If there was another option in between those I would be more likely to take UTA 5 days a week rather than 3 days a week.	
163	Speak with Honolulu transit officials. They have a great, easy to use system. Could probably get some useful information from them.	

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164	It would be nice if you adjusted the schedule for busses and TRAX that go to frontrunner stations to come to the stops 5 minutes earlier than what they do now. When they are running a few minutes behind on the current schedule you miss the frontrunner and have to wait a half to a full hour for the next one. They are late quite often.	
165	I'd ride more with more times to ride! Mid day busses will help me reach clients	
166	Probably too late…I LOVE UTA! Been using it Mon-Fri since 1991. My comment is 3 words that I was so proud to see happen: FREE FARE FEBRUARY. Do it in 2025 and every year!!	
167	I like the idea of Herriman getting a bus	
168	I am looking forward to Route 126 to visit my mother who recently moved to a care center near 3600 W; thanks for the new route!	
169	If the Frontrunner operated more frequently (every 20 minutes), I'd probably use it to get to the airport or travel to downtown SLC. Full service on Sundays is an absolute must. Late trains departing SLC up to Ogden on Thurs-Fri-Sat.	
170	You need to ad busses on Sundays for people who work. Not everyone has Sundays off nowadays	
171	Northwestern Weber County is horribly underserved. Its bad enough the Pleasant View station is sitting unused...but how about bus service west of I15 along Route 126 in the Farr West area? We have nothing. Also...make it happen to get the Pleasant View Frontrunner going again. And hello....SUNDAY FRONTRUNNER SERVICE! Completely unusable to the airport and other places because of the lack of service times. A lot of us do things on Sundays. I see nothing in the changes helping these areas.	
172	I am opposed to this proposal. It will cause way too much traffic on angel street and we already have enough. We have nothing for the kids to walk across the street safely as it is! Do not do this to us!	
173	I do not think you should cancel the trolley in Ogden. It was wonderful to have and so helpful in getting around.	*Fares
174	Not accepting cash payments does not take into account those who do not carry money in checking accounts and only carry cash (such as the unhoused folk)	*Fares
175	I have had mediocre experiences when it comes to disability accommodations. Despite the signs everywhere, individuals with strollers and not disability specific walkers or wheelchairs use the ramps and populate the seats making it extremely difficult to use this public transportation. Especially when there is no intervention from the employees.	
176	the changes look great. unfortunately, it took a little longer than anticipated to open the PDF. it should be a lot simpler, but have a PDF version if wanted/needed. putting a simple table would be a lot easier to read and understand.	
177	If you change route 627 to go down main street (there are already so many buses servicing main street) you cut off everyone in clearfield relying on 627 to get to clearfield station for work or to the grocery stores. Especially along 1500 east clearfield. There are no stops close by along 1500 east that are easily accessible to those who need it. We won't be able to get to work. There are no stops along hill field road at the south of the base we can walk to. You literally are cutting off a whole community of people who live in the area that will no longer be able to get to work and get home.	
178	Rio grande plan is the only viable long term plan. Period.	
179	My comment is in Q. 6, and is directed toward the anticipated technology change.	*Fares
180	Al public transportation should be fare-free.	*Fares
181	EXTEND FRONTRUNNER SERVICES TO INCLUDE SUNDAYS	
182	Do not decrease the zero fare zones. Increase them.	*Fares

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183	The 871 needs to continue to service 12300 South in connection to the Draper Center Station. Since the removal of the Flex it is the only connection to the main straight of Draper Peaks that is reliable, as On Demand frequently has waits of over an hour in that area, IF you don't get the "too many requests" error. It is already a pitiful option that runs far too infrequently - to change that part of the route in order to service Sandy Civic instead would make it impossible for those of us working on that strip to get to our jobs. Do not keep trimming public transit options for Draper.	
184	I heavily disagree with removing the free service for the Layton Midtown Trolley (Route 628). As someone who uses that line on an extremely regular basis to get errands done as well as for my commute, it would be a hassle to have to budget more money aside just for this service that has been free for as long as I've been using it. We need to have local lines that are either lower cost than the regular lines, or entirely free like the Midtown Trolley has always been. I do, however, like the extension of the 470 route to include Layton Hills Mall. It's been a hassle needing to walk up to, or ride the 628 line to Antelope Dr. to access that line, so the proposed change will make things a lot more convenient.	*Fares
185	Seeing some of the routes being expanded is very exciting!	
186	One day is great but the fees in general ought to be lowered to reflect accessibility for the low income folks who utilize pubic transport systems.	*Fares
187	Good day I would like to voice my concern of only having On Demand in the town of Tooele. With the overwhelming growth we are experiencing a Main Street bus or shuttle 6 days a week from the park and ride at 2400 north to 400 south and back on a daily schedule would best serve our needs and reduce much of the unnecessary on demand pick up and drop offs please give me a call if you would like more feedback. Thank you	
188	I wish changes could happen faster than just once a year.	
189	By making Route 640 end at Clearfield, it makes it harder for me to access educational opportunities at WSU Ogden and WSU Davis/NUAMES. Route 628 must come every 30 minutes to match the frequency of Route 640 and line up for a connection to Route 640 at Clearfield. However, it is way easier to not transfer at all, and therefore it would best to have Route 640 end at WSU Davis/NUAMES instead of Clearfield Station. Additionally, taking the FrontRunner is not viable because it takes around 35 minutes and around a mile and a half to walk to station because Route 604 comes after the FrontRunner train to Provo departs. Overall, I feel like the changes being made in Weber/Davis county do not benefit that average riders as my friends feel the same way.	
190	I recently started commuting through Layton and taking the 628 trolley. I have a transit pass through my job at the University, so the change won't affect me, but my few weeks being aboard have shown me that people rely on it being free. Why it is in the first place is a great question. Your proposed change to initiate fares on 628, however, will cause hardship on those who depend on its gratuity. Already impoverished individuals will now have to pay or walk, which is what most riders have to decide between anyway. Why do you give people something for free until they're dependent, only to take it away? And what bureaucracy makes changes to the public years in advance?	*Fares
191	I support your decision to make changes to the UTA bus schedule.	

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192	My biggest concern is the tap cards. Keeping them loaded may be a challenge for a large demographic. Many of the riders don't have regular checking accounts. Their debit cards are from employment or government. These types of cards are only recognized as prepaid cards not associated with a bank and frequently are declined as form of payment because funds cannot be guaranteed. The last time I purchased a tap card the vendor indicated that they could no longer recharge the cards. It either had to be done online or over the phone. Using cash at a vendor wasn't an option. If that is the case, that needs to change. Just one more thing. At transfer points like Redwood Rd and 3500 south, could there be a 5 minute hold for all buses to allow riders a safer transfer? I have observed riders risking their safety to get to the next bus. This is an issue especially after 7PM when the buses run less frequently and in the winter when many lack warm outerwear.	
193	Absolutely disgusting the poorer people rely on the train and your increasing the cost and getting rid of transfers it's a money grab THIS CORPORATE GREED is why everyone has a car I work at the airport it should run later into the night it's so disgusting and dangerous I don't feel safe at night on uta	*Fares
194	Vote Rio Grande Plan 2025!	
195	There should be New Year's Eve service for the FrontRunner past midnight into New Year's Day at 1am or 2am like other cities do. There should also be Sunday FrontRunner service. Also consider running one night train shift for eight hours, so it gets to every stop within four hours, which is better than no service.	
196	There are quite a few BYU professors that ride the route 822. I'm just concerned that the commute time will be a lot longer for them. Did BYU approve these changes?	
197	Currently I am a graduate student at BYU in Provo, and live in Payson. On a regular basis (3-4 times a week) I take the 822 bus from Payson to the south BYU campus stop. As I understand, this route will be discontinued beginning in April of 2025. Given how many people use the 822 bus to get from south Utah County to BYU and UVU, I am not sure why UTA wants to discontinue the route. I have spoken to multiple bus drivers about the route being terminated, and all drivers agree that the 822 route is one of the busiest routes in Utah County. As far as I can see, after the 822 route is terminated, it will be harder for me and many other BYU and UVU students and employees to get to the schools. I strongly urge UTA to reconsider this proposed change, and keep the 822 route. I believe that doing so would be in the best interest of BYU, UVU, UTA, and the many riders who regularly use the route to commute to school and work.	
198	He stated that he wanted to see the Tooele Flex Bus on the weekend. He also stated that he would like to be a part of a work group where there will be a study to determine the viability of the following concerns: - Expansion of the airport line to New State Prison at 7200 W. - Expansion of airport line inside of the international center. - Making a loop to the Medical Center to reduced parking space - Expansion of the TRAX service to the hospital front door to make it convenient - Expansion of bus services to Sugarhouse to 1100 E going EB to 900 S to part of Liberty Park going to Trolley Square. - Extension of Sugarhouse Bridge - A study group for a trolley link to the U of U campus - Extension of the red line going to the campus using the Trolley shuttle - Expansion of the Red line train from the U of U to the airport. - FR Service to Weber - Heaters on the covered bus stop. - Electronic Signs inside some of the bus stop to notify the next stop	

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Appendix 5 – Public Comments: April 2026 Proposed Service Changes

A complete list of the public comments received during the public comment period is provided in Appendices 4-6. Note that some comments submitted in in "Service" fields pertain to fares changes and some comments submitted in the "Fares" fields pertain to service changes.

170 comment submissions are included for April 2026 proposed service changes. 10 of these comments pertain to proposed fare changes.

Comments on the April 2026 Proposed Service Changes		
1	Document how people will connect from North Weber Zone 562 to Ogden Station. Will they have to transfer to a bus at 12th street or will there be a disconnected part of the zone at Ogden Station (like what is shown on the map for SLC Westside Zone to Central Point)?	
2	Similar to my comment about the 2025 Change Day, the 455 and 470 and run parallel in sections of their routes, and many riders can use either one to commute to and from Salt Lake City. Rather than having these buses schedules run so close to each other (such that they play leap frog), it would work better for riders to space them out.	
3	Improve bus stops on Riverdale Road where multiple routes would provide transfer points.	
4	Again, i ask you to leave the 640 alone and the Midtown Trolley (628)	
5	Looks good.	
6	I am glad to see Bus 2A and Bus 2B proposed. And hope that it's high on priority	
7	wondering frequency/time for 640 and 645. wondering travel from clinton walmart to WSU ogden and WSU davis and Davis Tech	
8	Depending on the changes in the route of the 640 to the roy station, it might be frustrating and time lengthening. The interactive map shown does not show the route that the 640 would take to the station.	
9	Keep it's out of the south end of the valley just raise the crime rates, homeless and panhandlers	
10	I'm glad to see changes to route 223 to run at 30 minute intervals but this needs to be done sooner than 2026. The bus is often overcrowded during peak times during weekdays.	
11	Primarily, the change to the 640 bus would affect my access to work, school, and other UTA services. It would extend a 10 minute walk to nearly 20-30 minutes to the next nearest service that would get me to where I need to go.	
12	I depend on the bus to go to work and other things	
13	If the changes go through, my mother will have to walk further and miss out on more sleep. If the changes happened they'll effect me by also missing out on more sleep, trying to get to the bus stops and hour or half earlier than I already do wasting more energy than I need to just to get to places like school or work then home	
14	Overall, I am excited. But I am concerned about the Brigham City changes. Namely, I am worried about the lack of circulator service in the city, especially on Saturday, which would be when people might need to go grocery shopping. Would the IMZ be operational on Saturdays? If not, I could imagine it would be hard for folks in Brigham City to do basic tasks that would require going places other than Pleasant View or Ogden (like grocery shopping in town).	
15	No	

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16	I usually ride the 640 bus from clearfield to Weber State University. I don't want the route for the 640 bus to be changed at all. I want to stay the way it is. It's the only transport I have of getting to school.	
17	More routes	
18	Not affecting me	
19	2/2A/2B - I appreciate the effective doubling of the 2's frequency that this change would entail. The 200 South corridor is an excellent candidate for true high-frequency bus service (i.e., frequency higher than once every 15 minutes, which is more a bare minimum of good service than "high frequency"). I wonder if there isn't a way to up the frequency in a less confusing way. Having two slight variants on a route is bound to make the system less intuitive to visitors or new users, and adding a loop is bound to slow it down, especially at that notorious roundabout between Stadium and South Campus stations.. Is this proposed change really any more beneficial than just doubling the frequency of current route 2? And why couldn't there be a separate loop route around the U? 4 - The extension of the route beyond Olympus Cove makes sense. Its schedule and frequency should also be expanded. It seems odd right now that the last 4 departure from Olympus is at 8:07pm weeknights, especially considering that the first departure time is comparable to that of the 209, which runs until midnight weeknights. 54 - Yes! More transit to USANA, please. Driving and parking there is a nightmare. Please ensure that on concert nights service continues until the concert has ended. It would be a waste if everyone still had to drive to concerts there. Also make sure that riders can still connect to TRAX at Murray Central from the last 54 bus. 205 - I live along this route, and restoration of 15-minute service cannot come soon enough. Every 15 minutes should be the minimum you aim for in Salt Lake City, not the highest possible frequency. 220 - Shortening this route makes sense with the easy transfer to the 2. Are you really not restoring 15-minute headways, though? If people are going to have to transfer back to the 220 in the other direction, they should not have to wait that long at the U. 223 - The connection to Murray Central makes good sense, and frequency is in desperate need of an increase. One bus every hour is a joke. 601 - Frankly, can we just stop calling bus routes "trolleys" when they aren't trolleys? Trolley buses are a thing in other cities, and they're great, but they're not a thing here. 720 - This route would definitely benefit from an extension, but this extension should only be the beginning. Please connect this route to the Red Line so northern Sugar House and Central City residents can more easily access TRAX! Finally - Still no TRAX service improvements? You can't be serious.	
20	Updating the 205 to every 15 minutes would be AMAZING. The weekday bus is at least 75% full on most rides I take. 15 minute service would increase my use and convenience	
21	Big support for the 2A/B bus routes and the increased frequency of the 205. I wish it could happen sooner but I'm aware that staffing is an issue.	
22	Very eager and glad to hear about 126 - South Valley Regional All-Day Service bus. I would be nice if Route 126 would run on Weekdays at 30-min frequencies rather than 60-minute at the very least.	
23	Have people be several feet of smoking	
24	I like them.	
25	No comment right now.	
26	Bus routes should go for longer at night.	

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27	Don't change it I need ride	
28	If upping 126's service to 30 minutes isn't feasible in 2025, I would very much like to see it here instead.	
29	My changing the method of fare, ease will be increased for some but made more difficult for others who can only pay cash! Especially unsheltered and low income folk who don't regularly have access to phone (data, etc) or a bank account to load up a card! Elimination of transfer slips will also massively decrease accessibility for folks who are tight on income - $5/ride one-way is not acceptable fare, and will only result in those unable to pay being ticketed and further into debts.	*Fares
30	I don't have anything to say about this	
31	I would like to see some kind fixed route service in west Kaysville, such as a bus running along Flint St./Sunset Dr. or maybe in the future, a fixed guideway service along the Denver & Rio Grande Western Rail Trail Corridor.	
32	Agree with proposed changes.	
33	I am looking for reasonable transit options from the Herriman Area to the SLC Airport. The 5600 W express line to the Airport with a connector at the red line seems to be a good option to help with this. Wish it was happening in 2026 or sooner.	
34	The changes sound nice. I rely on the UTA to get around at all, as I don't drive. I want them to have fair wages and good working conditions. I hope the "listening to the community" part is upheld.	
35	The change on 628 would make it harder financially for my shopping and getting to work.	*Fares
36	Did not review in detail. BUT I like the return of buses to the the RIverton area. An idea: if you have a lack of staff. can a route with an every 30 minute schedule be set up that it will be reduced to an every hour schedule due to lack of drivers. Riders are required to check online to see if the bus is on a 30 or 60 minute schedule. This route is known in advance that is can and will change due to staffing. Just a thought.	
37	Route 126 will be a nice placeholder, but I especially am hoping for a more permanent LRT solution spanning 12600 and linking us more permanently and efficiently to the rest of the transportation network. Especially with the growth of Herriman and increasing traffic volumes on 12600, we need more viable alternatives to driving to connect the East and West. A bus route is fine for now, but we need more! I'm working towards going car free and currently the lack of reliable, readable, and frequent public transport makes anything other than a car nearly impossible and very impractical for anyone living on the west side.	
38	If you're going to discontinue 220 service going downtown, please make it go later, or make the 72 go later. I sometimes go to concerts downtown and I just moved to Cottonwood Heights and since I don't drive, bus service from downtown to Fort Union is imperative. Also, service on 5600 S from Highland Drive to 1300 E would be nice.	
39	Seems like a really dumb idea to discontinue the 220 from the U to downtown. Why are you doing this?	
40	I like the 610 route in Ogden: more local, more often. I currently take the 625 northbound in the mornings (with 4-6 other riders). After work I take the 455 southbound (wider range of riders; depending on day, maybe 3-10 other riders) because I'd have to wait 45 minutes for the 625. When I do take the 625 southbound after work, it's pretty empty. And most of the riders on the 455 southbound get off before reaching Davis County.	
41	Nah	

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42	Instead of 15 minutes for the 205 we need later service	
43	Consider looking at a visitors 3 day or week pass.	
44	Let's get everyone on the same page and support the Rio Grande Plan. It just makes so much sense.	
45	Service on 7th East between 9400 and 7200 South is needed in my community.	
46	Would like to see frontrunner extended further south	
47	It is what it is. I want to request UTA vans by the airport area and further where buses don't run.	
48	I use the 205 bus often and I love that it will be coming every 15 minutes. But…I do not like a change you made earlier. There used to be a stop at 2100s and another at the S line when traveling north. You changed it to a stop in the middle of the two. As I am disabled, this change has made it difficult to use the route.	
49	Build the Rio grande plan!!!!! Do it!!! I don't live in slc but this is something that has the possibility to really transform the city.	
50	None of the proposed changes affect me at this time.	
51	Almost every rider on route 455 is going to Weber State University. Stopping the route at the Dee event center and forcing all students to transfer busses will be a huge inconvenience which will add over 20 minutes to my commute. The whole reason why I ride UTA is because it was able to drop me off right next to my class so I did not have to worry about getting the shuttle from The event Center to Weber State. If the bus dropped off at the normal spots on Ed Wilson and the upper stop then went to the d event Center that would be okay but stopping at those locations mirror to classes for students is crucial.	
52	Need to keep the 625	
53	Please don't get rid of bus passes or tickets in the movile app.	
54	I feel the 470 as is was a brilliant route. By the time these changes go into effect, I will no longer be using the services but instead choosing to drive my children to davis tech rather than having take two transfers.	
55	A fast bus route that runs between Vineyard Station and State Street sounds great, as long as the bus stops for the 800 n route and the state street route aren't far.. I'd love to see UVX extended to Vineyard Station.	
56	Please consider bringing services to L3 Harris and the other businesses along 2200W from north temple station, it remains an untapped population of ridership for people commuting in from areas outside of salt lake	
57	Seems fine	
58	See above. Charge what you need just expand it in SLC; No huge comments, just please expand TRAX in slc. So many people could use it if you took it across South temple, down 7th E and 13th E, and down to Liberty Park. Make it a bigger square of local customers instead of people headed to work. tRAX could be perfect but for some reason it goes out to daybreak? Just strange	
59	I would like it if the front runner operated on Sunday and holidays. We have lots of family in Salt Lake County and Ogden, and often would prefer to take the public transit to visit them, but are unable to.	

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60	I am very happy with the proposed service changes to the current routes 2 and 220. Although I won't be using them in 2026, I think the changes proposed will significantly increase user satisfaction, without hurting anyone's commute significantly. Coming from someone who used 220 daily (north-bound) for two years and now 2 daily, the proposed changes would not only benefit the U students, but also SLC commuters. On 220, 95% of passengers would be U students, and would get off at Presidents Circle, the only university stop, and very few, if any, would stay to go towards SLC. The new change with 220 going to the Union would increase student satisfaction as many students would have to arduously walk all the way up campus from presidents circle, and bus drivers would have to continue their lengthy route from the south all the way downtown. Transferring this downtown route to another bus 2 route would benefit everyone involved, as bus 2s typically get full during peak hours and can't take any more passengers, while bus 220, again, would only stop at President's Circle, causing it to be more of an inconvenience for students with classes/activities towards upper campus. This change will shorten the drive for 220 bus drivers while also providing students with better access to campus, all the while not negatively impacting a daily SLC commuter.	
61	Again, all I can say here is having Sunday Frontrunner service would be great	
62	Frontrunner service for general conference would be great. Also early front runner service for RootsTech on Saturday. I use Frontrunner for doctor visits in Layton from Ogden so better connection to/from Tanner clinic would be help. And McKay Dee Hospital from main library is a must for me.	
63	Please improve connection to AF station via bike routes all the way from the jordan river trail to the station. Please add several bus stops near the southern part of saratoga springs, as I have to ride my bike 20 minutes to the north end the get on the 806 currently. Please do not expand redwood road or mountain view corridor. ADDING ONE MORE LANE DOES NOT IMPROVE TRAFFIC; IT JUST DIVIDES AND DESTROYS OUR COMMUNITIES!	
64	I'd love to see a way to get from SLC to American Fork	
65	This will prevent so many people from getting to work and seeing family.	
66	F*CK NO	
67	Changing the fare system to this method will be less inclusive, and less equitable, especially to those who do not have access to technology or the internet. I currently use the app and pay for exactly what I need, and I would hate to see UTA operating on a prepaid only system. I would be much less inclined to spend money riding UTA, especially if the monthly fare options are dissolved, because I would worry about spending too much money and not using the money I have pre paid for services I don't use. This method of payment is sneaky and sly to collect money that isn't going towards use of services. There needs to still be OPTIONS for paying the exact ticket amount, a monthly pass, and using cash for those who aren't as privileged to have access to technology for this new proposed system. Many of UTA riders are those who come from less privileged backgrounds and have low income or disabilities, and by implementing this change, UTA services will be inaccessible to a large portion of its current users.	
68	Please include a bus route that goes from FrontRunner or Trax to Hogle zoo	
69	Yes	
70	The free service that is offers is important to our community. If the ridership number meets a threshold, I would ask that the service remain free to the rider. Our community benefits by reduced traffic and it allows individual who don't or can't drive or own a car autonomy .	

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71	Sunday service on the frontrunner is a must to provide consistent and fair service. Current schedule discriminated against those who choose to work, shop, or travel on Sunday instead of stay home	
72	No hope it'll improve my route.	
73	It would be most helpful for more regular weekend schedules. Many people work on weekend, including myself, or just want to be able to get out and do stuff. I talk with many people on the bus and train who also share this need for better weekend schedules.	
74	Please consider having an express bus from Sandy/Draper/Midvale to the U of U.	
75	Again, I don't know specifically what is being referred to hear. Where is this service being changed?	
76	higher frequency on 2a/b sounds pretty awesome	
77	Don't have a particular response to these yet.	
78	I don’t think that would be convenient because lots of people use this as their main transportation and as a means of getting dropped off closer to home especially during the colder seasons!!	
79	Better working conditions and expanded services are the main selling points for me- as many people as possible should have access to public transport services as possible, and you should be able to guarantee that access while treating your employees fairly and well. UTA would be able to support the community by communicating with information media, like radio and news stations, and even social media- in order to spread word of construction progress, any potential impact the construction would have on roadways, and timelines for how things are proceeding. Signage at UTA stops and information on any website you may have needs to be consistently updated and current so that the community you are serving knows fully well what is going on in your process.	
80	I think they shouldn't get rid of the 628 midtown trolley and the 601 trolley those buses are really convenient it's easy to get around and get to doctor's appointments and everywhere else and they shouldn't get rid of zero fare because allot of people can't afford to pay for fares all the time and im one of them ,this is just reduclues and out of hand and not to mention it's ruining what the people had released the trolley and zero fare that they put out for people years back. I disagree on the plans for route 628 and 601.	
81	While I don't take the 54, increasing frequency will help those who rely on it.	
82	I’m frustrated with elimination of zero fare routes. I would rather work with cities to lower fares and increase ridership. Having little to no service from FrontRunner to pleasant grove boulevard makes it difficult to use UTA as a primary transit source to my work. It requires a 4 mile bike ride from either American Fork or Vineyard station. Without bcycle or a bus route between these areas there’s a public transportation gap.	*Fares
83	I don't see anything I would change here.	
84	I'm not a fan of discontinuing fare-free circulator service in Ogden. I'm glad to see Route 612 serving Ogden Station.	
85	I think things changes will impact in a huge way the limited resoruces the homless- disabled, single parents, low income that dont have a car- Will impact the limited budgests and make their life more compliocated instead of easier.	
86	Don't care	

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87	Increased service would be great, however east west bus connections are severely lacking particularly in the evenings and weekends.Also troublesome is the lack of lighting at bus stops outside of downtown. Tooele & Davis County needs service on weekends, and after 7pm. Another lost and found should be made to replace the former downtown location.	
88	No	
89	These changes do not support the community that utilizes UTA on a daily basis. There are often folks who do not have access to a bank account who may need to travel. Maybe your plan is to eliminate those folks from these services, which to that I say, shame on you. You are creating a larger barrier for our underserved community to access these services. Not only that but taking away the free fare zone is greedy	*Fares
90	increased frequency for the 223 would make that route usable for me and can't come soon enough.I can take it from near Bonneville elementary to the door of my office at cottonwood corporate center, but the hourly frequency makes very inconvenient. I also wish the current last stop at cottonwood corporate was also the first stop when it changes directions	
91	Can't you find a different color between a 30 minute bus and a 60 minute bus?	
92	Connections to Vineyard station are necessary. Please prioritize that.	
93	Its fine if trax Get security guards on trax. Every train should have a security guard that checked for passes and gets the homeless and mental health people off the trax.	
94	The intent to have cash payers pay more for their transfers harms them. There is not a ticket machine at every UTA transit point so UTA should not lean towards making communities work harder to find them to get a UTA fare card. Regardless of the idea of the simplification of paying for a UTA fare, this will be inaccessible for many people. Please continue to offer paper transfer for cash users. On another note, the 2A/2B route names are too similar to each other. On another note, the naming scheme for 2A/2B to does not make sense. The focus on final destination is more important than adding more confusing information on the bus led display, because the real estate less focus is on the destination and more emphasis on naming schemes. A longer learning curve is required for distinguishing A and B when a final destination on the LED display already communicates to passengers what bus to take. UTA on demand should redwood road 217 routes and the 201 routes. the 201 bus driver do not always make the required stops and will pass passengers waiting for the bus. No effort to make the stop to pick up passengers. The on demand service can pick up riders during and outside 201 and 217 service. The central point stop is a good addition to on demand service. But, we need lots more on demand vehicles because the app always tells us that service is in high demand which means longer wait times of over 30mins. Another note, there needs to be service from the Airport or the 1940 W Green trax stop going towards the u of utah union stop. There is no direct service for visitors to make it to the U and for U community members to get to the airport in a safe and frequent and direct and quick way.	*Fares
95	I think this is fine	
96	Fares for the 628 free trolley will impact not just me but a lot other because our expenses are limited. We should be able to continue to ride the 628 trolley for free because it's also only a short distance of a ride and it's only for the Clearfield and Layton area.	*Fares

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97	I strongly feel that we should be able to continue to ride the 628 free trolley for free. For starters, the 628 free trolley only stays in the Clearfield and Layton area. It's a short distance ride. To have to pay for a short distance ride from Clearfield and Layton especially when Clearfield is next to Layton in cities doesn't make sense. A lot of people depend on the bus and takes the bus because of how expensive uber or Lyft is and because how expensive it is nowadays to get a car. I don't only speak for myself when I say that our funds are limited. Whatever income we have we need to save for other needs and necessities. Saving our incomes on the side for future purposes will help us in the long run but we can't do that if we always have to continue to spend our money on the bus that is suppose to be free.	*Fares
98	I hate the idea of having a route run through Herriman to SLCC and the Real Salt Lake Academy. It will run through a street that kids cross to go to and from school and bring unnecessary traffic to the area. I seriously disagree with this.	
99	Just don't understand why so many changes. I get the economy is changing but its getting not better but worse but u guys do whatever u want.	
100	Mid	
101	Any expansion of services is welcome. More routes/services means I and others could ride more.	
102	None	
103	I love the change for the 860 Eagle Mountain route, I live right by the current bus route, but I can't take it because of how long it takes to get to the frontrunner station and how it goes north instead of south. I currently drive to the AF frontrunner station and take that and UVX into work. As soon as the 860 goes live I'll be using it for my commute but also for getting places for personal trips as well since it will have more frequent service. I can't express how excited I am to get it and like I said I would love to have it even sooner.	
104	Please add sundays to frontrunner train schedule permanently!	
105	We need Earlier. Trax. Trains on Saturday and Sunday services	
106	No impact	
107	Every day rideing bus	
108	Could be cool to make the bus route to Sundance start up on the day the resort opens	
109	Keep public transit affordable for all. This is literally how many get around.	*Fares
110	See comment above. Nothing in the proposed changes for the next 2 years will address any of the real needs of northern Utah County.	
111	If you move route 862 to West Orem and Pleasant Grove, is there a new route that will service East Orem? If not, then I am very disappointed in this proposed change. We need to make riding the bus easier for people, not harder	
112	I'm sure it has been evaluated.	
113	I'm happy Saratoga Springs and Vineyard are getting new routes!	
114	I was told to submit a request via this form even though it's not specific to April's change day	
115	this looks good	
116	I love the idea of having more transportation this way I don't have a car and sometimes on demand vans are booked and having to pay Uber is a hassle because it cost me and kids a lot	
117	Please extend night time travel for 205 to 11:30 Pm so people can get home from work	
118	no comment	
119	none	

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120	The for adding East /West services look good, but Highland/Alpine/American Fork /Traverse Mountain area seem to continue to be out of the loop	
121	Would like a bus that goes to AF frontrunner station	
122	Services to American fork from the trax station. That road is a mess in front of the trax station due to so many people coming to your station and not enough parking, no bus to AF, we need parking in the other side of the station between the station and the free way, and we need people to be bussed in.	
123	The fact that there is no Sunday frontrunner, or earlier/later times is absolutely ludicrous. The WORKING CLASS predominantly uses public transit. Get over the LDS the sabbath is sacred bullshit and take care of the community that would use these resources. Working class also uses public transit earlier and later, which you don't provide. If you are going to offer Sunday frontrunner during General Conference weekends for the LDS church...do better. Also your fares are not affordable and I am constantly trying to find resources for those in poverty that they cannot afford a car, they have limited resources, and they can't even afford to take public transit. Do. Better.	
124	None	
125	Yes	
126	No comment.	
127	Cool ideas, really should have plans for more routes in the South valley. One line is poor service for so many people.	
128	Please continue to provide Via rideshare services.	
129	I don't know enough about what these changes mean, yet	
130	Keep it the same	
131	None	
132	If possible, please have the 213 bus come every 15 minutes from 7-9AM during the school year/semesters (University of Utah). There is often only standing room available especially on Tuesdays and Thursdays.	
133	More trax lines connecting the city. Indoor stations?	
134	There should be no change	
135	none	
136	None	
137	No comment	
138	Let’s do it!	
139	Bring back FREE FARE FEBRUARY. Make a dent on these inversion days of winter on the Wasatch Front.	
140	I dont know.	
141	Looking forward to the new station, BYU 900 E Provo. Thanks!	
142	I'm disappointed the free trolley service is being discontinued. This will harm downtown Ogden businesses. If the Frontrunner operated more frequently (every 20 minutes), I'd probably use it to get to the airport or travel to downtown SLC. Full service on Sundays is an absolute must. Late trains departing SLC up to Ogden on Thurs-Fri-Sat.	

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143	Northwestern Weber County is horribly underserved. Its bad enough the Pleasant View station is sitting unused...but how about bus service west of I15 along Route 126 in the Farr West area? We have nothing. Also...make it happen to get the Pleasant View Frontrunner going again. And hello....SUNDAY FRONTRUNNER SERVICE! Completely unusable to the airport and other places because of the lack of service times. A lot of us do things on Sundays. I see nothing in the changes helping these areas.	
144	I am opposed to this proposal. It will cause way too much traffic on angel street and we already have enough. We have nothing for the kids to walk across the street safely as it is! Do not do this to us!	
145	They need to keep the trolley in ogden	
146	None	
147	Not accepting cash payments does not take into account those who do not carry money in checking accounts and only carry cash (such as the unhoused folk)	
148	I have had mediocre experiences when it comes to disability accommodations. Despite the signs everywhere, individuals with strollers and not disability specific walkers or wheelchairs use the ramps and populate the seats making it extremely difficult to use this public transportation. Especially when there is no intervention from the employees.	
149	Before April 2026 fix bus bay pillars that identify the bays at Ogden Intermodal Center, their footings are sinking and could use a refresh. Also, have an overflow space for OGX, as the current spacing of the overhead charging is designed for two busses but there are often three busses there.	
150	the changes look great. unfortunately, it took a little longer than anticipated to open the PDF. it should be a lot simpler, but have a PDF version if wanted/needed. putting a simple table would be a lot easier to read and understand.	
151	No answer	
152	Rio grande plan is the only viable long term plan. Period.	
153	My comment is in Q. 6, and is directed toward the anticipated technology change.	*Fares
154	Don't charge people for rides when there is plenty of money to pay for gas, electricity, liveable wages, and maintenance in the city budget.	
155	Frontrunner should run on all Sundays! And don’t shrink the zero fare zones. Expand them	
156	Do not see any routes I frequently use listed, no comments.	
157	Again, absolutely abysmal changes to the 628 Route. I know very well that I am not the only individual who sees the benefits of the Midtown Trolley, and uses it regularly. Removing it entirely cuts out options for people who need it to get around town due to lack of other transportation. Keep the midtown trolley.	
158	Please do not get rid of Line 628. Please keep the line fare-free! I've continued more on this in #6 about the proposed fare changes.	
159	Again one day is not impactful to our communities disparaged by the increased rates	
160	I am in full support of switching 205 to a 15 minute frequency! As someone who takes that route daily, I am often waiting 30 minutes in between busses to take the 205 to get home. This is often in the dark/cold/rain because many of the 205 stops do not have any shelter/coverage. In the future, I would also like to see increased Sunday service. Many people still have to get to work on Sundays and it can be especially difficult to work out transit on those days.	

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161	I do not like that Route 640 no longer goes to WSU Ogden. Route 604 is not viable due to it coming only every hour and there being limited number of trips. It is especially bad for when I have to take night classes at WSU Ogden. I feel like Route 640 (or another Route) should connect WSU Ogden and WSU Davis/NUAMES on run on 1900 W/Main Street.	
162	What bureaucracy makes changes to the public years in advance?	
163	I love change day the buses will help me and my family to be able to go more places.	
164	Scheduled Bus service for Tooele on main Street	
165	My biggest concern is the tap cards. Keeping them loaded may be a challenge for a large demographic. Many of the riders don't have regular checking accounts. Their debit cards are from employment or government. These types of cards are only recognized as prepaid cards not associated with a bank and frequently are declined as form of payment because funds cannot be guaranteed. The last time I purchased a tap card the vendor indicated that they could no longer recharge the cards. It either had to be done online or over the phone. Using cash at a vendor wasn't an option. If that is the case, that needs to change.	*Fares
166	Same as other don’t change the fare and clean up the filthy train.	
167	Rio Grande Plan 2025!	
168	No comment.	
169	No comment	
170	No comments at this time.	

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Appendix 6 – Public Comments: April 2025/2026 Proposed Fares Changes

A complete list of the public comments received during the public comment period is provided in Appendices 4-6. Note that some comments submitted in in "Service" fields pertain to fares changes and some comments submitted in the "Fares" fields pertain to service changes.

186 comment submissions are included for 2025/2026 Proposed Fare Changes. 3 of these comments pertain to proposed service changes.

Comments on the Fares Proposed Changes		
1	Moving away from paper transfers will accelerate the acceptance of FarePay cards (and possibly open payment/Credit Card fare capping in the future). Signage should be added to bus stops to help people find nearby FarePay retailers. Curious how people could use a regular electronic pass (like regular EcoPass or HivePass) plus a FarePay card to upgrade to premium. Have pop up events where people can have their picture taken for reduced fare FarePay cards, the Ogden Transit Center Customer Service site does not have weekend or evening hours.	
2	Make the fares PDF screen reader accessible so everyone can actually take part in commenting.	
3	No comment	
4	Consider options to use a regular FarePay card to get a Group Pass. For example, being able to tap multiple times at your first tap of the day or activating at the TVM for the day. The summer Riders License is a good pass to introduce youth to transit, usage in the summer may vary for individuals with vacation trips. Pop up sites to get Reduced Fare FarePay cards (high school back to school nights or parent teacher conferences, senior centers, community events, Farmington Station the first few weeks of Lagoon season). In arena (Delta Center, BYU, U of U, Daybreak Field, RSL) advertising of services, Group Pass, special trips.	
5	The fare changes to Route 628/ Midtown trolled would devastate those who go from Clearfield Station to the Hospital, the Mall, or other places like grocery stores.	
6	I am very excited for these changes. It will bring the system up to date with other transit agencies.	
7	I love the new plans for fare change. I hope the plans also include allowing fare cards to be attached to Google and Apple Wallets. As well as digital student cards that universities such as Utah use.	
8	gonna miss group pass on the app!	
9	Why bother even charging fares? In the summer time the shady side of the train is full with homeless. I will never ride front runner or trax again it's disgustingly gross	
10	No comments on the proposed changes to fare.	
11	I am am ok on paying what it is now on the fare	
12	The current fares of 1.50 for students and 2.50 for adults are good keep the the same please	
13	I am generally in support (I already use FAREPAY). I would just have to see how the advertising is because how to pay is a serious barrier to transit use and one of the reasons people may avoid using the bus.	
14	No	
15	No comment at this time.	
16	Not sure what that is	
17	Please still leave cash option and paper transfers. Do not make changes to fares	
18	Times are already hard and this may affect the ridership.	
19	The fares I think are fine as is and are quite reasonable.	

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20	none	
21	Making fares consistent on Route 628 is reasonable. Again, can we please stop calling these fake vintage buses "trolleys"? Trolleybuses are already a thing (they're the safer electric alternative to lithium battery buses), and they aren't defined by a kitschy paint job.	
22	The U pays for my badge, so this does not impact me	
23	I'm not a daily rider so for me the fare change has little to no impact.	
24	No impact	
25	None	
26	Please keep providing the free UTA chip for students. The gratitude of students for that benefit has been expressed by many students on our SLCC campuses!	
27	I don't think it's clear to me how the monthly passes would change. Though my biggest concern is around the cash fare changes affecting marginalized people who use cash fare most and may not have access to the internet or even have cardless payment methods. Without a lot of though, that change in particular could very negatively affect the most vulnerable transit riders.	
28	No change	
29	The fare cap has helped with a lot.	
30	Never change it I need ride and a lot of people need a ride	
31	I personally think that removing paper tickets is a good idea and will improve the accuracy of ridership counts across the board and make it more difficult to fraudulently board the train/bus. Next up is fare gates (/hj)	
32	The $3 purchase fee for the Farepay card should be refunded in the form of a transit credit added to the card upon activation.	
33	See above	
34	To go from cash to strictly card use is not going to work for your community. Do you realize how many children do not use money cards? Do you not realize that many, if not most folks that ride the public transit and buses are seniors, youth, and folks in the low income bracket? So why would you make a cash paying customer pay twice for their ticket and eliminate the transfer system? It really sounds like a big mistake and like you are discriminating against those with out a bank account or this that are low income. You are giving privilege to a person with a bank account. If you want to get technical, I feel this is a racist thing for your company to do, and I am not a person of color. You probably do not want to do this. You would be eliminating PUBLIC transportation for a lot of folks and that is not fair of you.	
35	I really like to hear that UTA is implementing a new fare system similar to TFL's Oyster Card in London, as I love how much it improves user experience.	

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36	I rode the bus to and from work for several years when I lived in Orem. (And I would love to see more bus routes in Saratoga Springs.) There are a number of changes that I believe are a bad idea. First, the elimination of transfer slips for cash riders would be a detriment to the system as a whole. The option to pay with cash--and receiving the same discounts/conveniences as FAREPAY card riders (ie. transfer slips)--is critical to the convenience of riding the bus. Any time you reduce convenience for your customers, it's a bad idea--it will discourage ridership for that cohort, as well as discourage ridership for the occasional riders or those exploring public transportation as an option. You may think it's a good idea to eliminate transfer slips because it saves the company money, or possibly helps reduce the overfall fare for the majority of customers. This is unwise, in my mind. What this change achieves is to shift more expenses onto the cash-paying riders. Whether or not cash riders represent a minority, the fact is that, with this change, you reduce accessibility, convenience, and the attractiveness of the bus system. This is the opposite of what you want for a public transportation system. Another concern is the elimination of reduced fares for cash riders, and making that option available only for FAREPAY card riders. Many individuals who ride the bus are "old-fashioned," low-income, mentally or socially impaired, or at some other disadvantage. The process of obtaining a FAREPAY card, reloading it on the app/website, and ensuring that the card isn't lost can be an obstacle for these individuals. Preserving a reduced fare cash fare option ensures that the most vulnerable in our community will not be left behind. Your transportation service is exceptionally meaningful in our community. You enable people to work and be productive members of society. I urge you to avoid reducing the positive impact of the bus system with these proposed changes.	
37	In theory I understand the need and benefit of moving to electronic fare systems. I have 2 concerns I'd like to see addressed: 1. Eliminating paper transfers for cash paying customers and forcing them to pay for each leg of a trip will hit the lowest income segment. Surely the paper pads and the few seconds it takes the driver to issue a paper transfer aren't that expensive. I think paper transfers should stay. 2. If we're requiring most everyone to move to electronic cards, the $3 fee will again hit low income riders hardest. UTA should seek funding for a program to provide free cards to people below a certain income limit.	

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38	Without transfer credits for cash users, some riders will pay higher costs for multi-leg trips. Why didn't UTA consider keeping transfer credits for cash payments to maintain equity? Many riders who currently rely on Reduced Fare ID cards may not transition to Reduced Fare FAREPAY Cards before the proposed changes. What will UTA do to ensure no one loses their access to reduced fares? How will UTA support riders who face logistical challenges transitioning to Reduced Fare FAREPAY Cards, such as seniors, those without internet access, or those unfamiliar with the process? But if you're planning to put a transition plan, why isn't that included in the proposed changes? You say you see a "trend"… how many transfer slips are utilized? So you don't know how many, yet you're proposing to eliminate this benefit? What's the urgency? But that only works if riders are on the virtual system… isn't there tech nowadays that prints out transfer slips? Why decrease methods of collecting payment? It just sounds like it's easier for UTA and places the burden on the low income, on unbanked, on seniors… like it doesn't make sense. There's no plan and no urgency, the make one? "More excitement than urgency" - Monica If that's why changes are being proposed, out of excitement, and not out of a need from the community, then this feels out-of-step and not aligned to what public transit is about.	
39	My concern with some of these changes is that they could reduce accessibility for people who rely on cash to use public transit. Not everyone has easy access to bank accounts, credit cards, internet, or digital payment systems.	
40	If the fare changes are proposed for implementation in April 2025, when can the community expect to get the communication information or plan? With the removal of paper transfers will there be information in all methods, including on busses in various languages to assist customers who have always used that method and may not have technology to get social media or website information. I would like to echo some feedback from community members about having to go specifically to stations and customer service to obtain it. It does create additional work for riders who may already have some barriers. Hope to highlight that to discuss more.	
41	what is the benefit to UTA or to users by charging cash users more for multi leg trips Can Uta put the data about paper transfers and stuff on the website to help explain to my grandma why she has to pay more for her trip. I know someone said the simplifying the process for the Uta employees is good but this is not more simple for people who ride	
42	Is there precedence for this type of fare collection? If so, how is it received?	
43	Agree with proposed changes.	
44	none.	

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45	I ride the 628 trolley eight times a week and charging us for it would be a very large strain on my finances. No less than $10-$20 a week minimum, which means $40-$80 a month. This is not feasible for me.. Please don't start charging trolley riders for the service as it would take away an important service in our lives. Having this ability to get around the city has been such a boon to all of our lives and losing that would have devastating effects on us. I use it to get to work and to my doctor's appointments. There are two hospitals on this route and you run the risk of keeping people from being able to access important care and getting assistance. Please do not change the free status of the 628. Our lives and livelihoods depend on this free service.	
46	Charges on 628 would make more difficult financially.	
47	I like using my senior citizen discounted farepay card. I see lots of people jump on and off with a cash or card payment. It is easier to do this than have all these types of users use the tap on/off method if nothing more than data tracking and let others know that they have to record their use of UTA too. Just a thought.	
48	I think the fare changes and technology improvements will be an excellent and important change for the UTA system. This is a good step in the right direction.	
49	This is an unclear statement: "Fares will be simplified by eliminating multiple fare products that customers must choose from when deciding to ride transit. Instead, customers will set up pre-paid, reloadable accounts that are associated with fare media such as electronic tap cards, bank cards, and mobile phones." It sounds like you are not simplying the fares themselves but rather how you pay for them. I hope that you cap and lower the fares for everyone.	
50	No	
51	Later services needed on the 205 route	*Service
52	Suggest still having paper tickets available at airport for short periods of traveling.	
53	I rue the Layton trolley often. I can walk to it to get on and get to most places I need to go in Layton. I ride it as it is free. If I have to pay, I will end up driving or just not going places. Not having to pay outweighs having to coordinate with the schedule. If I have to pay, then I will want to go on my time.	
54	If you implement the Rio Grande Plan then fare increases make sense and are totally worth it and justified.	
55	No comment; approved	
56	Looks good	
57	I am a senior that wanted to get a half fare card but couldn’t figure out how to do it online and was unable to find a Smith’s that had any cards. Please do an outreach program to help people get the cards since people who use half fare are most of your clientele.	
58	Build the Rio grande plan!!!!! Do it!!! I don’t live in slc but this is something that has the possibility to really transform the city.	
59	No comments	
60	None	

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61	Hello all, I never got a response back on the challenge I was having with the rideuta.com/ChangeDay website (see email below). Therefore, I am using this format to provide feedback on the proposed change to Route 628 (Midtown Trolley). After learning from the Layton City Mayor that this route was being modified, there was a call that I initiated with UTA, Davis County and Layton City on September 24 to discuss the Route 628 modification. I recognize the goals and reasonings that were stated, but the outcomes of that meeting left me concerned that this change proposal is happening without fully understanding the riders of this route and the impact this change will have. The largest takeaway from the September 24 call was that I was informed that Route 628 is the most utilized "local serving" route in Davis County. This leads me to be concerned about the proposed modifications. I had a personal conversation with Trustee Holbrook on November 7 to express these concerns. I recommend UTA postpone modifying Route 628 and the change to a paid fare service until additional input is gained. I recommend a survey of riders, as well as enhanced conversations with the entities that participate in making this a paid fare service and the expected goals those entities have. For example, Davis County desires more local serving routes, and believes this route modification may negatively impact those local users. I also recognize that there may be hesitation from Layton City to continue leading the effort to subsidize the farebox and do not have a desire to lead/participate further. But Davis County is one of the largest contributors to this effort, and should be given a better opportunity to review and discuss this. I believe before this decision is finalized in its current format, UTA should collect additional information to understand the impact to the riders/community, both from a route change and a fee change. Please consider postponing the Route 628 modifications until further information can be collected. Sincerely, Kent	
62	None of the proposed changes affect me at this time.	
63	If UTA is going to force you to pay at a TBM to get a transfer with cash then they will need to make tbms at almost every stop. It is not feasible to force people who have paid cash and received transfers for their commute for years to convert to a electronic method. If a TBM is at almost every major stop including all Park and rides then it would be a easier way to transition so people who want to pay cash can still pay cash at the TBM at the bus stop.	
64	Need to keep the 625	*Service
65	Don't get rid of fare pay in the app.	
66	I feel the 470 as is was a brilliant route. By the time these changes go into effect, I will no longer be using the services but instead choosing to drive my children to davis tech rather than having them make two transfers. The davis county area is long and narrow which is why it makes sense to have a route that goes that entire length. I don't mind the transfer of the 470x going to farmington station alone, as it is a main hub, but then the 600 should at least make the loop at Davis Tech. If that change was made, I would be happy with the final routes in 2026	*Service
67	The tap on proposals sound great.	
68	People should always be able to pay in cash on the bus to take it and I think it's a terrible idea to force people into using online services when plenty of people don't always have direct access to it. Keep cash please!	

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69	Charge whatever just expand trax in slc	
70	Like having the tap to pay fare system, the app hardly looks for me which means I have to arrive early and plan all my trips before taking the front runner	
71	No comments	
72	Why would you start charging a fee for a Trolley? You may lose riders who use it by doing that	
73	use elec wheelchair so MUST have access in all weather conditions $$ is problem	
74	No comment	
75	I think employers should be incentivized to offer uta passes for their employees.	
76	Auto charging sounds cool. The ability to stil ride without an app could be nice tho. Sometimes I don't like bringing my phone	
77	I don't think that it is fair to barge patrons more when you are implementing a new system for payment. Maybe instead of asking for more money, don't change things and use those funds to pay your employees	
78	F*CK NO	
79	Changing the fare system to this method will be less inclusive, and less equitable, especially to those who do not have access to technology or the internet. I currently use the app and pay for exactly what I need, and I would hate to see UTA operating on a prepaid only system. I would be much less inclined to spend money riding UTA, especially if the monthly fare options are dissolved, because I would worry about spending too much money and not using the money I have pre paid for services I don't use. This method of payment is sneaky and sly to collect money that isn't going towards use of services. There needs to still be OPTIONS for paying the exact ticket amount, a monthly pass, and using cash for those who aren't as privileged to have access to technology for this new proposed system. Many of UTA riders are those who come from less privileged backgrounds and have low income or disabilities, and by implementing this change, UTA services will be inaccessible to a large portion of its current users.	
80	Keep fare system the same. I know people who are only able to use cash, and this new system will prevent them from using UTA services. It's not fair or equitable.	
81	Yes	
82	The free service that is offers is important to our community. If the ridership number meets a threshold, I would ask that the service remain free to the rider. Our community benefits by reduced traffic and it allows individual who don't or can't drive or own a car autonomy .	
83	There needs to be a major fare reduction on the frontrunner. Round trip, american fork to draper/sandy is not cost competitive with uber/lyft when considering the last mile to/from the station.	
84	I've used Uvx to get to and from work and school, but removing the zerofare services will completely destroy my ability to get to and from work in the summer	
85	I'll pay whatever compared to lyft, my only option at many times.	
86	I think all public transportation should be free. I wouldn't mind raising taxes for those types of services	
87	I am in favor of increased fare for a high quality fast transit service.	
88	Fine I guess. It would be nice to have it juat be reloadable and maybe a little cheaper for those who need it to get to work.	
89	I don't think replacing monthly passes with farepay cards is the right idea unless the cost is similar or less for someone who rides Frontrunner every day	

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90	I can live...	
91	None	
92	Streamlining fare services is a valuable and necessary change. This also provides a platform for you to disseminate any information that may pertain to public transport users.	
93	It would be nice they changed the regular fares to 1.25	
94	There's one way to make fare easier for people to understand: no fare permanently. Roll the cost into taxes. This will not only make the process easier for drivers and passengers, but will save money and time for the department as well as encouraging ridership (which will greatly help air quality).	
95	I'm frustrated with elimination of zero fare routes. I would rather work with cities to lower fares and increase ridership. Having little to no service from FrontRunner to pleasant grove boulevard makes it difficult to use UTA as a primary transit source to my work. It requires a 4 mile bike ride from either American Fork or Vineyard station. Without bcycle or a bus route between these areas there's a public transportation gap.	
96	I think by doing away with transfers for individuals who pay cash is wrong. A lot of low income and homeless individuals do not utilize institutions for banking. They only have cash. You are penalizing them. If they only have cash they have to pay twice. How do u expect them to use public transit.	
97	Do not change fares	
98	I am disappointed at the discontinuation of paper tickets at train stations. So families are now expected to buy farepay cards for everyone and keep track of them all? The group pass is so simple. And of course this is a travesty for privacy and likely bad for the unbanked.	
99	I think things changes will impact in a huge way the limited resoruces the homless- disabled, single parents, low income that dont have a car- Will impact the limited budgests and make their life more compliocated instead of easier.	
100	Don't do it. Public transit should be paid for by taxes. You're going the wrong direction.	
101	I am writing as a member of the public who has been using the uvx, and it has helped me and general public in shutting in downtown.	
102	I know running this services entails a lot, all I am saying is to start at a low pace $1 and could be increased after a year.	
103	I can see the importance of transitioning riders towards mobile/paperless ticketing system. However proposing to eliminate one way, day, monthly, and group passes. There are many concerning areas in regards to these. I however see this as a conflict with riders working at SLIA, and those traveling through, whther it's for a convention or a long layover. People would be reluctant to purchase a farepay card and pay activation if they are only spending a few hour with layover, or 3-5 days along the wasatch front. This could be detrimental to the revenues collected from the airport ticket machines.. especially considering the Olympics in 2034. I also see that riders may not take to well paying between each mode of transit.	
104	The link didn't take me to anything about change day info	
105	Taking away zero fare zones is greedy, removing multiple ways of payment is hindering the community that doesn't have access to a mobile device or bank account.	
106	have no idea	
107	Free is good; I would rather pay higher taxes so that this service can be free than have it be paid.	
108	Its fine if Trax Gets security guards on trax. Every train should have a security guard that checked for passes and gets the homeless and mental health people off the trax.	

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109	Cash users are pushed to the UTA fare cards which assumes that in all cases, they will have an electronic devices to ride public transit. The ticket machines should not replace the idea of paying with cash on buses. Ticket Machines are not located at every transit stop so this means there will be areas will cash will be paid out and this method payment should not be penalized by not getting a paper transfer at time of payment. Exact change may not be provided at all ticket machines, so to continue to have cash options that are inclusive rather than exclusive of electronic forms of payment is racist and harms all riders. Continue to offer paper transfers. Another note, the tech will make errors, there should be a feature where fare card holders can be notified when they are getting close to meeting the requirement for reduced fare or are eligible for a transfers. Finally, there needs to be a way for those who are eligible reduced fare can get a reduce fare without having to create an account. This is forcing people to meet an undue burden to use public transit for the most vulnerable populations. Please increase transfer time from 2 hours to 3 hours. two hour is too short. Think medical visits and court visits and other longer procedures.	
110	I think fare changes should not occur or if they do only be raised by 25¢. The economy is hard enough. Most that take the frontrunner can't afford the gas.	
111	Fares for the 628 free trolley will impact not just me but a lot other because our expenses are limited. We should be able to continue to ride the 628 trolley for free because it's also only a short distance of a ride and it's only for the Clearfield and Layton area.	
112	I strongly feel that we should be able to continue to ride the 628 free trolley for free. For starters, the 628 free trolley only stays in the Clearfield and Layton area. It's a short distance ride. To have to pay for a short distance ride from Clearfield and Layton especially when Clearfield is next to Layton in cities doesn't make sense. A lot of people depend on the bus and takes the bus because of how expensive uber or Lyft is and because how expensive it is nowadays to get a car. I don't only speak for myself when I say that our funds are limited. Whatever income we have we need to save for other needs and necessities. Saving our incomes on the side for future purposes will help us in the long run but we can't do that if we always have to continue to spend our money on the bus that is suppose to be free.	
113	None	
114	It is what is I struggle on paying.	
115	Don't increase the fare. 2.50 is quite a decent amount for a ticket	
116	Making fares easier lowers the stress of choosing it's more and more	
117	None	
118	They seem to be going in the right direction, though my employer pays for my access so I don't have a super strong opinion	
119	The faire changes r good	
120	Would be nice to be able to purchase one ticket for all day in the app	
121	Bus fair I'd reasonable now	
122	make it apart of general taxes remove fares entirely	
123	No one likes it when things cost more but they don't get paid more… there are billionairs horsing all the wealth but expect the poor to pay for everything.	
124	Fare change is fine, because as noted above I mostly cannot use the service. If raising fares means more money to provide a basic level of service to Utah County, I'm for it.	
125	None	
126	Prices should be raised	

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127	Please make sure there are instructions for people traveling with kids. I love the tap on tap off method, just not sure what to do with kids.	
128	No.	
129	With the new fare readers being piloted at north temple and some buses, I would suggest increasing the volume of the sound they make when confirming, as a clearer audio cue can make the readers more accessible for the blind and also generally make them faster to use	
130	Do not charge for each leg of a trip. 2.50 for the buss SHOULD transfer to the train. Accommodations should be made for cash paying customers with PAPER tickets and paper transfers	
131	I love the idea of having more transportation this way I don't have a car and sometimes on demand vans are booked and having to pay Uber is a hassle because it cost me and kids a lot	
132	no comment	
133	none	
134	Eliminating transfers for people paying cash is irrational and discriminatory	
135	Bummer	
136	The fact that there is no Sunday frontrunner, or earlier/later times is absolutely ludicrous. The WORKING CLASS predominantly uses public transit. Get over the LDS the sabbath is sacred bullshit and take care of the community that would use these resources. Working class also uses public transit earlier and later, which you don't provide. If you are going to offer Sunday frontrunner during General Conference weekends for the LDS church...do better. Also your fares are not affordable and I am constantly trying to find resources for those in poverty that they cannot afford a car, they have limited resources, and they can't even afford to take public transit. Do. Better.	
137	None	
138	Yes	
139	No comment.	
140	No comment	
141	I am okay with fare! Farepay cards are wonderful, and adding options for eft payments would help, too, for those who don't ride frequently.	
142	There is no need to start charging a fee for free transit areas (like the Midtown Trolley). The UTA is primarily funded / subsidized by the state government (paid with our taxes). The cost to fund public transportation is small compared to what the state spends on private education and religious organizations (mainly the “Mormon” church). This is a much needed service that should be expanded and not eliminated. It helps people of lower incomes move around within Salt Lake City and the surrounding metropolitan areas. Frankly, it’s absurd that this is being considered when there are many other sources of funding that could be eliminated.	
143	I look forward to easier fare as long as the Hive Pass that I currently use is not discontinued!	
144	I already suffer issues due to drivers being late and have to take Lyft frequently to makeup. Nothing had been done. Now you want to make changes!?!?!	
145	None	
146	What do visitors to SLC do re riding TRAX? They must pay a one time $3 card fee in order to ride TAX on their one visit to SLC? doesn't seem very visitor friendly.	
147	None	
148	I hate tapping off please get rid of this. Use turnstiles like a real city	
149	There shouldn’t be a fare change	

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150	none	
151	None	
152	No comment	
153	I don’t care if the prices go up a little bit I’d imagine that they could stay the same if more riders rode. I’ll ride a LOT more if transit goes all day	
154	No comment; thank you for my Reduced Farepay card!	
155	I hope you don't get priced out.	
156	So, what, we open yet - yet another 'account,' Farepay, that can be hacked by whoever is smart enough to do it? Sorry. I will always be using cash, or prepaid passes. Or a bicycle. Or I'll walk. Utah Transit Authority has specialized in transport since the mid-1970s, and you do a wonderful work! But you will always be amateurs at cybersecurity. I'll put it a different way. When BYU Computer Security (the leader is in my ward) had a serious problem at BYU-Idaho, they did everything they could. Then they turned to prayer, and resolved the problem. UTA, stick to what you are excellent at. Transportation. By the way: Up and coming, wonderful companies and organizations like yours are very attractive to some types of people who can do you a lot of harm. I had the experience. Companies I know of had the experience, and it damages them. This is a good article: "Identifying Psychopathic Fraudsters" "Interview with Dr. Robert D. Hare and Dr. Paul Babiak" https://www.fraud-magazine.com/article.aspx?id=404 Dr Hare (hare.org) has been the goto for the FBI to understand these people - maybe 1% of the population (or more), higher in prisons and as CEOs. Mine (my mentor, then my supervisor in radio broadcast engineering) grew up in Provo. Charming, a ton of charisma, and oh, so marvelously innocent appearing. Low emotional arousal. Dishonest whenver possible. Again, UTA, stick to what you are good at. I will only pay in cash. [Walking: 13 years ago, lacking fare, I learned a 4.5 hour walk would get me 13 miles. Repeated 10+ times.] P.S. If you retain any info in Farepay, you may aid and abet stalkers among those who have info. access.	
157	In Europe and Asia, must mass transit systems have tap to pay with credit cards and this works extremely well. Consider implementing this.	
158	Pricing people out probably not a great idea. Make your service more usable and the riders and money will come.	
159	I am opposed to this proposal. It will cause way too much traffic on angel street and we already have enough. We have nothing for the kids to walk across the street safely as it is! Do not do this to us!	
160	I would love to see more areas and buses that are high traffic areas have more service and free fare	
161	I am concerned about the new payment methods, mostly because it sounds like cash won’t be accepted. This will directly affect our homeless population in having access to public transport, as many cannot have a bank account.	
162	Not accepting cash payments does not take into account those who do not carry money in checking accounts and only carry cash (such as the unhoused folk)	
163	This is the most classist proposed change I’ve seen in a long time. There is absolutely no reason to limit the ways the public can pay for this service. Many people without access to phones or debit cards will be unable to use a service that is supposed to be for the public, not the privileged. Many people rely on this form of transportation and it is selfish and simple minded to think that taking this away will improve anything. People deserve the right to use public transportation and by taking away the ability to pay with cash, that right it being taking away. People without homes that only have cash, people in abusive situations that use cash to avoid a digital footprint for safe travel or means of escape, people that forget their wallets or purses and are trying to travel back home. These are all	

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	examples of people you are putting at risk and denying rights to when you're considering this change.	
164	These changes will prevent many homeless individuals from being able to access public transportation! Not cool at all!!!! Many people rely on public transport and UTA so these changes are not fair and should not be made.	
165	Have a pop-up event at Park Village mobile home park, Layton Hills Mall and Layton station in March 2025 to help people get reduced fare Farepay cards and educate about changes. Send a mailer to those in Layton with a map of new 628 and 470, highlighting locations to obtain and load Farepay Cards. Add signage at bus stops identifying the nearest place to load funds to Farepay cards.	
166	setting up an account for fares isn't accessible. it won't allow the tech-savvy, potentially elderly, youths and/or homeless to use the system. some people still use cash and coin.	
167	No answer	
168	Love the idea of loadable accounts and fare cards	
169	The technology update sounds good for a limited audience. As inevitably happens when the service provider can charge a fee without consent from the client for the specific transaction, errors will happen. UTA will need a dispute resolution process that is fair, equitable, and easy to navigate. If a customer believes s/he has been overcharged $5, but the method to contest the charge is onerous, UTA will start to get a reputation of overcharging intentionally with anticipation that most riders will not be willing to invest time and effort to get through a difficult resolution process. This process, to be fair, equitable, and easy will need oversight, including from non-UTA personnel who are community members. Another concern is that a rider may not know what the backend fare will be, or may plan on a different fare. For a lot of riders, fare anticipation will not be an issue, but for many others, this will be a contentious matter. To attempt to alleviate this, the technology must include route planning and fare calculation so riders can know beforehand what cost to expect.	
170	There should be no fares for any public transportation.	
171	If I needed to take 2 buses to get somewhere, I would need to pay 2 fares now, yes? I've never seen it done that way and think it is unfair. I like the transfer system. I take 2 buses to get to work, and 2 to get home. This would be 10 dollars a day. That's more than an uber would cost and is a great deterrent.	
172	Do not increase fares. Make public transportation a viable option (by doing things like making it possible to use all services on Sunday) and more people will use it consistently! I would much rather use a TRAX system in Utah county than a car	
173	It is already difficult to use Reduced Fare for those of us that qualify. Please continue outreach and to try and help the low income and disabled be able to use public transport.	
174	I enjoy the fact that purchasing FarePay cards will become a lot easier! I know of a few people who will absolutely be getting them once they start rolling them out at more stations.	
175	I'm disabled and in a low-income household, so I've been relying on the Midtown Trolley (628) to get around and get shopping done as well as generally go on outings by taking this line to the frontrunner. It's been a lifesaver since walking long distances is incredibly taxing on me and I cannot drive. I do not have the money to spare most days to pay a bus fare, so having this line be fare-free	

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	has given me more freedom to be able to do things on my own. Please let me keep my freedom, please keep this line fare-free.	
176	As a social worker in the community the largest complaint from my clients has been the county's discontinuation of bus vouchers in exchange for increased fares throughout the year	
177	No comments	
178	With the outlandish cost of transit fares, you might use some of the money to clean up trains and their platforms, both of trash and of criminals who create unsafe environments for passengers.	
179	I am already on a tight budget enough as it is. I can't afford to pay money just to transfer to another bus or tracks when I already did pay money the first time.	
180	Fares are good	
181	My biggest concern is the tap cards. Keeping them loaded may be a challenge for a large demographic. Many of the riders don't have regular checking accounts. Their debit cards are from employment or government. These types of cards are only recognized as prepaid cards not associated with a bank and frequently are declined as form of payment because funds cannot be guaranteed. The last time I purchased a tap card the vendor indicated that they could no longer recharge the cards. It either had to be done online or over the phone. Using cash at a vendor wasn't an option. If that is the case, that needs to change.	
182	Absolutely pitiful kick the homeless who don't pay off and light up drugs instead of making the average rider suffer.	
183	Rio Grande Plan 2025!	
184	No comment.	
185	No comment	
186	No comments.	

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Appendix B – 2026 Tentative Budget Final Public Engagement Report & Comment Summary

The 2026 Tentative Budget Final Public Engagement Report & Comment Summary follows.

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2026 Tentative Budget Final Public Engagement Report & Comment Summary

11/07/2025

The public comment period for UTA's 2026 Tentative Budget opened October 8th, 2025, and concluded November 07, 2025. This final report contains signature sheets and comments received by stakeholders and the public during the public comment period in reference to UTA's 2026 Tentative Budget.

Public Engagement Summary:

Public Comment Period
October 08 – November 07, 2025

Public Notice
Published on the Utah Public Notice Website. Additionally, there were posts notifying the public about the comment period and the public meeting on Facebook, and Instagram.

Public Open House & Hearing
A public open house, followed by the official public hearing was held on the evening of October 30, 2025, at UTA Headquarters located at 669 West 200 South, Salt Lake City, UT, 84101. In-person and virtual options were available. This hearing was live-streamed and recorded. The video was made available on the UTA public meeting portal: https://rideuta.granicus.com/player/clip/411?view_id=1&redirect=true

Opportunities to Engage
Communities were encouraged to submit comments via email, phone, mail, or online via survey. Information was made available, in both comprehensive and summary formats, on rideuta.com/budget.

Public Comments

Stakeholders:

UTA provides notice to stakeholders and elected officials as part of the required Budget process; UTA requests confirmation and feedback from recipients. UTA received 8 responses from stakeholders confirming receipt of the Tentative 2026 Budget materials and/or sharing comments (signature sheets and feedback can be found in Appendix 1):

1. West Jordan City - no objection
2. Salt Lake City Council - no objection
3. Provo City - no objection
4. Draper City - no objection
5. Pleasant View City - no objection
6. Utah County Commission - objections
7. Herriman City - no objection
8. Utah County Legislative Delegation - objections

Public:

52 comments from members of the public were received regarding the 2026 Tentative Budget (as of 11/07/2025).

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1	Natalie Quinn 10/08/2025	Run the frontrunner on Sunday. That should be budget priority. It could be a reduced service, but the frontrunner should run 7 days a week. Commuters need it on Sunday too.
2	Frederick Jenny 10/08/2025	I'm asking UTA to allocate $5 million to fund an engineering study of the Rio Grande Plan, including geotechnical boring, detailed design work, and a full funding and implementation analysis. The Rio Grande Plan affects UTA's rail corridor and could deliver major long-term benefits for riders, downtown access, and regional mobility. It deserves a serious, data-driven study, not to be dismissed without review. UTA already includes grade separation in its long-term plans, so this study would address the hardest part of the corridor, downtown. By evaluating the Rio Grande Plan now, UTA can make sure future projects are coordinated, effective, and avoid costly short-term fixes. UTA has already spent $3 million on the new Central Station building without meaningful public input. That money could have gone toward understanding how the Rio Grande Plan could solve the same challenges in a more permanent, forward-thinking way. If $5 million is too much for UTA to fund alone, I strongly encourage them to work with other state and regional entities to find shared funding sources. This is what the public wants, a coordinated and transparent approach that takes the Rio Grande Plan seriously and evaluates it on its merits. When the tracks were relocated in 1998, the City Council, including UTA's current Board Chair, said it was meant to be temporary. Over 25 years later, it's time to follow through and make the long-term investment our city was promised. Please fund or help fund this study and give the Rio Grande Plan the fair, professional evaluation it deserves.
3	Ronald Clay 10/09/2025	I'm not sure if this is the correct place to put this comment, but UTA needs to come farther West in Syracuse. Everything stops at 2000 W, and now that we are going to have the new Costco at 3000 West, and there is a ride share lot on 3000 West, UTA should bring a bus at least that far west for those of us in this area. Thanks
4	Roxie McFarland 10/10/2025	Is it possible to invest more money in staffing or whatever hurdle presents itself to get major lines (for my family specifically Frontrunners out of downtown SLC and the OGX BRT) running later hours all 7 days of the week? Having the bus rapid transit stop operating before the Frontrunner does limits my ability to use the Frontrunner for commuting, as does ending service on the Frontrunner out of Salt Lake before most events end. And, as usual, we'd all really, really like it if the Frontrunner operated on Sundays. I think that is apparent from the ridership on Conference weekends.

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5	Jonah 10/11/2025	We need more trains or longer trains, especially in provo and during events downtown slc. When there are concerts or sporting events trains fill up quick. Its hard and dangerous to get in because everyone is pushing trying to get in. Please add at least short wait times or more trains or something.
6	Max Workman 10/12/2025	Thanks for putting the effort into keeping the budget balanced, I appreciate the effort, and overall I'm excited to see what UTA does in the future. While clearly not a project that UTA could complete on its own, I (and many of my peers) would really appreciate a bit of investment from UTA on realizing the Rio Grande Plan. The federal government just announced an extra $5 billion for railroad saftey and grade separation projects - could we not get at least some of that for a 60% engineering and field study of the area? If UTA could find 2.5 - 3 million (or less with UDOT contribution) between their reserve contributions and the unspecified but significantly growing "non-departmental" costs, a 50% federal match should be more than enough to get this critical step happening. Thanks again, you guys do a great job that really makes my life better.
7	Tyler Bigelow 10/12/2025	Number one, get things rolling on the rio grande plan. Number two, work on increasing Trax frequency and improving signal priority. Number three, increase Sunday service.
8	Lloyd Brown 10/13/2025	In addition to all the good work that UTA is already doing, please consider studying and supporting the Rio Grande Plan. I recognize that it is projected to be expensive to complete, but the projected exonomic impact will more than make up for that expense. And while this is not solely UTA's responsibility, the project would benefit from UTA's support. This project would be a benefit to the citizens of Utah, both quantitatively and qualitatively.
9	Toye Edmondson 10/18/2025	The purpose of commuter rail is to get more cars off the road....so we need buses that go through our towns that will get us to the rail. I used to have a stop right by my house, so we only needed one car. When Trax was unveiled, we suddenly lost our bus line that went through the town (the one that connects cities still goes through, but it'stoo far to walk to). Then I needed a car to get around. UTA is useless to me, and I never use it. I would definitely use it if I could--I live in American Fork
10	Chance Jensen 10/23/2025	The admin budget seems very high, that's about $300,000 per FTE. Operations support is about $150,000 per FTE. What is the reason for this extreme difference? What is the Non-Departmental category? I don't see any explanation for the 9-million-dollar proposed budget. Also, Southwest Salt Lake County really needs more service. rideshare is a Band-Aid at best, and the single bus line is set up to fail. We need real transit solutions out here and UTA engaging with developers to get service to new communities instead of tacking something on after the fact.
11	Katelyn Lagana 10/23/2025	I'm disappointed to see UTA change direction on the transit service our fast-growing northwest communities were told to expect.

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		Last year, Utah County accounted for 43% of the state's total population growth, yet UTA's proposed 2026 budget puts more than $96M in projects (including $43M in state and local dollars) into Salt Lake, Davis, and Weber Counties, and adds no new service for Utah County. That's not acceptable for Lehi, Saratoga Springs, and Eagle Mountain. UTA previously committed to: • A fixed-route bus from the AF Front Runner to Eagle Mountain City Center with stops every 30 min in Saratoga Springs. • An innovation on-demand service around Thanksgiving Point Neither shows up in the 2026 plan. Meanwhile, Utah County has already pledged available transit funds to help move projects faster. Our residents deserve equitable access to transit that reflects both our growth and our contributions. I support the County Commission's request that UTA re-evaluate the 2026 priorities and restore funding to launch the Eagle Mountain route and the Thanksgiving Point on-demand service. Reliable transit isn't a "nice to have" for Utah County; it's essential. I'm ready to work with UTA to get this done, and I invite residents to respectfully share their feedback with the UTA Board of Trustees. — Katelyn Lagana Saratoga Springs Resident
12	Michelle Roberts 10/23/2025	Please allocate more to Utah County. Traffic here is becoming untenable. A bus between AF Front-runner and other areas would be valuable.
13	Kevin Hb 10/23/2025	We need the eagle mountain and Saratoga park and ride desperately to alleviate the traffic.
14	Tyler Tolley 10/23/2025	Why is the East/West eagle mountain to AF front runner route not budgeted for? Pioneer crossing is one of the busiest roads in Utah county and there are limited options for decreasing traffic on it as we continue to experience growth on the West side of the lake. This has to be addressed with public transit.
15	Angela Watkins 10/23/2025	Where is the funds for Utah County UTA??? When will we receive Mas transit bus service in Saratoga Springs?

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16	Angela Watkins 10/23/2025	Where is the funds for Utah County UTA??? When will we receive Mas transit bus service in Saratoga Springs?
17	Matteo A. M. 10/23/2025	Really interesting ideas for 2026 (1st express route in SLC as far as I'm aware). Really looking forward to new improvements to be made. Having recently moved to the city, having a good and reliable public transit system is a must-be to get to know the place a los faster and better. Keep it up UTA!
18	Carrie Peterson 10/23/2025	UTA is doing a disservice to tax payers living in Utah County. We need busses and busses that take people to and from the Lehi and AF trax stations. Why this has not been done already is surprising. We have the highest need with the growth that has occurred out here in the last several years.
19	Angela Parks 10/23/2025	I have lived in North Saratoga Springs going on 8 years, from the time I moved out here there were "talks" of a bus system. Yet 9 years later all we have is a NB/SB bus on Redwood Rd that doesn't run very often, with stops few and far between! As far as the East/West areas we are out of luck. If our kids don't drive, "Too bad for them" SS/EM & W Lehi are booming! We need public transportation! We pay for it just to not be able to use. This in not only unheard of but literally uncalled for. Tooele has buses, Provo, Orem, Weber, Davis everywhere but here! We need bus routes! Feasible bus routes! It would alleviate so much of the traffic problems.
20	Laura Jensen 10/23/2025	West Lehi, Saratoga Springs, and Eagle Mountain desperately need more public transit options. The Lehi and American Fork Frontrunner stations are in very inconvenient places already, so more localized buses helping residents to access the trains better is absolutely critical.
21	Michael Husk 10/23/2025	As a taxpayer, I find it appalling that in Utah County, especially in North West Utah County we are not represented by any of your services. This is exactly the point of our American Revolution, taxation without representation. You know the growth that happens here in Saratoga Springs and Eagle Mountain, yet you choose to cut the Budget and Service for our area. I believe we should have at least 25% of the budget spent in Utah County. Therefore, I would say if you want to cut our services, you should cut your budget by 25%. That would be 25% for each county.
22	John 10/23/2025	I have a disability and difficulties driving and a reason I have decided to stay in Lehi is because On Demand was supposed to be here. Now I hear Utah county is to have ZERO funding for Utah county…terrible. Bring On Demand as planned in April 2026
23	Lori Gilson 10/24/2025	With the massive growth in Saratoga Springs and Eagle Mountain, we need additional transit in our area. We need express buses and a train that go straight to Provo and SL County without additional stops. If this happens, it can ease the burden on our roads significantly.
24	Toye Edmondson 10/24/2025	Don't leave Utah County needs out of the budget! We need relief, especially in northern Utah County! There is nothing allocated to our needs in the 2026 budget.
25	Jodi Hansen 10/24/2025	I live in Eagle Mountain. Our roads are congested at all times of the day. We have so much growth out here and we need some solutions. The only thing that I can see that world help is to have buses help consolidate some of the traffic with people riding to work. I am hoping that things are being pushed aside because of

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		some conflict with Utah County personnel. It takes me two hours to get home each night from work just from Provo. Thanks for your consideration.
26	Natalie Anderson 10/24/2025	You have to prioritize more infrastructure for Utah County—tons of people have moved and are moving here, and we don't have proper transportation for everyone. Ignoring this portion of Utah is not acceptable!
27	Michael Rutkowski 10/24/2025	Baffling that for all of the growth Utah County is experiencing that there's no allocation there. There must be at least some consideration that makes sense there.
28	Adam Jacobs 10/24/2025	Please address the transportation crisis in northern Utah County! We are trapped in Eagle Mountain, with our commutes sometimes taking as long as three hours to get home on weekdays. Most of the traffic I'm surrounded by has one occupant in the vehicle. Having bus or TRAX transportation to the Frontrunner would take thousands of cars off the road, make roads safer and last longer, and help bring economic prosperity to Eagle Mountain as it grows into a tourist destination with all the hiking and biking trails that are spreading across our valley.
29	Greg Wheeler 10/25/2025	Zero funding for Utah County, when the transportation needs are so great, particularly in the west area of the county? What's the deal? This is disgraceful. Time to prioritize things outside of Salt Lake County for a change.
30	Thomas Luckau 10/25/2025	As an Eagle Mountain resident for decades, I want to stress that bus routes are something that has been sorely needed for some time now. The city would benefit greatly from even one bus, and there being nothing for that in the tentative budget is concerning to me. My friends and family discuss regularly how much safer and more useful our roads would be if there was more public transit, not to mention alleviating thr need for many to own extra vehicles that contribute to the worsening air quality just so they can get around. This is an issue important to us here, and I think you'll find that many citizens agree.
31	Kayci Lynam 10/25/2025	I wanted to see if you guys were able to have have enough funds to buy more vans for the UTA on demand micro transit services so that way we can hire more drivers and hopefully expand the route for all riders to get to where they need to go:) thanks
32	Maxwell Workman 10/26/2025	Love the work to make transit better across Utah, especially projects like MVX and new Blue Line Trains. Really hoping we can start to see some investment in the Rio Grande Plan, too.
33	Elizabeth Petersen 10/26/2025	Eagle Mountain and Saratoga Springs NEED more transit services. We have one of the fastest growing areas of Utah County, but our $$$ are being spent in areas that already have the front runner, major freeways, several bus routes and the train. We deserve a better transportation system!
34	Benjamin Card 10/26/2025	We are stuck out here with very few transportation pathways from Saratoga Springs out to other cities. This is not only a daily life issue, it is going to be a matter of life and death in a disaster situation. Please devote 2026 budget towards bus lines and a Trax extension out to Eagle Mountain through Saratoga Springs.
35	Julie King 10/24/2025	Dear Board Members- My name is Julie King and I have been a resident of Saratoga Springs for over 20 years. I also serve on the Alpine School District Board of Education, representing

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		all of Eagle Mountain, Cedar Fort, Fairfield, and the north part of Saratoga Springs. I am asking you to reconsider your budget and include expanded routes in Eagle Mountain and Saratoga Springs. From 2014-2024, we had a 31% growth in students in Saratoga Springs and a 63% increase in students in Eagle Mountain. My family moved to the area when the only east/west connection was Lehi Main Street. My own children utilized UTA for years as they attended a school in Orem, taking the 806 every morning. Our family believes in and supports public transportation. I have also seen an increase in families who are facing poverty and transportation is often their #1 obstacle to accessing work opportunities as well as furthering their education through programs through MTECH and UVU. It also prevents many families from accessing community services that are often centered in cities like Lehi, American Fork, and Orem. Our area needs more public transportation. Utah County has 43% of the growth statewide. We need UTA to expand their routes and work with our municipalities to increase access to individuals in our family who need this. In addition to that, we have over 200 students who are homeless who need UTA access so that they can find employment and access community resources. I understand that budgets are limited as I work with limited taxpayer dollars to meet student needs. I would ask you to reconsider your budget and prioritize Saratoga Springs and Eagle Mountain routes to meet the needs of the fastest growing area in the state with rising refugee and homeless student populations. Thank You, Julie King
36	Mildred Sargenti 10/27/2025	I think alot of the future plans seems great!! I mostly wanted to comment to show that what would make ME happy and things much easier and connected out here in eagle mountain would be continued expansion for commuters!! It would also lighten the traffic load on I-15 ALOT ALSO we have a bus out here in eagle mountain that connects us to the UTA lines but it only runs weekdays at very early hours. Which doesnt make sense to me- the thing i wondered was wouldnt it make more sense to have 2 in the morning and 2 at night at least? Because commuters have to return as well as depart!! The bussing out here is underused as a result I believe! Tysm for your time
37	Brady Brammer 10/27/2025	So the fastest growing county (Utah County) in the state doesn't have a single capital budget item in 2026? You've got to be kidding me. Brady Brammer District 21 Senator
38	Tate Flint 10/28/2025	Would love to see steps taken toward the rio grande plan.
39	Lorraine Rogers 10/28/2025	Add more busses to the East Side. We are missing the express busses on 1300 East and Highland Dr. Trax is fine but it doesn’t help people who live away from it and can’t access it.

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40	Ben S 10/29/2025	Please have later trains and busses run on Friday and Saturday nights. That way people who enjoy nights out in the city can return home without driving intoxicated.
41	Kevin H 10/29/2025	Not including route 860 for Saratoga and eagle mountain is not acceptable given the growth.
42	Robert Johnson 10/29/2025	Please probably fund the expansion of the light rail network.
43	Melissa Clark 10/30/2024	Thank you, good evening. I'm Melissa Clark, I'm a member of the Eagle Mountain City Council. I'm here tonight because Eagle Mountain and the entire northwest corridor of Utah County is at a crossroads, and we need a strong partner in UTA. We are one of the fastest growing regions in the state, and in the nation. Eagle Mountain alone is adding more than 30 new residents, um, every other day, so combined between Eagle Mountain and Saratoga Springs, we're adding 30 every day. In 2024, we issued over 1,500 building permits, more than any other city in Utah. We are doing our part to address the state's housing affordability crisis. And we're taking on the responsibility of long-term regional growth. But that kind of growth brings enormous pressure, and we cannot build our way out of this with roads alone. Right now, our infrastructure is overwhelmed. SR-73 carries nearly 50,000 vehicles daily. Rated at a level of service of E. Pony Express Parkway sees nearly 40,000 vehicles daily, also, at level of service E, and still Eagle Mountain has no real transit service. We have a very, very limited bus twice a day. And that's why UTA's previous commitment to launch Route 860, a fixed-route bus to Eagle Mountain city center with 30-minute frequency starting in April of 2026 was so important. It acknowledged our need and gave, it gave our residents and planners something to build around. But in this proposed budget, that service has been removed. Let me be clear, pulling back on that promise to the fastest-growing city in the state sends the wrong message, not just to our residents, but to every community trying to grow responsibly. At the same time, Eagle Mountain is leading in more than just housing. We're home to billions of dollars in commercial and industrial investment from companies like Meta, Tyson, Google, QTS Tract, and Annual Energy. That economic growth delivers real benefits to the state, thousands of high-paying jobs that grow Utah's income tax base, and infrastructure improvements, broadband, energy, water, that support broader regional systems. Eagle Mountain is showing up. We've hosted UTA in our city, we've met with trustees and planners, and we've worked with Utah County and our neighbors to explore local funding options. We're not just asking for help. We're offering partnership. But partnership needs to be mutual. We're asking UTA to restore Route 860 to the 2026 budget and honor the April service commitment and stand with us as we build a regional transit system that keeps pace with growth.

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		Our city is ready, our residents ready. And now we need UTA to be ready, too. Thank you for your time, and for your continued service to our region.
44	Donna Burnham 10/30/2025	Hi, I'm Donna Burnham, and I serve on the City Council of Eagle Mountain as well. And I'm also petitioning you to, um, reinst… reinstate the Route 860. I want to give you a little history of Eagle Mountain, because I know there's some concern about our low ridership numbers. Um, I've been on the council for 16 years. And when I was first on the council, we had standing room only on those buses because they were express buses to Salt Lake and to Orem. And literally our residents complained because they're, they were standing, and they were upset, that that was the complaint. Now we have very few people riding, because by the time it, um, my friend who rode the express bus quit riding because it took him twice as long to get to work going to the, the FrontRunner station, and then to work, then it did the express bus. And so, it became not worth it, but he's one of those people that has severe migraines, and sometimes his wife now has to go get him. um, whereas when he could do TRAX or FrontRunner, it was, it was accommodating for him. We have a lot of people like that that need that kind of help. So, I would beg you not to just look at our ridership numbers and go, "Oh, they're not gonna ride the bus." They will. We will ride the bus, because it's getting to the point where our residents, that's all they talk about on our Facebook pages. Um, we're getting beat up all the time about the traffic. And one of the things that we really, really need is, um, a lane that's specific so that we could have a BRT-style transit, so that it would be faster. And we're willing to partner to make that happen. We want to work with you. We know what budgets are like. We get it. We have to deal with our city budget, and it's hard, because we need about 30 more employees than we have right now, and we can't hire them. So we get where you guys are at. So, we're not trying to throw eggs at you or anything like that, um, but we are the fastest growing city in the state, and that's not going to stop anytime soon, and so we need your help. We're surrounded by mountains and then blocked off by a lake. You're never going to be able to build enough roads. So we need transit, or we're not going to be able to function as a city. So I hope that you'll reconsider. Thank you.
45	Charlotte Ducos 10/30/2025	Hi, my name is Charlotte Ducos. I'm also from Eagle Mountain. I am currently a resident running for city council and wanted to come and speak tonight. I, uh, by day, am a schoolteacher. I teach at the high school, and so my, the people I spend my day with are young people. And as we got on the train to come here tonight, who got off the train? But that, that group of individuals that, that, that I teach. And we have a lot of our students out in Eagle Mountain that travel down to MTECH to take classes, and they're clogging up our streets, even in the middle of the day. They have expressed that they would love to be able to ride transit but don't have that option available to them. So in every 30 minutes, all day long, would have ridership from our young people if it came

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		down specifically to that Thanksgiving Point Lehi Station, because right there, they get off. They've got their MTECH, um, right there. And so that would take trips off the road, and it would also provide ridership for that all-day long um, route. I've also met with senior citizens in our community who have indicated that having a route that would get them to shopping areas and things like that would be very, very helpful to them, because driving, obviously, is a difficulty for them. And so, having something that is reliable, and they know what time they can go and catch it, would be very helpful to them as well. We're a growing community. Uh, Melissa did an amazing job of sharing with you all kinds of statistics about that. It's not going to slow down, and so we need solutions, and this is, this is where we're coming to try and grow responsibly, and to have those opportunities available. Um, and so I'm here also to ask you to reinstate Route 860. Um, hopefully you will consider that. I believe that it will be an investment that is worth making. Our community is very young. That's the group that's riding. And, uh, and so we'd like to help boost your ridership. Thank you.
46	June Rigby 11/4/2025	Your budget has completely ignored the needs of Saratoga Springs and Eagle Mountain. We pay taxes here, too. We are in need of immediate services and long-term planning for services. Please give us what r need. Please give us a fair share of services commiserate with our taxes and the ridiculous growth of our area.
47	Chris Forbush 11/4/2025	As my Senator has no doubt raised with you, we have not only long-term needs but also immediate service needs in Utah County (especially Saratoga Springs where we are beyond infrastructure capacity). We are not okay with a funding disparity that allocates $43 million to Weber, Davis, and Salt Lake counties but gives zero to Utah County, the county responsible for 43% of the state's growth. We AT LEASR need UTA to follow through on prior commitments, including a fixed-route bus service into Eagle Mountain's City Center and an on-demand service around Thanksgiving Point, that are apparently excluded from the budget. You need to reallocate appropriate resources (no tax increases) to Utah County.
48	Tylyn Carlson 11/4/2025	We have not only long-term needs but also immediate service needs. I am not okay with a funding disparity that allocates $43 million to Weber, Davis, and Salt Lake counties but gives zero to Utah County, the county responsible for 43% of the state's growth. Specifically, prior commitments, including a fixed-route bus service into Eagle Mountain's City Center and an on-demand service around Thanksgiving Point, were excluded.
49	Jennifer Klingonsmith 11/4/2025	Hi, I am a long term resident of Saratoga springs (22 years). I have watched this city's and Eagle Mountains population explode, especially since 2020. Our commute times have doubled over the time I have lived here. We need to ease congestion, it is affecting people's quality of life in a significant way. We have not only long-term needs but also immediate service needs. I am not okay with a funding disparity that allocates $43 million to Weber, Davis, and Salt Lake

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		counties but gives zero to Utah County, the county responsible for 43% of the state's growth. Specifically, prior commitments, including a fixed-route bus service into Eagle Mountain's City Center and an on-demand service around Thanksgiving Point, were excluded. Please correct this error. The state puts immense pressure on our cities to permit so much housing yet does not support that housing with adequate infrastructure, leaving existing residents to suffer the consequences. Thank you.
50	Katie Paxman	Please keep your prior commitments to Utah County. We have vast immediate needs and the future need cannot be ignored.
51	Keith Kuder	We need better transportation for Utah County and Vineyard City.
52	Rob Ludlow	Utah County represents 43% of the state's total growth, yet receives no incremental service in UTA's 2026 budget proposal. That is unacceptable. This plan completely overlooks the real and immediate growing pains being felt by residents across northwest and southern Utah County — areas that are expanding rapidly but remain underserved by reliable public transit. Utah County deserves a fair share of investment to meet both its current transportation needs and its future population demands.

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Appendix 1 – Signature Sheets

West Jordan City

UTA Tentative 2026 Budget - Signature Sheet

I, Mayor Dirk Burton, representing West Jordan City,

have received a copy of the Utah Transit Authority's Tentative Budget for 2026. I have reviewed the tentative budget as required by Utah Code 17B-1-702 and have no objection to the tentative budget as presented.

Signature: 

Date: 10/09/2025

Printed Name: Mayor Dirk Burton

Title: Mayor for West Jordan City

Please return to UTA:

By emailing: boardoftrustees@rideuta.com
By mail: Attention: Board of Trustees
Utah Transit Authority
669 West 200 South
Salt Lake City, UT 84101

Docusign Envelope ID: 56E2E207-A302-43AD-9700-00E996E67FBE

Salt Lake City Council

UTA Tentative 2026 Budget - Signature Sheet

I, _____Dan Dugan_____, representing _____Salt Lake City Council____, have received a copy of the Utah Transit Authority's Tentative Budget for 2026. I have reviewed the tentative budget as required by Utah Code 17B-1-702 and have no objection to the tentative budget as presented.

Signature: _____

Date: ___10/15/2025_____

Printed Name: ___Dan Dugan_____

Title: ___Salt Lake City Council Member - District 6_____

Please return to UTA:

By emailing: boardoftrustees@rideuta.com
By mail: Attention: Board of Trustees
Utah Transit Authority
669 West 200 South
Salt Lake City, UT 84101

Docusign Envelope ID: 56E2E207-A302-43AD-9700-00E996E67FBE

Provo City

UTA Tentative 2026 Budget - Signature Sheet

I, Michelle Kaufusi, representing Provo City,

have received a copy of the Utah Transit Authority's Tentative Budget for 2026. I have reviewed the tentative budget as required by Utah Code 17B-1-702 and have no objection to the tentative budget as presented.

Signature: _____

Date: 14 October 2025

Printed Name: Michelle Kaufusi

Title: Mayor of Provo

Please return to UTA:

By emailing: boardoftrustees@rideuta.com
By mail: Attention: Board of Trustees
Utah Transit Authority
669 West 200 South
Salt Lake City, UT 84101

Docusign Envelope ID: 56E2E207-A302-43AD-9700-00E996E67FBE

Draper City

UTA Tentative 2026 Budget - Signature Sheet

I, Bryn Heather Johnson, representing Draper City,

have received a copy of the Utah Transit Authority's Tentative Budget for 2026. I have reviewed the tentative budget as required by Utah Code 17B-1-702 and have no objection to the tentative budget as presented.

Signature: _____

Date: October 21, 2025

Printed Name: Bryn Heather Johnson

Title: Draper City Council Member

Please return to UTA:

By emailing: boardoftrustees@rideuta.com
By mail: Attention: Board of Trustees
Utah Transit Authority
669 West 200 South
Salt Lake City, UT 84101

Docusign Envelope ID: 56E2E207-A302-43AD-9700-00E996E67FBE

Pleasant View City

UTA Tentative 2026 Budget - Signature Sheet

I, Leonard M. Call, representing Pleasant View City,

have received a copy of the Utah Transit Authority's Tentative Budget for 2026. I have reviewed the tentative budget as required by Utah Code 17B-1-702 and have no objection to the tentative budget as presented.

Signature: Leonard M Call

Date: 10-27-2025

Printed Name: Leonard M. Call

Title: Mayor

Please return to UTA:

By emailing: boardoftrustees@rideuta.com
By mail: Attention: Board of Trustees
Utah Transit Authority
669 West 200 South
Salt Lake City, UT 84101

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Utah County Commission

Utah County
HEART of UTAH

Utah County Commission

Brandon B. Gordon
Skyler Beltran
Amelia Powers Gardner

Historic Courthouse
51 S University Ave, Ste 320
Provo, UT 84601

P: (801) 851-8475
www.utahcounty.gov

October 20, 2025

UTA Board of Trustees
C/O Jolisha Branch
Utah Transit Authority
669 West 200 South
Salt Lake City, Utah 84101

Re: *Utah Transit Authority's Proposed 2026 Budget*

Dear Members of the UTA Board of Trustees,

The Utah County Commission respectfully submits this letter to express our strong opposition to the Utah Transit Authority's proposed 2026 tentative budget. The current proposal fails to meet the transit needs of Utah County residents and does not reflect the rapid growth occurring within our communities.

Utah County accounted for more than 43% of the entire state's population growth last year, making it the fastest-growing area in Utah. UTA's 2026 proposed budget allocates more than $96 million, including $43 million in state and local dollars toward projects in Salt Lake, Davis and Weber Counties, yet includes no investment in new service for Utah County. This is unacceptable given our county's population trends and transportation needs.

Our northwest region, including Eagle Mountain, Saratoga Springs and Lehi, is growing at an unprecedented pace and is in urgent need of transit service. UTA previously committed to implementing a fixed-route bus service into Eagle Mountain's City Center and an innovation on-demand service around Thanksgiving Point. Neither of these projects are included in your proposed 2026 plan. The lack of progress and funding for these critical commitments is deeply disappointing and inconsistent with prior assurances made to our residents.

In addition to the rapid growth occurring in our northwest region, the southern area of Utah County is also expanding at a remarkable pace, outpacing many other counties in Utah. Communities such as Spanish Fork, Payson, Salem and Santaquin are experiencing substantial residential and commercial development. It's essential that services in these areas are carefully planned and implemented in a timely manner to keep up with growth.

Compounding the issue, Utah County has already pledged its own available transit funds to help expedite UTA projects within our boundaries and has actively worked to advance these efforts. Yet, we continue to see little to no progress. Our residents deserve equitable access to public transportation and a fair share of investment that reflects both our contributions and our rapid growth.

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Utah County Commission Continued

We urge the Board of Trustees to re-evaluate the 2026 priorities and ensure that Utah County receives appropriate attention and funding for new service implementation. Anything less will continue to disadvantage the fastest-growing population center in the state and undermine public trust in UTA.

Thank you for your attention to this matter. We look forward to your prompt reconsideration of the budget and to a plan that more accurately reflects Utah County's needs and contributions. We also look forward to continued collaboration and stand ready to assist in whatever way is needed.

Sincerely,

Brandon B. Gordon, Chair

Skyler Beltran

Skyler Beltran, Commissioner

Amelia Powers Gardner, Commissioner

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Herriman City

UTA Tentative 2026 Budget - Signature Sheet

I, Lorin Palmer, representing Herriman City,

have received a copy of the Utah Transit Authority's Tentative Budget for 2026. I have reviewed the tentative budget as required by Utah Code 17B-1-702 and have no objection to the tentative budget as presented.

Signature: _____

Date: 10/29/2025

Printed Name: Lorin Palmer

Title: Mayor

Please return to UTA:

By emailing: boardoftrustees@rideuta.com
By mail: Attention: Board of Trustees
Utah Transit Authority
669 West 200 South
Salt Lake City, UT 84101

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Utah County Legislative Delegation

Utah County Legislative Delegation

State Capitol | Salt Lake City, Utah

Oct 31, 2025

UTA Board of Trustees
Utah Transit Authority
669 West 200 South
Salt Lake City, Utah 84101

Re: Utah Transit Authority's Proposed 2026 Budget

Utah County's rapid growth represents one of Utah's greatest success stories, a story that should be fully supported by a transportation system capable of sustaining that success. As the Utah County Legislative Delegation, we are committed to ensuring our residents have access to safe, efficient, and equitable transit options. After reviewing UTA's proposed 2026 budget, we respectfully request revisions that better reflect the needs and contributions of Utah County. We find it deeply concerning and unacceptable that the proposed budget does not offer a single increase in services in Utah County.

Utah County is a leading driver of the state's economic expansion. Every year, millions in state tax revenue originating from Utah County households and businesses support statewide public services and infrastructure, including UTA. Between 2020 and 2024, Utah County contributed nearly half a billion dollars to public transit. We value the role UTA plays across the Wasatch Front, and we seek to strengthen our partnership through investments that match where Utah's growth is occurring today.

Communities in northwest Utah County, like Eagle Mountain, Saratoga Springs, and portions of Lehi, are facing astronomical mobility constraints largely due to limited east-west access resulting from historical planning decisions. More than 150,000 residents currently rely on just a few strained corridors for every essential trip without the benefit of fixed-route transit connectivity. A failure to deliver additional services in Utah County only compounds this challenge. The southern part of the county is also rapidly growing and will require smart planning to prevent the challenges the northern part of the county is already facing.

According to UDOT data, Pioneer Crossing has become the most congested roadway in the state of Utah. The hundreds of homes along that road along with the severe congestion has caused UDOT to recommend, and the Transportation Commission to fund, the adding of flex lanes to the road. This corridor cannot absorb future projected demand without strategic transit relief.

We appreciate that UTA recognizes these challenges and has previously committed to expand service into these rapidly growing areas including a fixed-route bus service into Eagle Mountain's City Center and an innovation on-demand service around Thanksgiving Point. We respectfully ask the board to make good on those commitments and turn that intent into implementation.

It has also come to our attention that the Utah County Commission has offered their own resources to help fund additional service but have not been able to engage in meaningful discussion due to the lack of project prioritization.

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Utah County Legislative Delegation Continued

We approach this request as partners who share the same objective: to ensure that families and businesses across Utah have reliable access to opportunity and would appreciate the chance to meet with you on this subject. Thank you for considering these needs and making the appropriate changes to reflect the unprecedented growth and prior commitments made to these communities by UTA.

With appreciation and determination,

Representative Stephanie Gricius
Representative Val Peterson
Representative Leah Hansen
Representative Cory Maloy
Representative Kay Christofferson
Representative Kristen Chevrier
Representative Jon Hawkins
Representative Nelson Abbott
Representative David Shallenberger
Representative Tyler Clancy
Representative Lisa Shepherd
Representative Norm Thurston
Representative Stephen Whyte
Representative Jefferson Burton
Representative Doug Welton
Representative Troy Shelley

Senator Brady Brammer
Senator Kirk Cullimore
Senator Mike McKell
Senator Daniel McCay
Senator Heidi Balderree
Senator Keith Grover
Senator Keven Stratton
Senator David Hinkins
Senator Derrin Owens

CC:
Senate President Stuart Adams,
House Speaker Mike Schultz
Utah County Commission
UTA Executive Director Jay Fox
UDOT Executive Director Carlos Braceras

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 2/25/2026

TO:	Board of Trustees
THROUGH:	Jay Fox, Executive Director
FROM:	Nichol Bourdeaux, Chief Planning and Engagement Officer
PRESENTER(S):	Alex Beim, Manager of Long Range and Strategic Planning Monica Howe, Fares Director Megan Waters, Community Engagement Director

TITLE:

R2026-02-02 - Resolution Approving the Title VI Fare Collection System Equity Analysis

AGENDA ITEM TYPE:
Resolution

RECOMMENDATION:
Approve Resolution R2026-02-02 and the Title VI Fare Collection System Analysis

BACKGROUND:
Title VI of the Civil Rights Act of 1964 and FTA requirements require transit agencies like UTA to conduct an analysis when fare collection systems are modified or changed. This is to ensure that the changes do not adversely impact the civil rights of UTA's ridership. A Title VI Analysis and Public Engagement effort have been completed in conjunction with the proposed changes described below. Any proposed fare changes are considered a major change and are required to undergo a Title VI analysis and public engagement process.

Initial information on the proposed fare changes was discussed with the Board on November 13, 2024. Proposed fare changes include the following:

- Discontinuation of Paper Tickets on Ticket Vending Machines (TVMs)
- Discontinuation of Paper Monthly Passes
- Discontinuation of Mobile Pass Tickets
- Removal of Reduced Fare Monthly Pass/Sticker
- Removal of Reduced Fare Plastic ID Cards

DISCUSSION:
Public Engagement Overview

Staff will outline public engagement efforts related to the proposed fare changes. A combined 30+ day comment period ran from November 13, 2024, through January 1, 2025. Information was provided on *rideuta.com/change day*, and a virtual public meeting was held on November 20, 2024. More than 200 formal comments were received, supplemented by feedback from community events, a presentation to the UTA Community Advisory Committee, and partner engagement. Key themes related to the fare collection system included:

- Fare system and payment methods
- FAREPAY signage
- Concerns about fare changes, accessibility, and fare structure

Fare Change Proposals

To prepare for the new fare collection system, multiple fare change proposals were presented for analysis and public engagement ahead of implementation.

Title VI Analysis

UTA conducted a Title VI equity analysis using 2024 On-Board Survey (OBS) data to ensure proposed fare changes would not disproportionately affect minority or low-income populations. One potential finding was identified: the proposed discontinuation of paper tickets at TVMs would have a disparate impact on minority populations above the 5% threshold.

UTA evaluated the alternative of retaining paper tickets but determined it would conflict with the goal of simplifying the fare structure. Instead, the Fares Team has proposed mitigation measures to address the disparate impact, which are detailed in the Fare Equity Analysis Report.

Exact timelines for implementing fare changes are to be determined and will take into consideration the time required to update the resolution setting fare rates and media and the fare policy as needed.

ALTERNATIVES:
Request the Title VI Analysis be revisited

FISCAL IMPACT:
N/A

ATTACHMENTS:
Resolution R2026-02-02 with Exhibit:

- Title VI Fare Collections System Equity Analysis Report

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RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH TRANSIT AUTHORITY APPROVING THE TITLE VI FARE COLLECTION SYSTEM EQUITY ANALYSIS

R2026-02-02 February 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; and

WHEREAS, the Board of Trustees ("Board") of the Authority, in keeping with the Federal Transit Administration's requirements for public transit agencies and Title VI of the Civil Rights Act of 1964 has considered and reviewed the Fare Collection System Equity Analysis for a new fare collection system ("Fare Collection System Analysis") prepared by Authority staff; and

WHEREAS, the Board has desires to approve the Title VI Fare Collection System Analysis.

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

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

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

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

4. That the corporate seal be attached hereto.

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Approved and adopted this 25th day of February 2026.

Carlton Christensen, Chair
Board of Trustees

ATTEST:

Secretary of the Authority

(Corporate Seal)

Approved As To Form:

Signed by:
David M. Wilkins
0F6F540DE4724A2...
Legal Counsel

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Exhibit A

TITLE VI FARE COLLECTION SYSTEM EQUITY ANALYSIS

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Title VI Fare Collection System Equity Analysis

Utah Transit Authority

Docusign Envelope ID: 397CC6C9-71B1-43F4-B560-6EEC56620DF7

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Introduction

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

The following analysis is of proposed changes that will be implemented as part of the new fare collection system UTA began the planning and procurement process for in March 2023. These changes are being proposed to protect public funds and improve functionality of the system. Though the proposed changes are facially neutral, this analysis, in accordance with FTA requirements, will ensure that these changes will not have disproportionately negative impact on minority and low-income populations within UTA's service area. If these changes are found to be potentially discriminatory, UTA will take all prescribed and prudent steps to ensure services are equitable and compliant with federal guidelines and requirements.

Summary of Proposed Fare Collection System Changes

UTA has analyzed the potential impact of fare changes on low-income and minority populations. The proposed fare changes were analyzed based on data from the 2024 On Board Survey (OBS) regarding fare utilization to assess the potential impacts on low-income and minority populations.

#	Proposed Change	Reason for Proposed Change
1	Discontinuation of Paper Tickets on Ticket Vending Machines (TVMs)	UTA is in the process of implementing a new fare collection system, and paper tickets distributed through TVMs will be replaced with best fare pricing by vending electronic fare media. The new fare collection system seeks to align with the Fare Policy's guiding principles, which include a fare structure that is simple and easy for riders to understand, fare payment that maximizes the convenience of paying fares, allows for seamless travel between modes, and is equitable. Fares purchased at the TVMs will be simplified by eliminating more than 13 fare product options vended on paper fare media. Customers can purchase FAREPAY cards, load funds, and check balances at all TVMs. Fare pricing on FAREPAY cards is automatic, and the least expensive rate will be charged based on customer travel patterns and eligibility for reduced fare discounts.
2	Discontinuation of Paper Monthly Passes	Paper passes have slowly been phased out over the years because of low sales resulting from an increased adoption of UTA's current electronic payment options. The electronic payment option that will replace the monthly passes is the FAREPAY card. By using the FAREPAY card, customers can protect their card balance and will pay as they go instead of paying for the full monthly cost of a pass upfront; they will reload the same FAREPAY card each month instead of getting a new monthly pass; and will automatically receive best fare pricing with fare capping and other discounts if eligible.

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3	Discontinuation of Mobile Pass Tickets	UTA is in the process of implementing a new fare collection system, and mobile tickets will be eliminated. UTA is in the process of developing new mobile app features and proposes reducing the fare products and replacing them with pre-paid, reloadable accounts to support the new fare collection system. This change seeks to align with the Fare Policy's guiding principles, which include a fare structure that is simple and easy for riders to understand, fare payment that maximizes the convenience of paying fares, allows for seamless travel between modes, and is equitable. Fares purchased through the mobile app will be simplified by eliminating more than 15 fare product options. Fare payment options on the mobile app are currently in the design process and will be finalized at a later date. Customers can purchase FAREPAY cards, load funds, and check balances at all TVMs. Fare pricing on FAREPAY cards is automatic, and the least expensive rate will be charged based on customer travel patterns and eligibility for reduced fare discounts.
4	Removal of Reduced Fare Monthly Pass/Sticker	UTA's new back-end software currently in development will manage reduced fare discounts. Customers qualified for a reduced fare will be required to use an electronic fare media to receive the discount. Over the years, UTA has introduced other fare products that offer prepaid monthly options, which has caused sales of the sticker to drop significantly.
5	Removal of Reduced Fare Plastic ID Cards	UTA no longer issues plastic ID cards. They are not a method of payment and cannot be read or validated by the electronic card readers. In addition, when UTA's new back-end software is implemented, this card will no longer be valid because customers will be required to use a reduced fare FAREPAY card to get a discount.

Table 1: Summary of Proposed Fare Changes

Summary of Findings for Proposed Fare Changes

#	Proposed Change	Disparate Impact?	Disproportionate Burden?
1	Discontinuation of Paper Tickets on Ticket Vending Machines (TVMs)	Y	N
2	Discontinuation of Paper Monthly Passes	N	N
3	Discontinuation of Mobile Pass Tickets	N	N
4	Removal of Reduced Fare Monthly Pass/Sticker	N	N
5	Removal of Reduced Fare Plastic ID Cards	N	N

Table 2: Summary of Findings for Proposed Fare Changes

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UTA Policy and Definitions

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

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

Definitions

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

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

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

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

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

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

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5. Native Hawaiian or Other Pacific Islander, which refers to people having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.

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

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

H. *"Ridership Data"* The ridership data is the information gathered through the onboard survey showing the demographics of the people using a fare type and/or riding on a specific route. This data is used when analyzing proposed changes to fares and commuter routes. See below for the current ridership demographic gathered in 2024, by estimated number of trips and by survey respondents.[1]

WEEKDAY

Estimated Trips by Low-Income Populations:		***Estimated Trips by Minority Populations:***	
Total Valid Trips:	82,713	Total Valid Trips:	92,153
Low-Income Population Trips:	45,961	Minority Population Trips:	38,273
Percent Low-Income:	55.6%	Percent Minority:	41.5%
Response Count by Low-Income Populations:		***Response Count by Minority Populations:***	
Total Valid:	10,689	Total Valid:	11,889
Low-Income Population:	5,720	Minority Population:	4,862
Percent Low-Income:	53.5%	Percent Minority:	40.9%

SATURDAY

Estimated Trips by Low-Income Populations:		***Estimated Trips by Minority Populations:***	
Total Valid Trips:	45,581	Total Valid Trips:	51,375
Low-Income Population Trips:	27,553	Minority Population Trips:	22,222
Percent Low-Income:	60.4%	Percent Minority:	43.3%
Response Count by Low-Income Populations:		***Response Count by Minority Populations:***	
Total Valid:	1,160	Total Valid:	1,292
Low-Income Population:	722	Minority Population:	555
Percent Low-Income:	62.2%	Percent Minority:	43.0%

[1] Estimated trips are used for analyses using OBS 2024. Numerical estimates are presented here to a tenth of a decimal but presented as rounded whole numbers in applicable analysis sections.

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SUNDAY

Estimated Trips by Low-Income Populations:		***Estimated Trips by Minority Populations:***	
Total Valid Trips:	21,952	Total Valid Trips:	24,022
Low-Income Population Trips:	12,520	Minority Population Trips:	10,892
Percent Low-Income:	57.0%	Percent Minority:	45.3%
Response Count by Low-Income Populations:		***Response Count by Minority Populations:***	
Total Valid:	419	Total Valid:	454
Low-Income Population:	261	Minority Population:	215
Percent Low-Income:	62.3%	Percent Minority:	47.4%

Table 3: Estimated Trips and Respondents among Low-Income and Minority Populations From 2024 OBS

I. *"System Average"* The system average is the averages of minorities and low-income persons within the total populous of the geographic regions UTA serves. The present system averages are expressed below in tabular format using 2017-2022 5-year population estimates provided by the American Community Survey (ACS).

Low-Income System Average:	
Population:	2,578,140
Low-Income Population:	364,914
Percent Low-income:	14.2%

Minority System Average:	
Population:	2,578,140
Minority Population:	642,873
Percent Minority:	24.9%

Table 4: Low-Income and Minority Population System Averages From 2018-2022 ACS

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Major Service Change

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

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

Evaluation and Analysis of Service and Fare Changes

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

Disparate Impact and Disproportionate Burden

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

Finding a Disparate Impact

1. At the conclusion of UTA's Analysis, if UTA finds a disparate impact on the basis of race, color, or national origin, UTA shall seek to modify the proposed changes in a way that will mitigate the adverse effects that are disproportionately borne by minorities. Modifications made to the proposed changes

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must be reanalyzed in order to determine whether the modifications actually removed the potential disparate impacts.

2. If UTA chooses not to alter the proposed service changes despite the potential disparate impact on minority populations, or if UTA finds, even after the revisions, that minority riders will continue to bear a disproportionate share of the proposed service or fare change, UTA may implement the change only if:
    a. UTA has substantial legitimate justification for the proposed change; and
    b. UTA can show that there are no alternatives that would have a less disparate impact on the minority riders but would still accomplish the transit provider's legitimate program goals. In order to show this, UTA must consider and analyze alternatives to determine whether those alternatives would have less of a disparate impact on the basis of race, color, or national origin, and then implement the least discriminatory alternative.

Finding a Disproportionate Burden

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

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Analysis of Proposed Fare System Changes

Discontinuation of Paper Tickets on Ticket Vending Machines (TVMs)

UTA is in the process of implementing a new fare collection system and paper tickets distributed through TVMs will be replaced with best fare pricing by vending electronic fare media. The new fare collection system is intended to align with the Fare Policy's guiding principles, which include a fare structure that is simple and easy for riders to understand, fare payment that maximizes the convenience of paying fares, allows for seamless travel between modes, and is equitable. Fares purchased at the TVMs will be simplified by eliminating more than 13 fare product options vended on paper fare media. Customers can purchase FAREPAY cards, load funds, and check balances at all TVMs. Fare pricing on FAREPAY cards is automatic, and the least expensive rate will be charged based on customer travel patterns and eligibility for reduced fare discounts.

UTA considered the alternative of not discontinuing paper tickets on TVMs. This was not considered a reasonable alternative because it would not achieve UTA's goal of creating a fare structure that is simple and easy for riders to understand.

Used TVM Ticket				
		Population	Percentage	Difference in Shares of Users
Weekday	Minority	2,756	7.2%	1.3%
	Non-Minority	3,203	5.9%	
	Low-Income	2,527	5.5%	-2.4%
	Not Low-Income	2,898	7.9%	
Saturday	Minority	2,846	12.8%	0.3%
	Non-Minority	3,614	12.5%	
	Low-Income	2,782	10.1%	-7.0%
	Not Low-Income	3,080	17.2%	
Sunday	Minority	1,633	15.3%	5.9%
	Non-Minority	1,267	9.3%	
	Low-Income	1,135	9.1%	-5.2%
	Not Low-Income	1,341	14.2%	

Table 5: OBS data on riders who used a TVM ticket to pay fare. Items are color coded to indicate if payment method is above or below a 5% difference in shares of users for minority and/or low-income populations. Black indicates within a 5% difference, blue indicates above, and orange indicates below.

Conclusion

According to On Board Survey (OBS) data, the shares of minority populations that used a paper ticket to pay fare are 5.9% above the corresponding share of non-minority populations that used a paper ticket to pay fare over the Sunday OBS survey periods. This results in an anticipated ***finding of disparate impact on minority populations***.

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Mitigation

The UTA Fares Team has proposed the following measures to mitigate disparate impact on minority populations:

- Create and implement a communications and outreach plan, with materials in English and Spanish, no less than three months in advance of fare system changes to keep customers well informed of the upcoming changes and make them aware of other payment options and mitigation measures that are available.
    - Collaborate with Community Engagement well in advance if assistance in outreach is needed.
- Conduct a phased implementation, including a pilot program with the new TVM update in areas that are not high minority or high low-income.
- Perform a geographic analysis to identify the locations of TVMs in high minority and low-income areas.
    - Target four platforms in high minority and low-income areas using ACS data to perform mitigation efforts, including distribution of free FAREPAY cards for at least two weeks before and after initial implementation period.
    - Targeted TVM locations would not switch from paper tickets until after the initial implementation and pilot period.
- Develop a plan to distribute a minimum of 200 free FAREPAY cards with zero balance before and after the initial implementation period, with particular effort to reach the impacted populations and communicate the transition to FAREPAY cards. Informational cards describing how to load funds onto the FAREPAY card would be included with distribution. Targeted outreach for the impacted populations would be conducted after performing the geographic analysis described in the bullet above.

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Discontinuation of Paper Monthly Passes

Paper passes have slowly been phased out over the years because of low sales. Low sales are the result of an increased adoption of UTA's current electronic payment options. The electronic payment option that will replace the monthly passes is the FAREPAY card. By using the FAREPAY card, customers can protect their card balance and will pay as they go instead of paying for the full monthly cost of a pass upfront; they will reload the same FAREPAY card each month instead of getting a new monthly pass; and will automatically receive best fare pricing with fare capping and other discounts if eligible.

Used a Monthly Pass or Monthly Reduced Fare Sticker to Pay Fare				
		Population	**Percentage**	**Difference in Shares of Users**
Weekday	Minority	2,039	5.3%	0.5%
	Non-Minority	2,584	4.8%	
	Low-Income	2,659	5.8%	1.3%
	Not Low-Income	1,658	4.5%	
Saturday	Minority	740	3.3%	-1.8%
	Non-Minority	1,481	5.1%	
	Low-Income	1,190	4.3%	0.4%
	Not Low-Income	705	3.9%	
Sunday	Minority	444	4.1%	1.4%
	Non-Minority	358	2.7%	
	Low-Income	644	5.1%	3.8%
	Not Low-Income	131	1.4%	

Table 6: OBS data on riders who used a monthly pass or monthly reduced fare sticker to pay fare. Items are color coded to indicate if payment method is above or below a 5% difference in shares of users for minority and/or low-income populations. Black indicates within a 5% difference, blue indicates above, and orange indicates below.

Conclusion

Analysis of OBS data does not indicate a difference above 5% in share of users for minority and low-income populations vs. non-minority and non-low-income populations. This indicates ***no finding of disparate impact nor disproportionate burden***. However, there is generally low uptake of FAREPAY card usage by users throughout the UTA system. Though not required by Title VI policy, UTA should take steps to make FAREPAY cards more accessible and widely used to work toward equitable outcomes of switching to this system.

The Fares Team has proposed as mitigation creating a communications and outreach plan to keep customers informed of the upcoming changes.

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Discontinuation of Mobile Pass Tickets

UTA is in the process of implementing a new fare collection system, and mobile tickets will be eliminated. UTA is in the process of developing new mobile app features and proposes reducing the fare products and replacing them with pre-paid, reloadable accounts to support the new fare collection system. The system aligns with the Fare Policy's guiding principles, which include a fare structure that is simple and easy for riders to understand, fare payment that maximizes the convenience of paying fares, allows for seamless travel between modes, and is equitable. Fares purchased through the mobile app will be simplified by eliminating more than 15 fare product options. Customers can purchase FAREPAY cards, load funds, and check balances at all TVMs. Fare pricing on FAREPAY cards is automatic, and the least expensive rate will be charged based on customer travel patterns and eligibility for reduced fare discounts.

Used a Mobile App Ticket to Pay Fare				
		Population	Percentage	Difference in Shares of Users
Weekday	Minority	5,460	14.3%	2.8%
	Non-Minority	6,203	11.5%	
	Low-Income	4,538	9.9%	-6.5%
	Not Low-Income	5,995	16.3%	
Saturday	Minority	3,040	13.7%	0.1%
	Non-Minority	3,921	13.5%	
	Low-Income	2,712	9.9%	-11.9%
	Not Low-Income	3,901	21.7%	
Sunday	Minority	1,270	11.7%	-3.0%
	Non-Minority	1,921	14.6%	
	Low-Income	1,294	10.3%	-8.6%
	Not Low-Income	1,782	18.9%	

Table 7: OBS data on riders who used a mobile app ticket to pay fare. Items are color coded to indicate if payment method is above or below a 5% difference in shares of users for minority and/or low-income populations. Black indicates within a 5% difference, blue indicates above, and orange indicates below.

Conclusion

Analysis of OBS data indicates a higher share of non-protected populations use mobile pass tickets than the corresponding share of protected populations. Therefore, discontinuing mobile pass tickets ***does not indicate a finding of disparate impact nor disproportionate burden***.

However, low-income populations will likely be affected by discontinuation of reduced fare mobile passes only available to low-income riders. Thus, **UTA should continue to look for ways to make alternatives accessible and available for low-income riders.**

The Fares Team has proposed as mitigation creating a communications and outreach plan to keep customers informed of the upcoming changes.

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Removal of Reduced Fare Monthly Pass/Sticker

UTA's new back-end software currently in development will manage reduced fare discounts. Customers qualified for a reduced fare will be required to use an electronic fare media to receive the discount. Over the years, UTA has introduced other fare products that offer prepaid monthly options, which has caused sales of the sticker to drop significantly.

Used a Reduced Fare Monthly Pass or Sticker				
		Population	**Percentage**	**Difference in Shares of Users**
Weekday	Minority	164	0.4%	-0.5%
	Non-Minority	511	0.9%	
	Low-Income	492	1.1%	0.8%
	Not Low-Income	112	0.3%	
Saturday	Minority	93	0.4%	-0.5%
	Non-Minority	278	1.0%	
	Low-Income	112	0.4%	-0.7%
	Not Low-Income	206	1.1%	
Sunday	Minority	0	0.0%	-1.4%
	Non-Minority	177	1.3%	
	Low-Income	150	1.2%	1.2%
	Not Low-Income	0	0.0%	

Table 8: OBS data on riders who used a monthly pass or monthly reduced fare sticker to pay fare. Items are color coded to indicate if payment method is above or below a 5% difference in shares of users for minority and/or low-income populations. Black indicates within a 5% difference, blue indicates above, and orange indicates below.

Conclusion

OBS 2024 data provides no information indicating whether riders use Reduced Fare monthly passes/stickers. However, low-income riders will likely be affected by discontinued acceptance of Reduced Fare monthly passes/stickers since there were low-income eligibility requirements to have possession of one. **Thus, UTA should continue to look for ways to make alternatives accessible and available for low-income riders.**

The Fares Team has proposed as mitigation:

- Provide additional education on alternative payment options to the Reduced Fare monthly sticker. This will include distributing to customers upon purchase of a sticker an informational pamphlet describing the change and alternative payment options.
- On the Buy a Pass page on the UTA website, a note will be made informing riders about the change.

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Removal of Reduced Fare Plastic ID Cards

UTA no longer issues plastic ID cards. Reduced Fare plastic ID cards started to be phased out when UTA launched the reduced FAREPAY card in 2013. The reduced FAREPAY card was issued to all newly eligible riders unless they requested a plastic ID card. Several years ago, the plastic ID card stock ran out and all riders are now issued FAREPAY cards. UTA did not track the issuance of plastic ID cards because they did not have a unique identifying number on them. They cannot be read or validated by the electronic card readers. In addition, when UTA's new back-end software is implemented, this card will no longer be valid because customers will be required to use a reduced fare FAREPAY card to get a discount.

Conclusion

OBS 2024 data provides no information indicating whether riders use Reduced Fare plastic ID cards. However, low-income riders will likely be affected by discontinued acceptance of Reduced Fare plastic ID cards since there were income eligibility requirements to have possession of one. **Thus, while there is no official finding in accordance with UTA's Title VI Policy, UTA should continue to look for ways to make alternatives accessible and available for low-income riders.**

The Fares Team has proposed as mitigation that staff communicate these changes as part of the education being done on the reduced fare monthly pass/sticker. This will include communicating to reduced fare customers that the plastic ID card will no longer serve as eligibility and/or identity for the reduced fare rate.

Fares staff will coordinate with Community Engagement to implement a communications plan in English and Spanish regarding this change. Fliers and informational material will be posted on buses, in low-income service provider buildings, and other targeted locations.

UTA operators will also be made aware of this change and provided with guidance on how to inform riders of the change. Operators will be given brochures to distribute if a rider shows this ID card to pay fare on-board. This update to operators will be displayed on TVs in operator gathering spaces at UTA facilities, and the information will also be distributed in the Voice of the Operators setting.

To allow customers with the plastic ID card time to apply for a reduced fare FAREPAY card, staff will continue to accept the plastic ID card for six months after the Board of Trustees approves the Title VI analysis, and longer if staff feel additional time is needed. UTA will continue to promote the Reduced Fare Program and support customers in transitioning to the Reduced Fare FAREPAY card.

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Appendix A – Fare Collection System Analysis – Public Involvement Report

The Public Involvement Report follows.

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April 2025 & April 2026 Change Day – Public Involvement Report

Updated 08.27.25

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Introduction

The Utah Transit Authority (UTA) proposed several service and fare changes for implementation during April 2025 and April 2026 Change Days. These proposals include new routes, realignments, frequency adjustments, and the introduction of a new integrated fare collection system. Among the proposed changes are many major changes, including the transition of zero fare to paid fare service, the introduction of new routes, and the realignment or discontinuation of several existing routes. Additionally, UTA is proposing to shift to electronic fare payment with the replacement of paper tickets and passes by FAREPAY Cards. These updates are designed to enhance service, improve accessibility, and streamline fare payment across the region.

UTA held a 49-day public comment period from November 13, 2024, through January 1, 2025, with multiple opportunities for the public to engage in the input process, including a virtual public meeting on November 20. The comment period was originally scheduled to be 30 days, however, was extended due to a need to better clarify some of the information regarding proposed changes, as well as accounting for multiple observed holidays during this time. This report details public involvement and feedback on the proposed changes.

NOTE: the proposals for 2025 and 2026 were combined for the public engagement process, however, change proposals for 2025 were finalized at the beginning of the year (January 2025).
The proposed changes as presented in detail for April 2025 & April 2026 can be found in Appendix 1

Part 1: Public Engagement Efforts

Engagement Overview

Engagement Component	Dates	Additional Detail
Public Notice	November 13	A public notice was published on the Utah Public Notice Website with the proposed major changes in English and Spanish.
Public comment period	November 13 – January 1	30-day period was required. UTA extended it to a 49-day period. Public notice was published on the UTA website and the Utah Public Notice Website. Comments were accepted via email, online form, mail, and phone.
Public meeting (Virtual)	November 20	7 days after public comment period was announced, a public meeting was held virtually over Zoom and included ASL and Spanish language interpretation. UTA staff presented information about proposed changes and answered questions. Registered participants were invited to provide public comments during the meeting. A recording was made available on the website following the event in English and Spanish.
Virtual engagement	November 13-January 1	Available throughout the comment period online, included virtually accessible information and feedback opportunities through the website at rideuta.com/AprilChangeDay.

Public Hearing Notice

A detailed public hearing notice was shared on the UTA website (rideuta.com) and on the Utah Public Notice Website in English and Spanish on November 13.

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Virtual Public Meeting

The virtual public meeting was held on Wednesday, November 20th at 5:30pm. The event was held over Zoom webinars. 43 individuals registered for the event and 39 attended the live event. During the virtual public meeting, there were interpreters for Spanish and ASL. A recording of the virtual public meeting was also available for viewing following the events on the UTA Facebook page in English. The English recording is also available on the UTA YouTube channel along with the Spanish interpretation audio only. Engagement with the event on Facebook and YouTube is detailed below:

Facebook:

- 365 Plays
- 17 Likes
- 0 Comments
- Link to the event on Facebook: https://www.facebook.com/RideUTA/videos/utas-april-2025-and-utas-april-2026-change-day-public-meeting/876209221342413

YouTube:

- 784 Views (English Version)
- 83 Views (Spanish Version)
- 49 Views (ASL Version)
- 4 Likes (English Version)
- 3 Likes (Spanish Version)
- 0 Likes (ASL Version)
- 0 Comments
- Link to the event on YouTube: https://www.youtube.com/watch?v=bZVxFMop4t8
- Link to the event (ASL) on YouTube: https://www.youtube.com/watch?v=kPd2mq_rkPQ
- Link to the event In Spanish on YouTube: https://www.youtube.com/watch?v=HBwZ0v936SA

During the virtual public meeting, several themes emerged based on attendee comments and questions.

- Request for more information about the data on paper transfers for the public
- Opposition to the removal of paper transfers and cash payments
- Equity and accessibility concerns related to fare collection
- Desire for communication on when the proposed fare changes will be implemented and how the public will be notified, especially those who may not have access to social media
- Desire for UTA On Demand expansion

Communications & Public Information

Information on proposed changes was shared widely via multiple avenues, including the website; advertisements through Bonneville Communications; a banner in the Transit App; service alerts; UTA's social media platforms, including Instagram, Facebook, LinkedIn, and Twitter communication channels; along with other media placements.

Detailed information was shared via UTA's website, including a comment form. A carousel on the main page directed the public to detailed information on the proposed changes at rideuta.com/ChangeDay, as well as a banner in the Transit App. Information about the public hearing was also included on the public hearings page of the UTA website.
A media summary for April 2025 & April 2026 and Change Day Public Engagement can be found in Appendix 2

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Community Outreach

UTA's Community Engagement Department implemented additional targeted outreach efforts to ensure key audiences were aware of the opportunity to provide public comment and were informed of the proposed changes to service and fares. During the public engagement period, these additional approaches to understand public feedback around change proposals were implemented:

- Larry H Miller Season of Service: Community resource fair serving low income and unhoused individuals on November 25, 2024*
- UTA Community Advisory Committee meeting, December 6, 2024 - Presentation and discussion on Change Day proposals*
- Key Community Partner Discussions*:
  - SLC Homeless Resources
  - Molina Healthcare
- Stakeholder email communication – city and community contacts were emailed in mass regarding change day proposals and public comment opportunity
- Mailers – focused on new routes, in efforts to give surrounding community sufficient notice
- Canvassing – to support mailing efforts around critical route changes (new routes, zero to paid routes)

*Themes that emerged through the targeted community outreach at the Season of Service resource fair, Community Advisory Committee meeting, and key community partner discussions, mirror the themes from the public comment. Staff heard support for expanded and more frequent transit service; concerns regarding fare changes and ensuring accessibility for communities, particularly vulnerable communities (emphasis on electronic, reduced fare, transfer slips); questions regarding implementation of fare changes; as well as feedback requesting education campaigns.
Summaries from each of these three outreach approaches can be found in Appendix 3

Part 2: Public Comment Analysis

Engagement by the Numbers

Mode	Comments (#)
Email	7
Mail	0
Customer Service	1
Public Hearing Comment Line	1
Survey	204
Virtual Public Hearing	8
Total Comment Submissions	**221**
**A comment shared on the public hearing comment line was also shared via survey, so it will only be counted once.*	

Public Comment Overview

A total of 221 comment submissions were received during the 49-day comment period for April 2025 & April 2026 Change Day. Most comment submissions contained multiple individual comments due to the online comment format. The comments from UTA riders and the community reveal a strong support for new and improved routes, particularly the 417 bus and Route 126, which enhance access to schools, employment, and key community locations. Commenters expressed hope for increased frequency on these routes, especially during peak hours. Concerns about the proposed fare changes, particularly the shift away from cash payments to a fully electronic FAREPAY card system, are prevalent. Many commenters fear that this change could disproportionately impact low-income individuals, seniors, and those

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without access to digital banking or internet services. The elimination of paper transfers is also seen as a significant barrier, particularly for those who rely on cash payments or need flexibility. As a result, several riders have called for solutions that maintain transfer options or reduced fare policies for cash-paying passengers.

There is a clear concern about fairness, equity, and access, with multiple riders asking UTA to consider how these changes will affect marginalized groups, such as the unbanked or those without access to smartphones. Some respondents have suggested providing free FAREPAY cards to low-income individuals or ensuring that Reduced Fare ID cards remain available. Additionally, requests to adjust bus routes and schedules—such as coordinating routes better with FrontRunner—underscore the need for improved connectivity, access, and convenience. Several riders also expressed interest in expanded services, such as the UTA On Demand service, to help those with mobility challenges or residents in areas with limited bus access. Concerns about public transit accessibility are further compounded by a need for clearer communication regarding the changes. Riders requested that information be made available in multiple languages on buses and through various channels to ensure all customers, particularly those without digital access, are well-informed.

Finally, some feedback centered on the potential financial burden of fare changes, particularly for riders who depend on currently zero fare routes like Route 628. These individuals voiced concerns that introducing fares on such routes would create hardships, especially for those who rely on public transit to access essential services like healthcare and employment. In summary, the feedback emphasizes the need for UTA to maintain accessibility, fairness, and communication throughout the implementation of the proposed changes to ensure that vulnerable populations are not excluded from the public transit system.

A complete list of public comments can be found in Appendix 4-6.

Comment Themes & Responses

The following summarizes themes expressed in the public comments; more information about each theme is included in the table below. Each comment was individually coded and categorized for various topics and compiled for summary and consideration by the UTA teams.

- Concerns about route changes
- Frequency and service hours
- Fare system and payment methods
- Improving accessibility and signage
- Transit connectivity and transfers
- Community engagement and customer service
- Public engagement and communication
- Concerns about fare changes, accessibility, and fare structure
- Route adjustments and new service requests
- UTA On Demand service expansion
- Support for Route 628's zero fare status/opposition to paid fare
- General suggestions for further improvements to UTA services
- Community and equity considerations
- The Rio Grande Plan
- Request for bus service to American Fork Station

The table below provides additional detail about each theme and a response from UTA in efforts to address the themes from public comment.

Theme from Comments	Details	UTA Response to Theme
Concerns About Route Changes	Riders express concern that changes, particularly to Route 640, will negatively impact access to key destinations. Some riders rely heavily	UTA tries to optimize routing to best serve the most customers, efficiently and effectively, based on ridership trends and key destinations. Routing changes do

	on the current route to access their workplaces, schools (e.g., Weber State University), and shopping centers (e.g., Layton Hills Mall). They request retaining specific routes (e.g., 640, 628).	create challenges for riders and sometimes require adaptation to new routes or routines. 640: Based on external and internal feedback on this proposed route change, UTA will pull this proposed change back until a future date so the service can be better evaluated and implemented. Along with the 640, the package of changes that includes the 626, 640, and 642 will be delayed as a whole. 625: Service on route 625 will be replaced by a combination of route 610 (Harrison Blvd. Between 12th Street and Highway 89), route 604 (St. Benedict's Manor), and innovative mobility (Harrison Boulevard north of 12th Street and Ogden Weber Technical College). 455 & 470: Routes 455 and 470 serve many markets with many potential connections along each route, so it is not possible to improve connections or frequency along these routes beyond what has already been done until larger changes are made to these routes. Additional changes proposed in the Five-Year Service Plan will provide 15-minute frequency along the current 470 route (via new routes 470X and 600) as well as improved connections at Woods Cross, Farmington, and Clearfield FrontRunner Stations. Direct service to Davis Technical College will still be provided with improved service (30-min) on route 627. This is the same level of service currently provided by route 470.
Frequency and Service Hours	Many riders request increased frequency on overcrowded routes (e.g., 223, 640) and extended service hours, especially on weekends and late nights.	Frequency is a key element of both the Five-Year Service Plan and Long-Range Transit Plan. UTA has prioritized frequency in our plans and must balance this priority with other priorities, including new routes, coverage, and span of service improvements.

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Fare System and Payment Methods	Support for digital payment methods like FAREPAY, along with integrating options like Google and Apple Wallets. Some desire better access to reduced fare cards through pop-up events.	UTA knows that other transit agencies have incorporated similar strategies for fare payment. UTA is still evaluating these options as part of the mobile fare strategy.
Improving Accessibility and Signage	Requests for better bus stop accessibility and clearer signage for FAREPAY retailers. Users also suggest improving road markings and walking paths near popular areas (e.g., Layton Hills Mall).	Bus stop improvements efforts are ongoing at UTA, including bringing more stops into compliance with ADA accessibility standards. Learn more about UTA's bus stop program. In addition to making bus stops accessible, UTA's Planning Department works closely with state and local entities to coordinate improved pedestrian access around transit connections. In a soon-to-be-released Customer Experience Action Plan, UTA will be outlining action items for improving the customer experience with elements such as improved wayfinding and information for customers to better navigate.
Transit Connectivity and Transfers	Concerns about the lack of coordinated transfers, especially in Ogden/Davis County, Clearfield, and other key transfer stations. Suggestions include improving connections between bus routes and FrontRunner/TRAX.	UTA strives to provide schedules that support transfers between modes and routes. Because it is not possible to time transfers to and from every route, UTA focuses on the connections most riders make first, then works on other transfers when possible. Challenges arise when there are delays. It is UTA's practice to not hold vehicles in order to keep things as reliable as possible, which may result in missed connections for some riders. Efforts to increase frequency across modes will support transfers and smoother connections.
Community Engagement and Customer Service	Calls for community-based initiatives (e.g., pop-up events), more customer service hours, and better accessibility of transit service information and resources (including distribution of FAREPAY Cards)	UTA appreciates suggestions to better serve the community. During the next several months, UTA will be formulating a more detailed plan to guide FAREPAY Card distribution, including looking at locations and events that may be suitable. Customer Service has been expanding hours over the past few years and will continue to look for opportunities to better

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		meet the needs of riders during service hours.
Public Engagement and Communication	Desire for clearer communication about service changes, especially maps, schedules, fare changes, and potential impacts. Calls for better outreach to diverse communities.	UTA is always looking to improve our information for our riders and engagement with the community. The relevant departments will review suggestions from this feedback period and identify opportunities to implement improvements.
Concerns About Fare Changes and Accessibility	Worries about fare changes disproportionately affecting low-income, elderly, and unbanked riders, especially with the elimination of cash payments and paper transfers. Is there a roll out plan if this happens?	Based on the results of the Title VI Analysis, and ideas generated through public comment, UTA staff will create and implement a mitigation plan to minimize the impact of fare changes. The roll-out plan for the new fare collection system is pending a final project timeline, which is currently being refined with the project vendor. For updates about the fare collection rollout plan, please click here
Route Adjustments and New Service Requests	Requests for changes to specific routes (e.g., 126) and adding a fixed route in West Kaysville, as well as new service to areas like Herriman.	Service is evaluated every 2 years with the update cycle for the Five-Year Service Plan. This is an opportunity for UTA to assess how routes are performing, receive feedback from the public and stakeholders, and adjust or make additions as needed.
UTA On Demand Service Expansion	Interest in expanding Via services, especially for individuals with mobility challenges, to areas like Sandy along 5600 West, and Utah County.	UTA has identified key areas for Innovative Mobility Zones in the Five-Year Service Plan. These areas are being considered for a variety of first- and last-mile transportation solutions that include microtransit (UTA On Demand), autonomous shuttles, fixed guideway extensions, bike share, and partnerships with Transportation Network Companies (TNC), such as Uber and Lyft.
Support for Route 628's Free Fare Status	Strong support for keeping Route 628 free of charge, as it is essential for those without other transportation options.	Fares for Route 628 were subsidized as part of a service contract with Layton City. Because this contract is not being extended, this route will move from zero to paid fare. The decision to charge fares aligns this route with UTA's other bus

		routes, ensuring consistency across the UTA system. This service will mirror the rest of the UTA system at $2.50 for a regular one-way trip and transfer to other routes within 2 hours. Additional support for transitioning the community to paid fare will be provided leading up to April 2025 Change Day. For current fare rates, please click here.
General Suggestions for Further Improvements	Ideas for more flexible and direct routes, and improvements to bus stop locations, service hours, and mobile payment integration. Some also request information about proposed changes in multiple languages to ensure accessibility for diverse riders.	UTA appreciates our riding community's suggestions for improvements to service and the system. Suggestions beyond this proposal will be shared with the relevant teams for consideration in their work. Through the Long-Range Transit Plan and Five-Year Service Plan, priorities such as service hours and route changes may be considered. Check back for opportunities to get involved with those efforts, which are ongoing. The Fares Department is working through a fare payment system update and are considering mobile payment as part of that effort comprehensively. Learn more about the new system updates here: https://www.rideuta.com/Fares-And-Passes/Electronic-Fares/New-EFC-System UTA's Customer Experience Department is responsible for bus stop improvements. Their work is guided by the Bus Stop Master Plan and the Customer Experience Action Plan.
Community and Equity Considerations	Concerns that changes may disproportionately affect low-income, senior, and disabled riders, emphasizing the need for equitable access to transit.	Equity concerns are addressed through UTA's Title VI process. All changes are evaluated to understand the potential disparate impact on racial and ethnic minority populations and low-income populations. Through this evaluation, any findings of disproportionate impact must

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		be reconsidered or justification and mitigation must be provided to alleviate the impact. This report and any subsequent mitigation efforts will be published on rideuta.com/aprilchangeday alongside this Public Involvement Report.
"The Rio Grande Plan"	Customers request UTA to support and implement this plan.	UTA is aware of the Rio Grande Plan and we recognize the multi-agency collaboration that is required to identify and implement transportation solutions, particularly those that address the east west barriers. UTA is actively working with Salt Lake City through their Critical Connections Study to look at opportunities to better address the east west divide (https://www.slc.gov/transportation/plans-studies/east-west-connections/)
Request for bus service to American Fork Station	Customers have requested a bus route to service the American Fork Station.	Services to American Fork Station will be provided by Routes 860 and 862 starting in April 2026.

Summary of Comment Themes

Through the public engagement process, 221 official public comment submissions were received.

- **Strong Support for Improved and Expanded Service**: There is significant support for the introduction of new routes, such as the 417 bus and Route 126, with many riders praising their potential to enhance access to key locations like schools, workplaces, and community centers. However, there are calls for increased frequency on these routes, particularly during peak commuting hours, to make them more convenient.
- **Desire for Expanded Services**: Riders requested expanded services in areas with limited public transportation options. Specific requests included extending UTA On Demand services and improving connectivity between key areas, such as connecting Route 417 to the North Temple transit station. Some also asked for more frequent service and expanded routes to serve neighborhoods that are currently underserved.
- **Concerns About Fare Changes**: A recurring concern is the transition from cash payments to a fully electronic FAREPAY card system. Riders, especially low-income individuals, seniors, and those without access to digital banking, expressed anxiety that these changes could create barriers to public transit. The elimination of paper transfers for cash riders was highlighted as a significant issue, with some fearing higher costs for multi-leg trips, particularly for vulnerable groups.
- **Equity Concerns**: Many customers emphasized the need for UTA to consider equity in its fare changes. Riders pointed out that moving to a cashless system could disproportionately affect marginalized groups, including those who do not have access to bank accounts, smartphones, or the internet. Calls for solutions, such as offering free FAREPAY cards to low-income riders or maintaining reduced fares for cash payments, were made to ensure fair access to the transit system.
- **Financial Impact on Riders**: The potential financial strain caused by fare changes, particularly the introduction of fares on currently zero fare routes like Route 628, was a major concern for many riders. Those who rely on these routes for essential services, such as healthcare and work, voiced opposition to any changes that could make these services unaffordable.

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- **Communication and Accessibility**: Riders expressed the need for clear and accessible communication about the changes. There were requests for multi-language materials and information about the fare changes to be made available through various channels, especially for those without access to the internet. This would help ensure that all riders, especially those in marginalized communities, are well-informed about the changes and how they will affect their access to public transit.

In conclusion, the feedback highlights a strong desire for improved transit services but also underscores the need for UTA to address concerns related to equity, affordability, and communication. Riders want to ensure that the proposed changes do not create undue hardship for vulnerable groups and that the transition to a cashless system is handled in a way that maintains accessibility for all.

Part 3: Proposed and Final Change Summary

Service Change Proposals - 2025 *[finalized in January 2025]*

Proposed Change	Final Change
Box Elder, Weber, Davis Counties 2025	
Route 417: New, 30-minute frequency route between North Temple & Woods Cross Stations; community priority	Moving forward as proposed
Route 470: Realignment, serve Layton Hills Mall	Moving forward as proposed
Route 626: Replaced by modified Route 640	Change removed from proposal. Routes 626, 640, and 642 are a package of changes and require additional evaluation and refinement before implementation. The decision to remove this proposal was based on internal and external/public feedback.
Route 627: Extend route to Fruit Heights Park and Ride, reroute to maintain coverage	Moving forward as proposed
Route 628: Replace trolley with local service, re-route to serve new coverage areas in Layton; end of Zero Fare, begin charging regular fare ($2.50)	Moving forward as proposed
Route 640: Shorten to Clearfield Station, re-route to 5600 South and 2000 West	Change removed from proposal. Routes 626, 640, and 642 are a package of changes and require additional evaluation and refinement before implementation. The decision to remove this proposal was based on internal and external/public feedback.

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Route 642: New route, serves Freeport Center	Change removed from proposal. Routes 626, 640, and 642 are a package of changes and require additional evaluation and refinement before implementation. The decision to remove this proposal was based on internal and external/public feedback.
Salt Lake County 2025	
Route 39: Restore service to 15-minute frequency; community priority	Moving forward as proposed
Route 126: New route, serve Salt Lake Community College, Real Salt Lake Academy; community priority	Moving forward as proposed
Route 201: Restore service to 30-minute frequency	Moving forward as proposed
Route 217: Realignment and new terminus at 1460 West to connect to Green Line at Power Station	Moving forward as proposed
Route 218: Restore service to 30-minute frequency	Moving forward as proposed
Route 219: New, 60-minute frequency route serving Redwood Route in southwest Salt Lake County	Moving forward as proposed
Red Line (703): New Red Line TRAX station: South Jordan Downtown	Moving forward as proposed
Utah County 2025	
West Provo IMZ (Zone 581): New Innovative Mobility Zone, UTA On Demand service planned for this area, including the Provo Airport	Moving forward as proposed
Route 823: New route serving south Utah County; community priority	Moving forward as proposed
Route 871: Realignment, serve Sandy Civic Center Station	Moving forward as proposed

Service Change Proposals - 2026

Proposed Change	Final Change
Box Elder, Weber, Davis Counties 2026	
North Weber IMZ (Zone 562): New Innovative Mobility Zone in north Weber County	Moving forward as proposed
Brigham City IMZ (Zone 563):	Moving forward as proposed

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New Innovative Mobility Zone in Brigham City, planned to replace service previously offered by Route F638	
Route 455: Realignment; shorten route to Dee Events Center	Moving forward as proposed
Route 601: Discontinued; end of Zero Fare	Moving forward as proposed
Route 604: Realignment; extend to Weber State University; replace Route 455	Moving forward as proposed
Route 610: New route providing local service in Ogden; replaces portions of the Routes 612 and 625	Moving forward as proposed
Route 612: Realignment; serve Pleasant View, Ogden Station, Washington Terrace, South Ogden; replaces the Route 601 Trolley, end of Zero Fare, begin charging regular fare ($2.50); community priority	Moving forward as proposed
Route 625: Discontinued	Moving forward as proposed
Route 628: Discontinued	Change removed from proposal (related to removal of 640 changes)
Route 630: Service to Pleasant View Station; increase to 30-minute frequency	Moving forward as proposed
Route F638: Discontinued route, replaced by new IMZ service in Brigham City	Moving forward as proposed
Route 640: Realignment; provides service between Roy Station and Layton Station	Change removed from proposal. Routes 626, 640, and 642 are a package of changes and require additional evaluation and refinement before implementation. The decision to remove this proposal was based on internal and external/public feedback.
Route 645: Realignment and frequency changes; Harrison Boulevard/40th Street, will operate with increased weekday frequency on a modified routing. Stops to the west of Quincy Avenue along 36th Street will no longer be serviced.	Moving forward as proposed
Salt Lake County 2026	
Salt Lake City Westside UTA On Demand Zone: Expanded to include Central Pointe Station	Moving forward as proposed

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Route 2: Discontinued, replaced by Route 2A and 2B service	Moving forward as proposed
Route 2A & 2B: New, will provide increased weekday frequency; replaces Route 2	Moving forward as proposed
Route 4: Realignment; extend to 6200 South Wasatch Park and Ride, extend to Little Cottonwood Canyon Park and Ride	Route 4 will be extended to 6200 South Wasatch Park & Ride only
Route 45: Realignment; re-route to improve connections and increase weekday coverage	Moving forward as proposed
Route 54: Increase to 15-minute frequency; community priority	Moving forward as proposed
Route 62: Realignment; extended to Copper City Drive for improved connectivity	Moving forward as proposed
Route 72: Realignment; extended east to the 6200 South Wasatch Park and Ride	Moving forward as proposed
Route 205: Increase to 15-minute frequency on weekdays and Saturdays	Moving forward as proposed
Route 220: Realignment; route will end at the University of Utah Student Union and not continue to Salt Lake Central. Downtown connections will be provided by the Routes 2A and 2B	Moving forward as proposed
Route 223: Realignment to serve Murray Central and increase to 30-minute frequency on weekdays	Moving forward as proposed
S-Line (720): Extend S-Line to Highland Drive	Moving forward as proposed
Utah County 2026	
Lehi IMZ (Zone 582): New Innovative Mobility Zone in Lehi	Moving forward as proposed
Route 806: Discontinued, and replaced by Lehi IMZ and new Route 860	Moving forward as proposed
Route 846: New, 30-minute frequency route serving East Orem and connections to Vineyard Station	Moving forward as proposed
Route 850: Realignment to serve Valley Grove area	Not moving forward this change day, will remain the same
Route 860: New, 30-minute frequency route providing serve to Eagle Mountain and Saratoga Springs	Moving forward as proposed

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Route 862: Realignment, extend route west to cover areas previously served by Route 850	Proposal modified to cover Valley Grove development because of Title VI impacts on 850

Fare Change Proposals – 2025

Proposed Change	Final Change
Route 628 Midtown Trolley: Will transition from Zero Fare to paid fare on April Change Day 2025. This service will mirror the rest of the UTA system at $2.50 for a regular one-way trip.	Moving forward as proposed

Fare Change Proposals – 2026

Proposed Change	Final Change
Route 601 Ogden Trolley: Will transition from Zero Fare to paid fare on April Change Day 2026. This service will mirror the rest of the UTA system at $2.50 for a regular one-way trip.	Moving forward as proposed

Other Fare Change Proposals – 2025/2026

Proposed Change	Final Change
Changes to Paper Tickets vended from Ticket Vending Machines: TVMs will vend electronic FAREPAY Cards instead of paper tickets. The list of full and reduced fare tickets that would be replaced includes: • One-way • Round trip • Upgrade ticket • Group pass • Day pass First-time FAREPAY Card buyers will pay a fee on the card of $3. Riders using a FAREPAY Card as their method of payment should save that card for all future uses to avoid the card fee again.	Moving forward as proposed
Changes to Monthly Passes: Monthly passes will be replaced by FAREPAY Cards, and the best fare will continue to be automatically calculated using fare capping technology. The monthly passes being eliminated include: • Reduced fare monthly stickers (RF, XRF) • Reduced fare monthly pass (R, XR) • Full fare monthly pass (A, X)	Moving forward as proposed

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By moving to the FAREPAY Card, customers will pay as they go instead of paying for the full monthly cost of a pass upfront; they will reload the same FAREPAY Card each month instead of getting a new monthly pass each month; and they will receive fare capping and other discounts, if eligible, automatically through the FAREPAY system.	
Changes to Mobile App Offerings (Future): Although development has not started, UTA plans to integrate mobile fare payment for both pass partners and the public with the new fare collection system and anticipates tickets will be replaced by pre-paid, reloadable accounts. This information may change slightly as UTA finalizes the future of mobile fare payment. The following passes are anticipated to be eliminated from the mobile app in the future: • Day Pass • One-way (full or reduced fare) • One-way FrontRunner (full or reduced fare) • Monthly regular (full or reduced fare) • Monthly premium (full or reduced fare) • One-way Ski Pass, seasonal (full or reduced fare) • Group pass (premium pass for 4 people) • Riders License, seasonal (discounted youth pass) • One-way Paratransit (passengers must pre-qualify) • Flex Route deviation (flex route only) • Special Event pass • Full fare monthly pass (A, X) • Reduced fare	Moving forward as proposed
Changes to Transfers: • For customers paying cash at the farebox upon boarding a bus, bus operators will no longer issue paper transfers. • For customers paying cash on the bus, and who transfer between different modes of transit, each leg of the trip will cost separately. • For example: a rider takes Route 220 and transfers to the Red Line TRAX, this trip will cost $2.50 for the	Change removed from proposal. This change requires additional evaluation before it can be implemented effectively. The decision to remove this proposal was based on internal and external/public feedback.

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bus ride and $2.50 for the TRAX ride for a total of $5.00. • Transfer credits will automatically be applied on electronic fare media, including the FAREPAY Card. The time frame customers can travel on more than one mode of transit using electronic fare media without incurring an additional fare cost will remain two hours from the tap on.	
Changes to Reduced Fare: • Reduced fare discounts will only be available for customers using electronic fare media. To receive the discount, customers should apply for and use a Reduced Fare FAREPAY Card, which will require customers to create an account. • Reduced fare eligible riders who pay cash through the farebox will not be eligible for a discount and will need to pay full fare. • Customers that are eligible for a reduced fare discount can use cash to add funds to the FAREPAY Cards at TVMs, UTA customer service locations, and retailers. Funds may also be added to FAREPAY Cards online using non-cash payment options.	Moving forward as proposed
Changes to Reduced Fare Plastic ID Cards: • Reduced fare plastic ID cards will be phased out. They are being retired because they cannot be read or validated by the electronic card readers. Riders who utilize this ID card should transition to the Reduced Fare FAREPAY Card by applying online. Riders can add funds to an electronic card at TVMs, UTA customer service locations, and retailers. • Customers not currently using UTA's Reduced Fare FAREPAY Card can apply online and do not need to wait for the new fare collection system to be implemented.	Moving forward as proposed

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Appendix 1 – Proposed Changes

(As Presented November 13 – January 1, 2025)

April 2025 Proposed Service Changes

Box Elder, Weber, and Davis Counties, 2025

Route 417
- Proposed route is a new, 30-minute frequency route between North Temple & Woods Cross Station; community priority

Route 470
- Proposed route change is a realignment to serve Layton Hills Mall

Route 626
- Proposed route change is to be replaced by modified route 640

Route 627
- Proposed route extension to Fruit Heights Park and Ride, reroute to maintain coverage

Route 628
- Proposed route change is to replace trolley with local service, re-route to serve new coverage areas in Layton; end of Zero Fare, begin charging regular fare ($2.50)

Route 640
- Proposed route shortening to Clearfield Station, re-route to 5600 South and 2000 West

Route 642
- Proposed new route to serve Freeport Center

Salt Lake County, 2025

Route 39
- Proposed route change is to restore service to 15-minute frequency; community priority

Route 126
- Proposed new route to serve Salt Lake Community College, Real Salt Lake Academy; community priority

Route 201
- Proposed route change is to restore service to 30-minute frequency

Route 217
- Proposed route realignment and new terminus at 1460 West to connect to Green Line at Power Station

Route 218
- Proposed route change is to restore service to 30-minute frequency

Route 219
- Proposed new, 60-minute frequency route serving Redwood Route in southwest Salt Lake County

Red Line (703)
- Proposed new Red Line TRAX station: South Jordan Downtown

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Utah County, 2025

West Provo IMZ (Zone 581)
- Proposed new Innovative Mobility Zone, UTA On Demand service planned for this area, including the Provo Airport

Route 823
- Proposed new route serving south Utah County; community priority

Route 871
- Proposed route realignment to serve Sandy Civic Center Station

April 2026 Proposed Service Changes

Box Elder, Weber, and Davis Counties, 2026

North Weber IMZ (Zone 562)
- Proposed new Innovative Mobility Zone in north Weber County

Brigham City IMZ (Zone 563)
- Proposed new Innovative Mobility Zone in Brigham City, planned to replace service previously offered by Route F638

Route 455
- Proposed route realignment; shorten route to Dee Events Center

Route 601
- Proposed route discontinuation

Route 604
- Proposed route realignment; extend to Weber State University; replace Route 455

Route 610
- Proposed new route providing local service in Ogden; replaces portions of Routes 612 and 625

Route 612
- Proposed route realignment; serve Pleasant View, Ogden Station, Washington Terrace, South Ogden; replaces the Route 601 Trolley; community priority

Route 625
- Proposed route discontinuation

Route 628
- Proposed route discontinuation

Route 630
- Proposed service to Pleasant View Station; increase to 30-minute frequency

Route F638
- Proposed discontinued route, replaced by new IMZ service in Brigham City

Route 640
- Proposed route realignment; provides service between Roy Station and Layton Station

Route 645
- Proposed route realignment and frequency changes; Harrison Boulevard/40th Street, will operate with increased weekday frequency on a modified routing. Stops to the west of Quincy Avenue along 36th Street will no longer be serviced

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Salt Lake County, 2026

Salt Lake City Westside UTA On Demand Zone
- Proposed expansion to include Central Pointe Station

Route 2
- Proposed route discontinuation, replaced by Routes 2A and 2B service

Route 2A & 2B
- Proposed new routes to provide increased weekday frequency; replace Route 2

Route 4
- Proposed route realignment; extend to 6200 South Wasatch Park and Ride, extend to Little Cottonwood Canyon Park and Ride

Route 45
- Proposed route realignment; re-route to improve connections and increase weekday coverage

Route 54
- Proposed increase to 15-minute frequency; community priority

Route 62
- Proposed route realignment; extended to Copper City Drive for improved connectivity

Route 72
- Proposed route realignment; extended east to the 6200 South Wasatch Park and Ride

Route 205
- Proposed increase to 15-minute frequency on weekdays and Saturdays

Route 220
- Proposed route realignment; route will end at the University of Utah Student Union and not continue to Salt Lake Central. Downtown connections will be provided by Routes 2A and 2B

Route 223
- Proposed route realignment to serve Murray Central and increase to 30-minute frequency on weekdays

S-Line (720)
- Proposed extension of S-Line to Highland Drive

Utah County, 2026

Lehi IMZ (Zone 582)
- Proposed new Innovative Mobility Zone in Lehi

Route 806
- Proposed route discontinuation, replaced by Lehi IMZ and new Route 860

Route 846
- Proposed new, 30-minute frequency route serving East Orem and connections to Vineyard Station

Route 850
- Proposed route realignment to serve Valley Grove area

Route 860
- Proposed new, 30-minute frequency route providing service to Eagle Mountain and Saratoga Springs

Route 862
- Proposed route realignment, extend route west to cover areas previously served by Route 850

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April 2025/2026 Proposed Fare Changes

Proposed Fare Changes for Bus Routes

Route 628 Midtown Trolley:

- Proposed transition from zero to paid fare on April Change Day 2025. This service will mirror the rest of the UTA system at $2.50 for a regular one-way trip.

Route 601 Ogden Trolley:

- Proposed transition from zero to paid fare on April Change Day 2026. This service will mirror the rest of the UTA system at $2.50 for a regular one-way trip.

Future Proposed Fare Changes (2025-2026)

UTA is proposing fare changes to support a new fare collection system that is being built to replace the current fare collection system. The proposed fare changes support the improved functionality. The new fare collection system includes:

- New ticket vending machines (TVMs)
- Electronic card readers for all buses and rail platforms
- Additional mobile fare payment functionality
- Mobile inspection devices
- Updated back-end software system

Paper Tickets Proposed Changes

TVMs will vend electronic FAREPAY Cards instead of paper tickets. Customers will be able to purchase FAREPAY Cards, load funds to their account using cash or credit payment, and check card balances at all TVMs. The list of full and reduced fare tickets being replaced includes:

- One-way
- Round trip
- Upgrade ticket
- Group pass
- Day pass

First-time FAREPAY Card buyers will pay a fee on the card of $3. Riders using a FAREPAY Card as their method of payment should save that card for all future uses to avoid the card fee again.

Monthly Passes Proposed Changes

UTA customer service locations, website, and retailers will no longer sell paper monthly passes. Monthly passes will be replaced by FAREPAY Cards, and the best fare will continue to be automatically calculated using fare capping technology. The monthly passes being eliminated include:

- Reduced fare monthly stickers (RF, XRF)

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- Reduced fare monthly pass (R, XR)
- Full fare monthly pass (A, X)

By moving to the FAREPAY Card, customers will pay as they go instead of paying for the full monthly cost of a pass upfront; they will reload the same FAREPAY Card each month instead of getting a new monthly pass each month; and through the FAREPAY system will receive fare capping and other discounts if eligible, automatically applied to the fare they pay.

Mobile app

UTA's Eco and Ed Pass partners currently subsidize fare for customers and issue electronic tap cards for fare media. To simplify the distribution process, and to take advantage of advancements in mobile fare payment technology, UTA will be evaluating mobile app options. Although development has not started, UTA plans to integrate mobile fare payment for both pass partners and the public with the new fare collection system and anticipates tickets will be replaced by pre-paid, reloadable accounts. This information may change slightly as UTA finalizes the future of mobile fare payment. The following passes are anticipated to be eliminated from the mobile app:

- Day Pass
- One-way (full or reduced fare)
- One-way FrontRunner (full or reduced fare)
- Monthly regular (full or reduced fare)
- Monthly premium (full or reduced fare)
- One-way Ski Pass, seasonal (full or reduced fare)
- Group pass (premium pass for 4 people)
- Riders License, seasonal (discounted youth pass)
- One-way Paratransit (passengers must pre-qualify)
- Flex Route deviation (flex route only)
- Special Event pass
- Full fare monthly pass (A, X)
- Reduced fare

This information may slightly change as the new mobile app gets developed.

Transfers

- For customers paying cash at the farebox upon boarding a bus, bus operators will no longer issue paper transfers.

Reduced Fare Discounts

- Will only be available for customers using electronic fare media. Reduced fare eligible riders who pay cash through the farebox will not be eligible for a discount and will need to pay full fare. To receive the discount, customers should apply for and use a Reduced Fare FAREPAY Card, which will require customers to create an account. Customers that are eligible for a reduced fare discount can use cash to add funds to the FAREPAY Cards at TVMs, UTA customer service locations, and retailers. Funds may also be added to FAREPAY Cards online using non-cash payment options.

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Reduced Fare Plastic ID Cards

• Reduced fare plastic ID cards will be phased out. They are being retired because they cannot be read or validated by the electronic card readers. Riders who utilize this ID card should transition to the Reduced Fare FAREPAY Card by applying online. Riders can add funds to an electronic card at TVMs, UTA customer service locations, and retailers.

• Customers not currently using UTA's Reduced Fare FAREPAY card can apply online and do not need to wait for the new fare collection system to be implemented.

• For customers paying cash on bus, and who transfer between different modes of transit, each leg of the trip will cost separately.

o For example: a rider takes Route 220 and transfers to the Red Line TRAX, this trip will cost $2.50 for the bus ride and $2.50 for the TRAX ride for a total of $5.00.

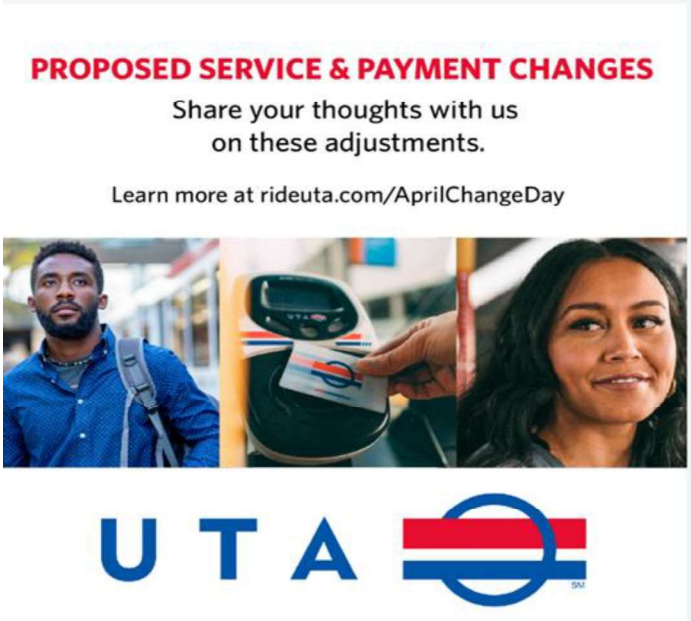
• Transfer credits will automatically be applied on electronic fare media, including the FAREPAY Card. The time frame customers can travel on more than one mode of transit using electronic fare media without incurring an additional fare cost will remain two hours from the tap off.

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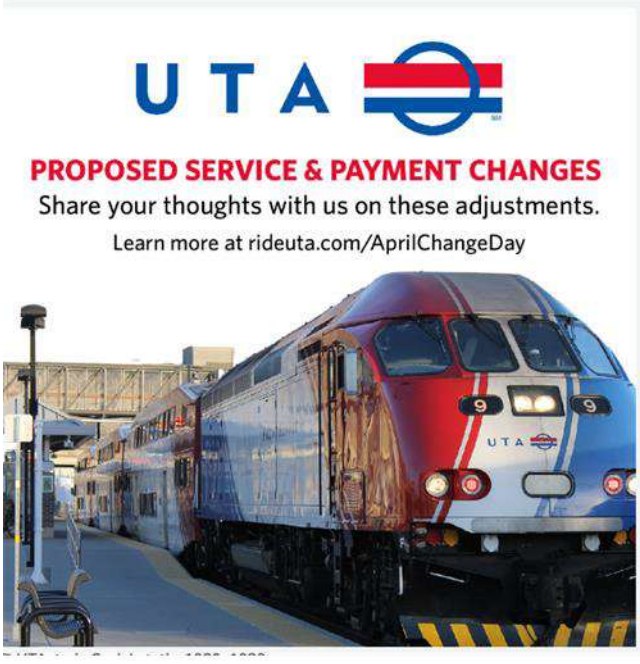
Appendix 2 – April Change Day Public Comment Period Media Summary

An overview of media efforts related to the April Change Day public comment period follows.

Bonneville Communication Advertisements









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Top Social Media Post

Utah Transit A...
Fri 11/15/2024 5:00 pm ...

Public comment is open for April Change Day 2025 and 2026 until December 13. UT...



Total Engagements	**418**
Reactions	55
Comments	17
Shares	22
Post Link Clicks	41
Other Post Clicks	283

rideuta
Tue 11/19/2024 4:22 pm...

The public comment period for April Change Day 2025 and 2026 is now open and we...



Total Engagements	**263**
Likes	220
Comments	4
Shares	18
Saves	21

Utah Transit A...
Tue 11/19/2024 4:22 pm...

The public comment period for April Change Day 2025 and 2026 is now open and we...

Total Engagements	**140**
Reactions	48
Comments	0
Shares	4
Post Clicks (All)	88

Appendix 3 – Additional Detail on Targeted Community Outreach Strategies

The following provides a summary of community outreach efforts, including emerging themes and feedback, related to the April Change Day public comment period.

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Larry H Miller Season of Service Outreach summary:

Multiple staff members from the Community Engagement Department, along with two members of the UTA Board of Trustees participated in this event on behalf of UTA. Staff members provided feedback on notable interactions and experiences during the event. Staff members agreed that UTA's presence at this event was valuable for multiple reasons, including the opportunity to support building confidence in using public transit; providing information and support to vulnerable individuals; demonstrating empathy and support for the community and their unique needs; opportunities to support navigating complex issues that individuals may experience; and the opportunity to inform community members about Change Day proposals as this is an audience that may not be able to readily engage in traditional forms of public comment opportunities.

Several takeaways were developed from participation in this event, particularly as it relates to the Change Day proposals and information shared in conjunction with the public comment period.

- Fare Changes Concerns: staff noted that there were some concerns from attendees regarding reduction of cash payment options, as well as concerns about transfer slip elimination.
- Service Changes Reactions: staff noted that attendees generally responded positively to proposed changes for increased transit service.
- Overall: staff agreed that having additional information prepared specifically with this audience in mind to communicate clearly about the proposed changes would be useful in the future

UTA Community Advisory Committee meeting summary:

UTA's Community Advisory Committee (CAC) meets quarterly and is made up of 13 members representing different sectors of the community and the riding public. At the December 6 meeting of the UTA CAC, approximately two hours were dedicated to presenting information on the 2025/2026 Change Day Proposals and discussing with the members. The following summarizes the discussion and feedback from members of the CAC:

Fare Strategy:

- Similar types of fare programs – what simple features in other transit agencies could we consider
- What systems is FAREPAY similar to? Are we basing this off of industry or other transit agency success?
- What does roll out look like?
- What's the why on transfers?
- What have other agencies done with transfers?
- Trolley – what was the lead up or trigger for zero to paid fare?

Making it easier:

- Frontrunner – maybe payment on the train, could smooth out some of the pain points
- Mobile FAREPAY card
- Open payments
- App simplifying
- Transit app – tap on/off integration
- Access, setting people up with good options

Key concerns:

- Ease of use, access for those without a lot of tech savvy
- How do we address loss of cards (potentially frequent loss of cards – youth, etc.)
- Cash option with reduced
- Frequency of re-application should be considered

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- Cash on bus
- Transfer slips

Other questions:

- Daybreak TRAX TVM – not accepting credit cards (what was going on there?)
  - Jordan provided information: no problem identified.
- SLC SD – clarify pass functionality date
  - Jordan provided information: current contract through July 2025

Recommendations:

- More education on this
- FAREPAY vending locations – can we do FAREPAY in other community locations (maybe for free?) [libraries, boys and girls clubs, etc.]
- Reduced fare – income level, messaging/education around the income levels could be improved – people may not know the % FPL they are at, but may know more about how much they make. Can we message that to better resonate with people
- Distribution – RF FAREPAY at schools? Social workers on campuses?
- Layton Mobile Home Parks (re: 628): Circle L, Park Village

Other Comments:

- Group pass is popular

Key Community Partner Discussions summary:

Discussions regarding the Change Day proposals were had with two key community partners: 1) Salt Lake City Corporation's Housing Stability Division and 2) Molina Healthcare. Their feedback offered valuable insight into how UTA's proposed changes could impact vulnerable riders and what community-based solutions might help mitigate challenges. During these conversations, several recurring themes emerged.

Cash & Transfers

Both entities expressed concerns about the potential elimination of cash payment options and transfer slips, emphasizing how such changes would disproportionately affect unbanked individuals, seniors, and people experiencing homelessness. They noted that these riders frequently rely on cash payments due to barriers like lacking access to bank accounts or smartphones.

FAREPAY Card Fee

The $3 fee for a FAREPAY card was identified as a particular hardship, especially for individuals who may lose their cards frequently due to unstable living conditions.

FAREPAY Card Access

Another consistent concern was the number of locations where riders can purchase or reload FAREPAY cards. Currently, these locations are limited to certain retailers like Maverik and 7-Eleven, which are not always accessible to all riders. There may be additional hurdles with this type of access, particularly for people living in transit-dependent communities with few nearby retail options.

Technology

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Additionally, both partners highlighted significant gaps in technological literacy. Many of the populations they serve—especially seniors, refugees, and individuals reentering society after incarceration—struggle with the technology required for digital fare systems. They suggested that without targeted educational campaigns, many riders could be left behind. There was also confusion about how Medicaid and Medicare riders can access UTA services, with many riders unaware of transit benefits already available to them.

Education & Outreach

Suggestions from these community partners included expanding educational outreach through in-person workshops, community events, and printed guides distributed through service providers. They also encouraged deeper collaboration with organizations like housing support services, Medicaid providers, and corrections reentry programs to reach riders who might otherwise be overlooked. Veronica and Ciara specifically offered to distribute UTA's fare change surveys to their network of service coordinators, which covers over 5,000 residents across 16 housing complexes, which they have already.

Conclusion

These conversations have reinforced the critical need for UTA to balance fare modernization with accessibility. Community partners remain committed to supporting outreach efforts and suggested tangible steps that could ease the transition, including exploring expanded card distribution locations, maintaining limited cash payment options, and offering initial FAREPAY cards at no cost for qualifying riders.

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Appendix 4 – Public Comments: April 2025 Proposed Service Changes

A complete list of the public comments received during the public comment period is provided in Appendix 4-6. Note that some comments submitted in in "Service" fields pertain to fares changes and some comments submitted in the "Fares" fields pertain to service changes.

198 comment submissions are included for April 2025 proposed service changes. 18 of these comments pertain to proposed fare changes.

Comments on the April 2025 Proposed Service Changes		
1	Most of this is similar to what was presented in the revised five-year service plan. There needs to be improved bus stops near the roundabout near the theaters and Layton Hills Mall, work with the mall to designate walking paths to the mall with road markings.	
2	The 455 and 470 and run parallel in sections of their routes, and many riders can use either one to commute to and from Salt Lake City. Rather than having these buses schedules run so close to each other (such that they play leap frog), it would work better for riders to space them out.	
3	I wonder how transfers at Clearfield station will be prioritized with different destinations of busses and FrontRunner as FrontRunner trains do not pass at Clearfield Station. Things will improve when route 600 starts, but currently you have to wait longer with certain transfers. Consider 642 trips to WSU-Davis to help some transfer combinations.	
4	The changes proposed to the 640 route in Ogden/ Davis County will severely cripple my transport to my work in Layton, Weber State University, both the Ogden and Davis Campus, Layton Hills Mall and area, and transport to Frontrunner in general, thus crippling my transport to the Salt Lake Valley/ Utah Valley in general. I ask of you to leave this route alone and to improve connections to Frontrunner Stations. Without it, my life could be in jeopardy.	
5	The 470 bypassing DTC would make transit less usable for me and several people I know. Four people and myself get off at DTC in the morning and later make return journeys. As we are all traveling from southern Davis County we would not be able to use the 627. Resulting in a walk to DTC campus in place of the direct service. I have the option to drive but I like taking the bus as it goes straight to DTC campus. Direct service to the DTC by the 470 maintained should be retained.	
6	I believe these proposals are great!	
7	I live near clinton walmart 1800 N 2000 W... I tried riding from the SLC airport to my house yesterday... It took an hour to get to clearfield station (because I RAN from the green line down the steps to the front runner!)... the 626 left clearfield station right before I got there... I would've waited about an hour to catch the next one... I just caught the 640 13 minutes after instead. The new map looks fine. what will the frequency be? how will students get to nuames davis and nuames weber?!? a lot of high school kids ride 640 both directions! The 626 connection toward ogden has been exactly like my airport experience yesterday... I can get over to Kent's Market 5600 S 3500 W, but i miss the 604 to ogden... gotta wait an hour for the next one.	
8	Me and my family regularly use the 640 bus stop on 1800 N and 550 W near Sunset to get to work and other locations. This change would increase our travel time and over all become a hassle to us who are trying to keep our environment clean. If there was a way to not change the services near that area, it would be a huge help for us.	
9	The change with the 640 ending it's route on 1800 would be negative for me. I use the 640 on 1800. If thenroute is to be changed than I would like to see a stop near the 2000 and 1800 corner.	

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10	Please keep your service out of the south end of the valley. It just brings in homeless and panhandling to every corner that's close to a station.	
11	I would like to see route 223 run more frequently as soon as possible. This bus is often overcrowded with those traveling to the University, hospitals and research park and needs to have more frequent options during peak times.	
12	Primarily, the change to the 640 bus would affect my access to work, school, and other UTA services. It would extend a 10 minute walk to nearly 20-30 minutes to the next nearest service that would get me to where I need to go.	
13	I ride the bus 640 to the Freeport center every day to work and after work.	
14	I would like for the bus routes to stay the same	
15	I am excited to see additional service along almost all of Redwood Road and to see my favorite route (218) get a boost in frequency. It is a life-saver for getting to my grandma's house in South Jordan without having to rely on the unreliable on-demand service.	
16	I wish for 640 route to stay on the Layton hills mall it's get me to my apartment this is the only bus route I take to and from home and to the other appointments.	
17	I take route 640 to WSU almost everyday and have been for about 30 years. I pick it up on 1000 west in Clinton. With the changes I would have ride 642 to 2000 west and then transfer to 640 to get to the university. I do not know why you couldn't keep 640 on it's current route with service to Freeport center and 1000 west and then have it go down to 2000 west at 1800 north and have 642 the new route go to 2000 west from the Clearfield station. This will be lees of a change for the riders in Clearfield, Clinton area,	
18	I usually ride the 640 bus from clearfield to Weber State University. I don't want the route for the 640 bus to be changed at all. I want to stay the way it is. It's the only transport I have of getting to school.	
19	More routes will be beneficial	
20	Looks like they may not impact this time. It would be nice to have some punctual and set drivers for the 451 route.	
21	Please continue to serve Freeport center with either keeping the 640 route the same or using the proposed 642. It's how I get to and from work since I have trouble driving.	
22	Route 126 to SLCC/UofU Herriman Campus - this is so needed and our students & community members will be so excited about this proposed change! I see the plan is to run it every 60minutes, but given the traffic of students and community members to campus now and even more so in the future, I would suggest every 30 minutes rather than 60min.	

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23	39 - Glad to see a much needed increase in service between Meadowbrook and Olympus Cove! 126 - The South Valley deserves better bus service than 60-minute weekday headways. Micro-transit is not a viable replacement for frequent buses that run 7 days a week. Still, glad to see any fixed routing in the South Valley. Hope to see more of this. 219 - Again, 60-minute headways on weekdays only is pretty abysmal service, but any bus service is better than none, which I realize is the case in much of the South Valley. 417 - Great to see more transit connections to Davis County, and connections that will fulfill last-mile needs from Woods Cross station. 581Z - On-demand service makes sense here. It should not, however, serve as justification for the currently lackluster service to Provo Airport. As a Salt Lake resident who has flown out of Provo a few times, I have wanted to use the FrontRunner and the 833 to get there, but the span of the 833's service does not extend to the span of airline service out of PVU. I wonder whether UTA On Demand will be sufficiently reliable to meet passenger demand for transportation to PVU Airport. Another thing - No increase in TRAX service frequency or span? I hope you just forgot to mention that. Sunday service desperately needs to be upped to 15-minute headways. Look at any European light-rail system; 15 minutes is not "frequent," but a minimally acceptable headway for off-peak times. TRAX should be running at least every 7.5 minutes weekdays and Saturdays, and at least every 15 on Sundays. Ideally, with overnight service (this could be every 30) so people with nontraditional commutes and people at bars can get home safely.	
24	I'm satisfied with the 2025 plan!	
25	I wanted to express strong support for the 417 bus. The Foxboro neighborhood is one that could definitely benefit from transit access. My one suggestion would be to alter the alignment on the south end to connect to the North Temple transit station. This would allow easier connections to FrontRunner on the north and the south end in addition to Trax. Perhaps also running along 700/600N to provide additional frequency along that corridor with the 205 bus.	
26	Very eager and glad to hear about 126 - South Valley Regional All-Day Service bus. I would be nice if Route 126 would run on Weekdays at 30-min frequencies rather than 60-minute at the very least.	
27	Is there anyway the route 47 could run every 15 minutes?????	
28	Route 126 and its service to Herriman and the SLCC Herriman Campus will be a great benefit to the students, faculty, staff and administrators attending this campus. I am a professor who teaches there and that is the commonly expressed need from my students, from when we opened the campus in Fall Semester 2023. The proposed route & its stops would allow me to use it to commute from Utah Valley (Orem Station) to Herriman campus. Thank you to everyone who has made this change possible. One request: Instead of hourly, can it be every 30 minutes during the AM & PM commuter hours like we see with FrontRunner's schedule? Some of my Herriman students also come from Utah County, from cities like Eagle Mountain, Saratoga Springs and Lehi. And please continue to provide us to use our UTA chip to "tap on/tap off" for trains, Trax, buses, etc. Students appreciate that benefit. But so do faculty, staff and administrators.	

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29	I take the 640 everyday to get to weber along with other students. I planed to be taking the 640 all winter and for the next continuing years. I would not like this bus route to change anything. It is fast and efficient and makes school life easier knowing I have a safer and much more reliable transportation route. I value your time in listening to my response, thank you.	
30	Some bus routes need to end at later times.	
31	I need to ride the bus everyday to work that's why I don't want them to get rid of it	
32	While I am excited that route 126 is finally providing service to Riverton (and less than a half mile from my residence), its 60-minute frequency will make it difficult for me to use for most trips. I understand that it is expected to be upped to a 30-minute frequency in 2029, but by then, I am concerned that the Riverton public will dismiss public transit as "slow, infrequent, and impractical," as many often do. Another concern I have about the route is the detour it takes along Sentenial Ridge Blvd to serve SLCC and the RSL training facility. While I do think that serving these places is important, I personally think having a loop with 15-minute frequencies to cover this detour would 1: improve travel times to the redline from most of 126's service area, and 2: allow people in the neighborhood between Mountian View Village and SLCC to get to either location with increased convenience, making it so that people in this neighborhood can easily get on a bus to get to school, to get groceries, or to get to a good meetup/hangout spot, increasing the likelihood that the portion will get lots of ridership. One could even make it so that this 15-minute loop goes all the way to Daybreak Parkway, but that may have too much service duplication with 126 and/or be too costly to implement. I personally think that simply changing the Sentenial Ridge Blvd detour into it's own dedicated route with 15-minute headways wouldn't be extraordinarily costly, and if the scheduling is handled properly transferring to 126 won't be much of an issue.	
33	My changing the method of fare, ease will be increased for some but made more difficult for others who can only pay cash! Especially unsheltered and low income folk who don’t regularly have access to phone (data, etc) or a bank account to load up a card! Elimination of transfer slips will also massively decrease accessibility for folks who are tight on income - $5/ride one-way is not acceptable fare, and will only result in those unable to pay being ticketed and further into debts.	*Fares
34	I saw in the Draper email newsletter for upcoming events that there was an open comment period for UTA service and fare changes.I don't have any comments about those particular changes, but I do have a suggestion/question.I would love to see the Via services expanded. My son has mild autism and doesn't drive. We live in Sandy at about 12300 S & 1300 E. He is familiar with the UTA system and will sometimes take Trax to and from his work at Megaplex at Jordan Commons. However, he also has knee and foot problems and it would be so nice if he could get corner to corner service from our house to the theater. (Right now, as far as we can tell, Via only goes to 106th S instead of to 94th or 90th S.) Do you think that will ever be a possibility?	
35	I myself ride at 640 Monday through Friday. I catch the bus at seven in the morning and I get off at the stop that is on 4400 south and 1900 W. I would really like you to consider not pulling any stops. I am a single mom and I work at Focus Services right there on 1900 W. the bus system is my only way of transportation to and from work I also see a lot of kids that ride the bus for school that is off 1900 W. in Roy. So when you are making these decisions, please keep those that were able to make the meeting and thought as well. Thank you for your time and reading this	

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36	I take the South Ogden #625 bus everyday from the Harrison and 20th Street bus stop to Weber State for work. And I take the #625 northbound home. I hope that there will be a replacement route that will run from 20th and Harrison to Weber State University.	
37	I would like to see some kind fixed route service in West Kaysville, such as a bus route along Flint St./Sunset Dr. or maybe in the future, a rail service along the Denver & Rio Grande Western Rail Trail Corridor.	
38	I'm glad Route 218 is returning to half hour service.	
39	Will the On Demand Service also service the American Fork area?	
40	Hi, is there any discussion within UTA and/or with the city about the possible benefits of implementing the Rio Grande Plan in the future? Possibly creating and moving the central hub, including FrontRunner, TRAX, and buses, closer to downtown and the Revitalization Zone? Thank you.	
41	Will the North Weber On Demand Zone serve Ogden Station or do you need to transfer on 12th Street to a bus?	
42	Agree with proposed changes. I was not able to find bus stops for the new Route 126. I'm hopeful there are bus stops near Autumn Moon Lane in Herriman.	
43	I am excited to see regular scheduled service returning to Herriman on the 126 route. I was hoping the route would travel Rosecrest Road/5600 West between 134th to Moutain View. The proposed route traveling on Mt View Between 134th to The RSL area seems to bypass a significant area. Are stops planned on Mt View Corridor?	
44	Please speed up the 473 express route. It often gets ahead of schedule and waits to get back on schedule. Please review the scheduled stops for this route and reduce the time between stops.	
45	I'm concerned about a board of trustees caring more about money than the community. Please don't take away our free public transportation in this time of stagnating wages and skyrocketing cost of living.	
46	Bus 628 should remain free fare. With prices going up on everything, we as a community need this affordable constant. Some of us who don't have cars or can't drive depend on having this free fare service for shopping and getting around and changing this free fare would make it harder on us in the community and as individuals to financially get around.	
47	I like 470 as one long ride. But the connection to TRAX on the south end needs improvement. It is currently over ONE block from bus stops to a TRAX station. Dragging luggage in winter slush is a long haul. Currently we are allowed (THANK YOU) to ride 470 SB and exit really close to the Courthouse TRAX station at Stop ID: 125019 500 S / Main St (WB). Would you please consider beginning 470 NB at a NEW stop located at 40.76052, -111.89156 on south side of 400 South before crossing Main Street heading east then turning north onto State Street. Trips to Salt Lake County (and the airport) and the south Davis County area would be easier and quicker - no other transfers needed. Making Stop ID: 125019 the official end of 470 would be nice too. I saw a 470x option. I assume and glad that it went away. 470 is a reliable and needed N/S route especially when Front Runner is not running.	
48	Route 126 will be a nice placeholder, but I especially am hoping for a more permanent LRT solution spanning 12600 and linking us more permanently and efficiently to the rest of the transportation network. Especially with the growth of Herriman and increasing traffic volumes on 12600, we need more viable alternatives to driving to connect the East and West. A bus route is fine for now, but we need more!	

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49	I'm working towards going car free and currently the lack of reliable, readable, and frequent public transport makes anything other than a car nearly impossible and very impractical for anyone living on the west side.	
50	I like all these changes. Glad the reduced routes are finally going back to what they once were.	
51	Keep the Trolley free tor ride...To 'align' this with other buses is simply a dumb idea. Keep it free.	*Fares
52	Why don't you have late night TRAX or buses to/from the airport? This is a service failure.	
53	Please make 551 run 24 hours because Amazon runs 24 hours and there are a lot of people that ride that bus	
54	I believe that UTA needs to work toward the creation of the Rio Grande Plan. Failure to do so would negatively affect SLC for years to come.	
55	We really need later service on the route. People working downtown have to get home and we really should've service leaving downtown at least to 11:30 at night. State Street and 900 East buses are not enough. Nothing in between. Have to take Ubers or it is a safety issue getting home. I would take a bus that left downtown at 11:20 at nine or so four nights a week and that's just me. I'm sure there's other people if they knew there was a way to get home would use the service As well. We are a bigger city now other bigger cities, such as Portland, Oregon and places like that have services this late. Why are we not having services this late? We are big enough to have services this late. I see that you're going to increase the service to 15 minutes in another year or so But we need more late service than that. I know that I am not the only one that feels this way. I do not know why we cannot have late service on this bus route. It's right smack in the middle.	
56	The Provo to Spanish Fork route, maybe consider a drop off along Main Street near the Spanish Fork airport. Could be beneficial to the couple of businesses in the area and the students (like me) at the various flight schools there.	
57	I work at the airport, and there are lots of visitors who experience long layovers, or only visiting for less than a week. I think they would be reluctant to use an app for such a short period of time. Also a lot are asking if UTA provides a 3 day or week pass.	
58	I would love it if you support the Rio Grande Plan and utilize the Rio Grande Depot in the future. Moving the central station closer to downtown by doing so and having a beautiful place for people to meet and catch their train or bus. It would be easier for people to come in and out of downtown during games once the entertainment district is done. Less heads with parking and traffic. Also keeps the trains from blocking east to west downtown access. So much good could come out of it along with many problems solved.	
59	My son will be attending Hillcrest High School in 2026; 1.7 miles from our house in Sandy. We live along 700 East and there is no bus along 700 East to Hillcrest and we live too close to qualify for district bussing. 700/900 East between 9400-7200 South is needed to get to and from school. My son also takes after school classes on 9400 South and 700 East.	
60	I would like to see more bus service in southern Utah County, such as more later hours getting to and from Payson between Payson and Provo. Last bus leaving Payson during the week is really early--9:21PM. I'd like to see that go an hour later, to like 10:21PM. Glad to see a UTA 823 bus getting added for southern Utah County. Bus Route to Mapleton would be nice. There's currently no service in Mapleton.	

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61	Your web site says there are plans to realign route 871 in Utah county. I'm not sure what that mean. What really really needs to happen is to align the 871 schedule with the trains in the morning when they switch to hourly. Right now, it I catch the train at Provo Station anytime after 8:15, the 871 bus is off if the train schedule by 30 minutes. I have to wait 30 minutes at the Lehi station for the 871 bus to take me to the Adobe building. It would be nice if there was an 871 bus waiting everytime a train arrives at the Lehi station.	
62	I think the UTA vans need to expand to the warehouse areas by the airport where the buses don't normally go.	
63	I don’t use any of the routes changing	
64	Build the Rio grande plan!!!!! Do it!!! I don’t live in slc but this is something that has the possibility to really transform the city.	
65	What happened to 35M route? An enormous amount of money went into building it and now it sits derelict. Either re establish, upgrade to a trax line from WVC Central to Magna, or surrender those lanes back to the state. Stop ignoring west side needs!	
66	The proposed bus route 126 sounds like a great idea. Connecting the southern end of the red line with Frontrunner allows for the southwest part the county to connect with Frontrunner without first having to head north to Murray to head south. But I believe the current route of heading South along Mountain View to Academy Parkway makes the route impractical for many. The route should instead be more direct to connect the red line to frontrunner. It could continue along 13400 S instead of the current route.	
67	I understand the need to connect SLCC Herriman to the bus network, but that needs to be done with a separate bus line. The indirect routing makes the route really unappealing to use.	
68	I am very glad about the 627 bus going to the fruit heights park and ride. Throughout East Layton it was difficult to get to main street without going all the way to Farmington station so this greatly helps with that.	
69	Need to keep the 625	
70	I feel that the 470 should still loop Davis Tech. Davis Tech is a growing campus and the bus drives by it anyways. It shouldn't have to sit and wait at Davis Tech, but a couple minutes should be taken to service what is a main stopping center. A large number of students at Davis Tech have bus passes. If it was some location that is rarely used, I could understand, but this is a main stop for students who are traveling from the South.	
71	I wish there were more bus services that served the Lehi office district. I'd love to take public transit to work, but nothing really services where I need to go. I work at the Ancestry building in Lehi, specifically. UTA used to service the Ancestry building. Now that a lot more companies are in that area, I wish UTA would service that stop again.	
72	Please consider bringing services to L3 Harris and the other businesses along 2200W from north temple station, it remains an untapped population of ridership for people commuting in from areas outside of salt lake	
73	Seems fine	

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74	No huge comments, just please expand TRAX in slc. So many people could use it if you took it across South temple, down 7th E and 13th E, and down to Liberty Park. Make it a bigger square of local customers instead of people headed to work. tRAX could be perfect but for some reason it goes out to daybreak? Just strange	
75	Not much; I don't use any of the affected routes often	
76	Why in the world would you start charging bus fares when it's my main way of getting to and from work because I don't have a car, this is ridiculous. "we wanna be like everyone else" no clearly you guys want everyone to ride less and hate you more with all these ridiculous changes being made.	
77	It would be great if this included Frontrunner Sunday Service. You guys don't need to wait until you have a dual-track system; you can start small and perhaps have Frontrunner service end earlier on Sundays.	
78	Frontrunner service for general conference would be great. Also early front runner service for RootsTech on Saturday. I use Frontrunner for doctor visits in Layton from Ogden so better connection to/from Tanner clinic would be help. And McKay Dee Hospital from main library is a must for me.	
79	I don't have specific feedback for the changes proposed, but I would like to see more public transit run on Sundays, specifically uvx and the frontrunner	
80	I'd love to see route 223 come more often. I would love to support better working conditions	
81	I do agree that employees should be compensated fairly but I do not understand why that has to be charged to the riders. They should be treated properly regardless of if I pay 2.50 for a previously free route.	
82	STOP F*CKING CANCEL ROUTES AND LOWER THE F*CKING PRICE. YOU GUYS ONLY F*CKING CARE ABOUT MONEY.	
83	Changing the fare system to this method will be less inclusive, and less equitable, especially to those who do not have access to technology or the internet. I currently use the app and pay for exactly what I need, and I would hate to see UTA operating on a prepaid only system. I would be much less inclined to spend money riding UTA, especially if the monthly fare options are dissolved, because I would worry about spending too much money and not using the money I have pre paid for services I don't use. This method of payment is sneaky and sly to collect money that isn't going towards use of services. There needs to still be OPTIONS for paying the exact ticket amount, a monthly pass, and using cash for those who aren't as privileged to have access to technology for this new proposed system. Many of UTA riders are those who come from less privileged backgrounds and have low income or disabilities, and by implementing this change, UTA services will be inaccessible to a large portion of its current users.	
84	Please include a bus route that goes from FrontRunner or Trax to Hogle zoo	
85	Yes	
86	The free service that is offers is important to our community. If the ridership number meets a threshold, I would ask that the service remain free to the rider. Our community benefits by reduced traffic and it allows individual who don't or can't drive or own a car autonomy .	

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87	I work on 1700 E 1300 S. I use the 4 and have to walk over a mile on a 4 mile journey. We need increased route coverage, not new trains. Route 220 has moved from 1300 E to 900 E. All routes go through the University. University has enough options. I commute at 4:30 am when there are no options. I work on weekends when there is only service once an hour. We need expanded times and frequency.	
88	We need the 625 to go up the hill. Lot of people still use that bus and alot of us need it to come up that hill. Cause lot of us don't have cars and are not able to walk the hill. So we need that 625 to continue to come up the hill.	
89	I have seen how impactful UTA on demand has been for my family in Salt Lake County who have low-incomes. I think expanding access to UTA on demand in Utah County will be of great benefit as well.	
90	It would be most helpful for more regular weekend schedules. Many people work on weekend, including myself, or just want to be able to get out and do stuff. I talk with many people on the bus and train who also share this need for better weekend schedules.	
91	I use bus 213 every day for my commute to the U of U Medical Center from 1000 E and 7800 S. It would be great if the buses run every 15 min during the peak hours. Please build a bus stop near the Sugarhouse Health Center. The existing bus stops are not easy to access.	
92	I mean, I'm not sure what is being referred to in this.	
93	super excited for the new 219, the southwest county desperately needs more service	
94	The 823 in particular will be helpful to me, as well as the 126 over to Zion's Bank Field when I go to Warriors games - won't have to drive there anymore!	
95	I don’t think that would be convenient because lots of people use this as their main transportation and as a means of getting dropped off closer to home especially during the colder seasons!!	
96	Better working conditions and expanded services are the main selling points for me- as many people as possible should have access to public transport services as possible, and you should be able to guarantee that access while treating your employees fairly and well. UTA would be able to support the community by communicating with information media, like radio and news stations, and even social media- in order to spread word of construction progress, any potential impact the construction would have on roadways, and timelines for how things are proceeding. Signage at UTA stops and information on any website you may have needs to be consistently updated and current so that the community you are serving knows fully well what is going on in your process.	
97	I think they shouldn't get rid of the 628 midtown trolley and the 601 trolley those buses are really convenient it's easy to get around and get to doctor's appointments and everywhere else and they shouldn't get rid of zero fare because allot of people can't afford to pay for fares all the time and im one of them ,this is just reduclues and out of hand and not to mention it's ruining what the people had released the trolley and zero fare that they put out for people years back. I disagree on the plans for route 628 and 601.	*Fares
98	Restoring the routes in Salt Lake County that were previously affected is greatly appreciated.	
99	I’m frustrated with elimination of zero fare routes. I would rather work with cities to lower fares and increase ridership. Having little to no service from FrontRunner to pleasant grove boulevard makes it difficult to use UTA as a primary transit source to my work. It requires a 4 mile bike ride from either American Fork or Vineyard station. Without bcycle or a bus route between these areas there’s a public transportation gap.	*Fares

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100	I think by doing away with transfer tickets because u pay cash is wrong. A lot of low income people do not have accounts at institutions. Cash maybe all they have. U are penalizing the low income and homeless by making them pay twice or more times because they only have cash. The rest of the changes I thought were great.	*Fares
101	I'm not a fan of discontinuing fare-free service on Route 628. Calling the new TRAX station "South Jordan Downtown" is terrible. Downtown South Jordan is 5 miles away! It should be something like Daybreak Central Station to match Daybreak South Station and Daybreak North Station. I'm glad to see Route 218 service to downtown South Jordan restored to 30 minute frequency.	
102	I think things changes will impact in a huge way the limited resoruces the homless- disabled, single parents, low income that dont have a car- Will impact the limited budgests and make their life more compliocated instead of easier.	*Fares
103	Don't care	
104	I don't really see an issue with collecting fare for the 628 Midtown Trolley.	*Fares
105	Make the schedule match reality. For the last few months the train leaves the hospital late, average is 5 minutes late on a regular basis, so just change the schedule	
106	These changes do not support the community that utilizes UTA on a daily basis. There are often folks who do not have access to a bank account who may need to travel. Maybe your plan is to eliminate those folks from these services, which to that I say, shame on you. You are creating a larger barrier for our underserved community to access these services. Not only that but taking away the free fare zone is greedy.	
107	Nice to see the 220 back on 1100 East!	
108	It would be extremely beneficial to me personally to extend your services to Provo airport. Not having to park there or arrange a ride is simply a must-have from the UTA.	
109	I am generally against all changes that remove zero fare zones, but if they allow you to improve service, especially by improving frequency, that would be great.	*Fares
110	Also, stop being so territorial with Park City's busses. The 107 bus should be allowed to drop off in Salt Lake, especially as it's faster than your busses going through SLC.	
111	Get security guards on trax. Every train should have a security guard that checked for passes and gets the homeless and mental health people off the trax.	
112	The red line should increase service until 2 am. A lot of people will need to get home in the later hours and this will help get them home safe. Increase red line from 15-30mins to 5-15 mins service and have them coordinate with other Trax lines for quick smother transfers. Have bus drivers stop at the curb at their bus stops instead of on the street will the passenger needs to walk into traffic to get on board. Bus drivers are currently blocking bike lanes and creating unsafe boarding and deboarding expectations for passengers. There should be an upgrade to the digital signs at transit stops that tells passengers real time information on when the bus will pick them up at their stop. And, have a moment where signs say "Arriving" and "Departing" to let passengers know at what point in the stop that the UTA vehicle is currently positioned at the stop. This gives a longer moment for passengers to board and be mindful to wait for the next UTA vehicle at a stop. And, stop making bus stops so close to the edge of a pedestrian pathway. It is not safe to be so close to vehicles passing by that can throw something at a waiting passenger or else.	
113	I would love the Ogden Station to be brought back!!	

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114	I take the train to work and school almost daily! I have been for years. Many times I've been left stranded in the cold if I was just 1 minute late for an entire hour. It would be great to see one more cart added so more people don't have to squish during rush hour. It gets so stuffy on the train when I have to ride it before and after work. It would be even better to have the front runner run every half hour. Even every 15 minutes during rush hour.	
115	I think having a station down in Spanish Fork would be useful.	
116	Also, the wifi is SO BAD I took the train to be able to do homework or work on my laptop but I always have to use my hotspot. Many people's meetings or assignments get interrupted by the poor quality or band width of the WiFi'. Please, this is not sustainable.	
117	Fares for the 628 free trolley will impact not just me but a lot other because our expenses are limited. We should be able to continue to ride the 628 trolley for free because it's also only a short distance of a ride and it's only for the Clearfield and Layton area.	*Fares
118	I strongly feel that we should be able to continue to ride the 628 free trolley for free. For starters, the 628 free trolley only stays in the Clearfield and Layton area. It's a short distance ride. To have to pay for a short distance ride from Clearfield and Layton especially when Clearfield is next to Layton in cities doesn't make sense. A lot of people depend on the bus and takes the bus because of how expensive uber or Lyft is and because how expensive it is nowadays to get a car. I don't only speak for myself when I say that our funds are limited. Whatever income we have we need to save for other needs and necessities. Saving our incomes on the side for future purposes will help us in the long run but we can't do that if we always have to continue to spend our money on the bus that is suppose to be free.	
119	I hate the idea of having a route run through Herriman to SLCC and the Real Salt Lake Academy. It will run through a street that kids cross to go to and from school and bring unnecessary traffic to the area. I seriously disagree with this.	
120	I figured the 601 would cost money I love 601 because it was easier than walking to get a sticker because eventually ogx not going to be free for long as well but losing 625 to go up to the St benencit Manor do you know understand there older people and people that have a hard time up and down that hill. I even struggle up it and so without it how do I visit my friends up there. Anyways I understand changes but it is what is.	
121	Mid	
122	Any expansion of services is welcome. More routes/services means I and others could ride more.	
123	Not specifically on proposals, but there should be an 8 pm Frontrunner that passes through Draper to provo	
124	Everything looks good, I just wish the new 860 route could get added in 2025 instead of 2026	
125	Please add sundays to frontrunner train schedule permanently!	
126	We need earlier trax. Services	
127	No impact. But would be nice to have the 217 and the green line coincide better. A 15 minute wait in the cold is terrible. At least have heaters at the stops	
128	Uta bus service is awesome but there are changes that I would like to see the buses running more often during the winter more shelter at bus stops bathrooms close by heated areas by bus stops more light at night around bus stops trax trains with level entry areas buses in all areas more on time service	

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129	It would be cool to add a train/ light rail connection that follows the old Provo canyon line into Wasatch, maybe it could have a stop at Vivian park that then has the Sundance Ski Resort UTA bus route. Maybe the line could even connect to the front runner/ Amtrak lines in West Provo/Orem.	
130	Maybe it could be a project that uses 2034 Olympic Games funds if that's an issue? Like the flattened area is still there from the super old train line.	
131	Change can be good. Id like to see more services than less.	
132	I was really hoping in 2025 or 2026 we'd have some kind of reasonable service in Utah County. Sadly, we do not. It's the land the UTA forgot. I live 2.4 miles from the American Fork Frontrunner station -- yet there is no way for me to get there on the UTA system. The official route is to ride the 850 bus for 20 mins+ to the Lehi Station. That doesn't include the walk time to bus, since apparently the only bus route in Utah county is along State Street. A real public transport system would feed to other busses and would at least, bare minimum, go to the commuter train station. In Provo, I do not understand why there can't be a shuttle or bus available to meet the trains -- at best they come twice an hour, most of the time once per hour. There could be a minibus easily -- even charge extra for it. The largest employers in the area are BYU and the Intermountain Health, yet there is no useful way to get to those locations from the station. The UVX doesn't get you to BYU -- it gets you sort of near the outskirts of BYU. I know this is BYU's fault, but perhaps open negotiations. I have used the Frontrunner to get to the airport many times. I travel frequently and would use it every time, but often I simply cannot because of the infrequency of service. If my flight lands at 9:30pm, I might make the Frontrunner, or I might just be standing in on a platform for an hour in a sketchy part of town with no protection from the elements (in a climate with extreme heat and cold!). That's if I'm lucky. If not lucky, I'll just be stranded in Salt Lake for the night with a prohibitively expensive Uber as my only option (should have just driven and parked!). And, of course, there is no option if you arrive on Sunday. The same infrequency and early end of day is a problem for attending any cultural activity in SLC from Utah County. I would prefer to ride the train to see the symphony or a show, but the odds are too great that I'll get stranded. Having lived in other cities with public transport that actually serves the needs of the community, the UTA system earns a D+ grade from me. The lack of service on Sundays, the paucity of bus routes, the early close to the system, all render it essentially useless for me. I am forced to be car dependent, despite my desire to leave the car at home. And lately, I don't always feel safe on the Trax -- is there a possibility of policing that better? I do realize that the UTA is hampered by funding challenges. But, it seems to me there is a "chicken-egg" thing happening -- routes don't meet the basic needs, so they underperform; underperforming routes get canceled, so we are in a death spiral. Nothing in the 2025 or 2026 proposed changes will improve any of this. You are making changes around the edges, but not addressing actual service.	
133	necessary	

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134	I really wish you would give better service to the offices in Lehi. I work at the Ancestry office but you don't service the bus station there anymore. That stop used to be serviced by the 863 line but stopped after covid. I want you to know that both the Ancestry and Xactware buildings are busy again. A lot more space has been leased out in the buildings to other companies. I wish that stop would be serviced by the 807 or 871 line. I know you're making changes to 871, but I don't see any changes being made to the limited bus routes, so hopefully you'd consider adding the bus stop to 807 as well 🤌 I had to wait over an hour to get to work on i15 today, because of the northbound car fire. I don't have any other viable options to get to work.	
135	The most vulnerable people shelter has a lot of wheelchair and walker required clients and the bus stops are at least a block and a half away. I was wondering since I've done this myself where were paying, doing deviations frequently. And instead of doing a deviation all the time, seeing if route F925 and the route F525 and route F590 can be deviated onto Harrison Street or Monroe Street and brought up here and gone back or something. We also have at least 4 new apt complexes on this street that were not here 2 years ago. So, you know all of these places have opened with several people in the last 2 years, so I was just seeing if you guys could make it more accessible and make it apart of the route instead by deviation all the time.	
136	Please expand your service to Alpine. The VIA program would be a real boon. Seniors there are stranded since Utah County doesn't provide any transportation support.	
137	this looks good	
138	I love the idea of having more transportation this way I don't have a car and sometimes on demand vans are booked and having to pay Uber is a hassle because it cost me and kids a lot	
139	Please extend night time travel for 205 to 11:30 Pm so people can get home from work	
140	I am so happy that bus service is being restored to the Southwest part of the valley! Via has been difficult with scheduling and I depend on it to get to and from my job. However, route 126 seems incomplete. As the bus travels up and down Mountain View Corridor between 13400 South and Real Salt Lake, it doesn't allow for any stops. I feel it would be much better if it went up through the neighborhoods there, Rosecrest Road.	
141	Thank for changes to try to connect the southwest Salt Lake County with route 126. This will potentially help my commute to SL City for work if the hourly service works well in connecting to the train lines with normal working hours 8-5.	

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142	Regarding regional route 126: I appreciate that public transportation is finally coming to Herriman. It is desperately needed. However, this route fails to solve anything. The route is trying to do too much by connecting Draper, Herriman, and Daybreak. I think it would be much wiser to start with a route that actually transports people to local destinations where they want to go, rather than just trying to connect Trax stations. I think an ideal bus route would connect to shopping areas. Here is an example route that would work better than the proposed route: 1. Herriman City Hall 2. Smith's at 13400 S and Rosecrest 3. Walmart at 13400 S and Fort Herriman Pkwy 4. Mountain View Village (west side) 5. Mountain View Village (east side) 6. Costco at 13126 Eagles Flight Rd 7. Daybreak downtown 8. Daybreak Trax 9. Smiths on Daybreak Pkwy and Mtn View Corridor 10. Winco at 11800 S and Mtn View Corridor 11. Return to Herriman City Hall Also mix in several stops within neighborhoods that are along this route so people in those neighborhoods can get on/off near their homes. THIS is a route that people would use - not the route that you have proposed.	
143	I am not even sure where to start. We live in Highland and have one car for a 4 family household with teens/young adults trying to get around utah county and salt lake county. The fact that there is no bus service that regularly runs through alpine/highland with access to the thanksgiving point and american fork front runner is ridiculous. That there is no bus service at the american fork frontrunner is crazy. Even a small shuttle bus that would take someone from the front runner to the bus stops on state street would be an amazing feature. Public transporation isn't even an option for getting people from Highland to Orem/Provo because of how convuluted the system is and how long it takes.	
144	The traffic in this area of sentinel ridge blvd is already unmanageable. Now we add all the extra traffic having to divert due to bangerter closures, and wanting to add a bus route? Insane. They've added 2 separate lights and an entire road to Mountain View, and it's still a nightmare out here. Peopld that need to use UTA can use the UTA vans provided by VIA, uber, Lyft and whatever else they've been doing. Adding ANOTHER service to the already unbearable area is a terrible idea.	
145	Would like a bus that goes to AF frontrunner station	
146	Services connecting to the American fork trax station to help alienate traffic on Main Street going to your station.	

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147	The fact that there is no Sunday frontrunner, or earlier/later times is absolutely ludicrous. The WORKING CLASS predominantly uses public transit. Get over the LDS the sabbath is sacred bullshit and take care of the community that would use these resources. Working class also uses public transit earlier and later, which you don't provide. If you are going to offer Sunday frontrunner during General Conference weekends for the LDS church...do better. Also your fares are not affordable and I am constantly trying to find resources for those in poverty that they cannot afford a car, they have limited resources, and they can't even afford to take public transit. Do. Better.	
148	Thank you for the new bus routes in Riverton and Herriman! They will have such a big impact.	
149	Yes	
150	We need routes extending into Herriman so those of us in this area can use this service more. Right now busses hit only the easternmost part of Herriman.	
151	Route 126 needs to be a 30 minute route, this connects a front runner and trax station and the route would be much more effective with more frequent stop. I live near the trax station in daybreak and work adjacent to a stop. With more frequency I would actually use the bus. As is, I wouldn't risk the bus because missing it would make me extremely late to work.	
152	My son uses Via daily to get to work in South Jordan. He does not drive so it is a real asset to him. I would hate to lose that service.	
153	Modified 640 is great! But what about adding some kind of smaller shuttle service south on 2000 all the way to the roundabout connecting bluff, gentile, Gordon, and 2000, to go to Layton station and then back through to clearfield? It would add commute options for folks all through syracuse and West Layton, from students, to commuters heading to Ogden or Layton or SLC? There is a LOT of housing down there that could use some shuttle service... And businesses in West Layton could benefit, too.	
154	I would really like for service up to Hogle Zoo and this is the Place to be brought back. Several employees used it regularly to get to work.	
155	This is helpful, but it would be better to go to the front runner station in Draper. I think the route needs to go further west as well at 13400 S.	
156	Major impact!! Keep it the same!!	
157	Don't even bother with route 126. Hourly service on weekdays only isn't going to keep me from driving. The service is too infrequent, and no service on weekends is ridiculous.	
158	If possible, please have the 213 bus come every 15 minutes from 7-9AM during the school year/semesters (University of Utah). There is often only standing room available especially on Tuesdays and Thursdays.	
159	The 205 needs to be increased to run every 15 minutes.	
160	There should be no change	
161	I am unable to drive so I am stuck on public transportation. My ex refuses to comply with the court order and she lives in Eagle Mountain and there is no bus service going to and from Eagle Mountain.	
162	I'm really excited about the proposed 823 route! I would love to see this route run at times slightly off from the 821 route, especially later in the day. As someone who commutes between Springville and Provo for work, including shifts that end at 9:00 PM, it's nearly impossible to get to the Provo Transit Center to catch the 9:18 PM bus (821) back to Springville, and the only other option that late is the 10:18 bus (821). If there was another option in between those I would be more likely to take UTA 5 days a week rather than 3 days a week.	
163	Speak with Honolulu transit officials. They have a great, easy to use system. Could probably get some useful information from them.	

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164	It would be nice if you adjusted the schedule for busses and TRAX that go to frontrunner stations to come to the stops 5 minutes earlier than what they do now. When they are running a few minutes behind on the current schedule you miss the frontrunner and have to wait a half to a full hour for the next one. They are late quite often.	
165	I'd ride more with more times to ride! Mid day busses will help me reach clients	
166	Probably too late…I LOVE UTA! Been using it Mon-Fri since 1991. My comment is 3 words that I was so proud to see happen: FREE FARE FEBRUARY. Do it in 2025 and every year!!	
167	I like the idea of Herriman getting a bus	
168	I am looking forward to Route 126 to visit my mother who recently moved to a care center near 3600 W; thanks for the new route!	
169	If the Frontrunner operated more frequently (every 20 minutes), I'd probably use it to get to the airport or travel to downtown SLC. Full service on Sundays is an absolute must. Late trains departing SLC up to Ogden on Thurs-Fri-Sat.	
170	You need to ad busses on Sundays for people who work. Not everyone has Sundays off nowadays	
171	Northwestern Weber County is horribly underserved. Its bad enough the Pleasant View station is sitting unused...but how about bus service west of I15 along Route 126 in the Farr West area? We have nothing. Also...make it happen to get the Pleasant View Frontrunner going again. And hello....SUNDAY FRONTRUNNER SERVICE! Completely unusable to the airport and other places because of the lack of service times. A lot of us do things on Sundays. I see nothing in the changes helping these areas.	
172	I am opposed to this proposal. It will cause way too much traffic on angel street and we already have enough. We have nothing for the kids to walk across the street safely as it is! Do not do this to us!	
173	I do not think you should cancel the trolley in Ogden. It was wonderful to have and so helpful in getting around.	*Fares
174	Not accepting cash payments does not take into account those who do not carry money in checking accounts and only carry cash (such as the unhoused folk)	*Fares
175	I have had mediocre experiences when it comes to disability accommodations. Despite the signs everywhere, individuals with strollers and not disability specific walkers or wheelchairs use the ramps and populate the seats making it extremely difficult to use this public transportation. Especially when there is no intervention from the employees.	
176	the changes look great. unfortunately, it took a little longer than anticipated to open the PDF. it should be a lot simpler, but have a PDF version if wanted/needed. putting a simple table would be a lot easier to read and understand.	
177	If you change route 627 to go down main street (there are already so many buses servicing main street) you cut off everyone in clearfield relying on 627 to get to clearfield station for work or to the grocery stores. Especially along 1500 east clearfield. There are no stops close by along 1500 east that are easily accessible to those who need it. We won't be able to get to work. There are no stops along hill field road at the south of the base we can walk to. You literally are cutting off a whole community of people who live in the area that will no longer be able to get to work and get home.	
178	Rio grande plan is the only viable long term plan. Period.	
179	My comment is in Q. 6, and is directed toward the anticipated technology change.	*Fares
180	Al public transportation should be fare-free.	*Fares
181	EXTEND FRONTRUNNER SERVICES TO INCLUDE SUNDAYS	
182	Do not decrease the zero fare zones. Increase them.	*Fares

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183	The 871 needs to continue to service 12300 South in connection to the Draper Center Station. Since the removal of the Flex it is the only connection to the main straight of Draper Peaks that is reliable, as On Demand frequently has waits of over an hour in that area, IF you don't get the "too many requests" error. It is already a pitiful option that runs far too infrequently - to change that part of the route in order to service Sandy Civic instead would make it impossible for those of us working on that strip to get to our jobs. Do not keep trimming public transit options for Draper.	
184	I heavily disagree with removing the free service for the Layton Midtown Trolley (Route 628). As someone who uses that line on an extremely regular basis to get errands done as well as for my commute, it would be a hassle to have to budget more money aside just for this service that has been free for as long as I've been using it. We need to have local lines that are either lower cost than the regular lines, or entirely free like the Midtown Trolley has always been. I do, however, like the extension of the 470 route to include Layton Hills Mall. It's been a hassle needing to walk up to, or ride the 628 line to Antelope Dr. to access that line, so the proposed change will make things a lot more convenient.	*Fares
185	Seeing some of the routes being expanded is very exciting!	
186	One day is great but the fees in general ought to be lowered to reflect accessibility for the low income folks who utilize pubic transport systems.	*Fares
187	Good day I would like to voice my concern of only having On Demand in the town of Tooele. With the overwhelming growth we are experiencing a Main Street bus or shuttle 6 days a week from the park and ride at 2400 north to 400 south and back on a daily schedule would best serve our needs and reduce much of the unnecessary on demand pick up and drop offs please give me a call if you would like more feedback. Thank you	
188	I wish changes could happen faster than just once a year.	
189	By making Route 640 end at Clearfield, it makes it harder for me to access educational opportunities at WSU Ogden and WSU Davis/NUAMES. Route 628 must come every 30 minutes to match the frequency of Route 640 and line up for a connection to Route 640 at Clearfield. However, it is way easier to not transfer at all, and therefore it would best to have Route 640 end at WSU Davis/NUAMES instead of Clearfield Station. Additionally, taking the FrontRunner is not viable because it takes around 35 minutes and around a mile and a half to walk to station because Route 604 comes after the FrontRunner train to Provo departs. Overall, I feel like the changes being made in Weber/Davis county do not benefit that average riders as my friends feel the same way.	
190	I recently started commuting through Layton and taking the 628 trolley. I have a transit pass through my job at the University, so the change won't affect me, but my few weeks being aboard have shown me that people rely on it being free. Why it is in the first place is a great question. Your proposed change to initiate fares on 628, however, will cause hardship on those who depend on its gratuity. Already impoverished individuals will now have to pay or walk, which is what most riders have to decide between anyway. Why do you give people something for free until they're dependent, only to take it away? And what bureaucracy makes changes to the public years in advance?	*Fares
191	I support your decision to make changes to the UTA bus schedule.	

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192	My biggest concern is the tap cards. Keeping them loaded may be a challenge for a large demographic. Many of the riders don't have regular checking accounts. Their debit cards are from employment or government. These types of cards are only recognized as prepaid cards not associated with a bank and frequently are declined as form of payment because funds cannot be guaranteed. The last time I purchased a tap card the vendor indicated that they could no longer recharge the cards. It either had to be done online or over the phone. Using cash at a vendor wasn't an option. If that is the case, that needs to change. Just one more thing. At transfer points like Redwood Rd and 3500 south, could there be a 5 minute hold for all buses to allow riders a safer transfer? I have observed riders risking their safety to get to the next bus. This is an issue especially after 7PM when the buses run less frequently and in the winter when many lack warm outerwear.	
193	Absolutely disgusting the poorer people rely on the train and your increasing the cost and getting rid of transfers it's a money grab THIS CORPORATE GREED is why everyone has a car I work at the airport it should run later into the night it's so disgusting and dangerous I don't feel safe at night on uta	*Fares
194	Vote Rio Grande Plan 2025!	
195	There should be New Year's Eve service for the FrontRunner past midnight into New Year's Day at 1am or 2am like other cities do. There should also be Sunday FrontRunner service. Also consider running one night train shift for eight hours, so it gets to every stop within four hours, which is better than no service.	
196	There are quite a few BYU professors that ride the route 822. I'm just concerned that the commute time will be a lot longer for them. Did BYU approve these changes?	
197	Currently I am a graduate student at BYU in Provo, and live in Payson. On a regular basis (3-4 times a week) I take the 822 bus from Payson to the south BYU campus stop. As I understand, this route will be discontinued beginning in April of 2025. Given how many people use the 822 bus to get from south Utah County to BYU and UVU, I am not sure why UTA wants to discontinue the route. I have spoken to multiple bus drivers about the route being terminated, and all drivers agree that the 822 route is one of the busiest routes in Utah County. As far as I can see, after the 822 route is terminated, it will be harder for me and many other BYU and UVU students and employees to get to the schools. I strongly urge UTA to reconsider this proposed change, and keep the 822 route. I believe that doing so would be in the best interest of BYU, UVU, UTA, and the many riders who regularly use the route to commute to school and work.	
198	He stated that he wanted to see the Tooele Flex Bus on the weekend. He also stated that he would like to be a part of a work group where there will be a study to determine the viability of the following concerns: - Expansion of the airport line to New State Prison at 7200 W. - Expansion of airport line inside of the international center. - Making a loop to the Medical Center to reduced parking space - Expansion of the TRAX service to the hospital front door to make it convenient - Expansion of bus services to Sugarhouse to 1100 E going EB to 900 S to part of Liberty Park going to Trolley Square. - Extension of Sugarhouse Bridge - A study group for a trolley link to the U of U campus - Extension of the red line going to the campus using the Trolley shuttle - Expansion of the Red line train from the U of U to the airport. - FR Service to Weber - Heaters on the covered bus stop. - Electronic Signs inside some of the bus stop to notify the next stop	

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Appendix 5 – Public Comments: April 2026 Proposed Service Changes

A complete list of the public comments received during the public comment period is provided in Appendices 4-6. Note that some comments submitted in in "Service" fields pertain to fares changes and some comments submitted in the "Fares" fields pertain to service changes.

170 comment submissions are included for April 2026 proposed service changes. 10 of these comments pertain to proposed fare changes.

Comments on the April 2026 Proposed Service Changes		
1	Document how people will connect from North Weber Zone 562 to Ogden Station. Will they have to transfer to a bus at 12th street or will there be a disconnected part of the zone at Ogden Station (like what is shown on the map for SLC Westside Zone to Central Point)?	
2	Similar to my comment about the 2025 Change Day, the 455 and 470 and run parallel in sections of their routes, and many riders can use either one to commute to and from Salt Lake City. Rather than having these buses schedules run so close to each other (such that they play leap frog), it would work better for riders to space them out.	
3	Improve bus stops on Riverdale Road where multiple routes would provide transfer points.	
4	Again, i ask you to leave the 640 alone and the Midtown Trolley (628)	
5	Looks good.	
6	I am glad to see Bus 2A and Bus 2B proposed. And hope that it's high on priority	
7	wondering frequency/time for 640 and 645. wondering travel from clinton walmart to WSU ogden and WSU davis and Davis Tech	
8	Depending on the changes in the route of the 640 to the roy station, it might be frustrating and time lengthening. The interactive map shown does not show the route that the 640 would take to the station.	
9	Keep it's out of the south end of the valley just raise the crime rates, homeless and panhandlers	
10	I'm glad to see changes to route 223 to run at 30 minute intervals but this needs to be done sooner than 2026. The bus is often overcrowded during peak times during weekdays.	
11	Primarily, the change to the 640 bus would affect my access to work, school, and other UTA services. It would extend a 10 minute walk to nearly 20-30 minutes to the next nearest service that would get me to where I need to go.	
12	I depend on the bus to go to work and other things	
13	If the changes go through, my mother will have to walk further and miss out on more sleep. If the changes happened they'll effect me by also missing out on more sleep, trying to get to the bus stops and hour or half earlier than I already do wasting more energy than I need to just to get to places like school or work then home	
14	Overall, I am excited. But I am concerned about the Brigham City changes. Namely, I am worried about the lack of circulator service in the city, especially on Saturday, which would be when people might need to go grocery shopping. Would the IMZ be operational on Saturdays? If not, I could imagine it would be hard for folks in Brigham City to do basic tasks that would require going places other than Pleasant View or Ogden (like grocery shopping in town).	
15	No	

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16	I usually ride the 640 bus from clearfield to Weber State University. I don't want the route for the 640 bus to be changed at all. I want to stay the way it is. It's the only transport I have of getting to school.	
17	More routes	
18	Not affecting me	
19	2/2A/2B - I appreciate the effective doubling of the 2's frequency that this change would entail. The 200 South corridor is an excellent candidate for true high-frequency bus service (i.e., frequency higher than once every 15 minutes, which is more a bare minimum of good service than "high frequency"). I wonder if there isn't a way to up the frequency in a less confusing way. Having two slight variants on a route is bound to make the system less intuitive to visitors or new users, and adding a loop is bound to slow it down, especially at that notorious roundabout between Stadium and South Campus stations.. Is this proposed change really any more beneficial than just doubling the frequency of current route 2? And why couldn't there be a separate loop route around the U? 4 - The extension of the route beyond Olympus Cove makes sense. Its schedule and frequency should also be expanded. It seems odd right now that the last 4 departure from Olympus is at 8:07pm weeknights, especially considering that the first departure time is comparable to that of the 209, which runs until midnight weeknights. 54 - Yes! More transit to USANA, please. Driving and parking there is a nightmare. Please ensure that on concert nights service continues until the concert has ended. It would be a waste if everyone still had to drive to concerts there. Also make sure that riders can still connect to TRAX at Murray Central from the last 54 bus. 205 - I live along this route, and restoration of 15-minute service cannot come soon enough. Every 15 minutes should be the minimum you aim for in Salt Lake City, not the highest possible frequency. 220 - Shortening this route makes sense with the easy transfer to the 2. Are you really not restoring 15-minute headways, though? If people are going to have to transfer back to the 220 in the other direction, they should not have to wait that long at the U. 223 - The connection to Murray Central makes good sense, and frequency is in desperate need of an increase. One bus every hour is a joke. 601 - Frankly, can we just stop calling bus routes "trolleys" when they aren't trolleys? Trolley buses are a thing in other cities, and they're great, but they're not a thing here. 720 - This route would definitely benefit from an extension, but this extension should only be the beginning. Please connect this route to the Red Line so northern Sugar House and Central City residents can more easily access TRAX! Finally - Still no TRAX service improvements? You can't be serious.	
20	Updating the 205 to every 15 minutes would be AMAZING. The weekday bus is at least 75% full on most rides I take. 15 minute service would increase my use and convenience	
21	Big support for the 2A/B bus routes and the increased frequency of the 205. I wish it could happen sooner but I'm aware that staffing is an issue.	
22	Very eager and glad to hear about 126 - South Valley Regional All-Day Service bus. I would be nice if Route 126 would run on Weekdays at 30-min frequencies rather than 60-minute at the very least.	
23	Have people be several feet of smoking	
24	I like them.	
25	No comment right now.	
26	Bus routes should go for longer at night.	

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27	Don't change it I need ride	
28	If upping 126's service to 30 minutes isn't feasible in 2025, I would very much like to see it here instead.	
29	My changing the method of fare, ease will be increased for some but made more difficult for others who can only pay cash! Especially unsheltered and low income folk who don't regularly have access to phone (data, etc) or a bank account to load up a card! Elimination of transfer slips will also massively decrease accessibility for folks who are tight on income - $5/ride one-way is not acceptable fare, and will only result in those unable to pay being ticketed and further into debts.	*Fares
30	I don't have anything to say about this	
31	I would like to see some kind fixed route service in west Kaysville, such as a bus running along Flint St./Sunset Dr. or maybe in the future, a fixed guideway service along the Denver & Rio Grande Western Rail Trail Corridor.	
32	Agree with proposed changes.	
33	I am looking for reasonable transit options from the Herriman Area to the SLC Airport. The 5600 W express line to the Airport with a connector at the red line seems to be a good option to help with this. Wish it was happening in 2026 or sooner.	
34	The changes sound nice. I rely on the UTA to get around at all, as I don't drive. I want them to have fair wages and good working conditions. I hope the "listening to the community" part is upheld.	
35	The change on 628 would make it harder financially for my shopping and getting to work.	*Fares
36	Did not review in detail. BUT I like the return of buses to the the RIverton area. An idea: if you have a lack of staff. can a route with an every 30 minute schedule be set up that it will be reduced to an every hour schedule due to lack of drivers. Riders are required to check online to see if the bus is on a 30 or 60 minute schedule. This route is known in advance that is can and will change due to staffing. Just a thought.	
37	Route 126 will be a nice placeholder, but I especially am hoping for a more permanent LRT solution spanning 12600 and linking us more permanently and efficiently to the rest of the transportation network. Especially with the growth of Herriman and increasing traffic volumes on 12600, we need more viable alternatives to driving to connect the East and West. A bus route is fine for now, but we need more! I'm working towards going car free and currently the lack of reliable, readable, and frequent public transport makes anything other than a car nearly impossible and very impractical for anyone living on the west side.	
38	If you're going to discontinue 220 service going downtown, please make it go later, or make the 72 go later. I sometimes go to concerts downtown and I just moved to Cottonwood Heights and since I don't drive, bus service from downtown to Fort Union is imperative. Also, service on 5600 S from Highland Drive to 1300 E would be nice.	
39	Seems like a really dumb idea to discontinue the 220 from the U to downtown. Why are you doing this?	
40	I like the 610 route in Ogden: more local, more often. I currently take the 625 northbound in the mornings (with 4-6 other riders). After work I take the 455 southbound (wider range of riders; depending on day, maybe 3-10 other riders) because I'd have to wait 45 minutes for the 625. When I do take the 625 southbound after work, it's pretty empty. And most of the riders on the 455 southbound get off before reaching Davis County.	
41	Nah	

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42	Instead of 15 minutes for the 205 we need later service	
43	Consider looking at a visitors 3 day or week pass.	
44	Let's get everyone on the same page and support the Rio Grande Plan. It just makes so much sense.	
45	Service on 7th East between 9400 and 7200 South is needed in my community.	
46	Would like to see frontrunner extended further south	
47	It is what it is. I want to request UTA vans by the airport area and further where buses don't run.	
48	I use the 205 bus often and I love that it will be coming every 15 minutes. But…I do not like a change you made earlier. There used to be a stop at 2100s and another at the S line when traveling north. You changed it to a stop in the middle of the two. As I am disabled, this change has made it difficult to use the route.	
49	Build the Rio grande plan!!!!! Do it!!! I don't live in slc but this is something that has the possibility to really transform the city.	
50	None of the proposed changes affect me at this time.	
51	Almost every rider on route 455 is going to Weber State University. Stopping the route at the Dee event center and forcing all students to transfer busses will be a huge inconvenience which will add over 20 minutes to my commute. The whole reason why I ride UTA is because it was able to drop me off right next to my class so I did not have to worry about getting the shuttle from The event Center to Weber State. If the bus dropped off at the normal spots on Ed Wilson and the upper stop then went to the d event Center that would be okay but stopping at those locations mirror to classes for students is crucial.	
52	Need to keep the 625	
53	Please don't get rid of bus passes or tickets in the movile app.	
54	I feel the 470 as is was a brilliant route. By the time these changes go into effect, I will no longer be using the services but instead choosing to drive my children to davis tech rather than having take two transfers.	
55	A fast bus route that runs between Vineyard Station and State Street sounds great, as long as the bus stops for the 800 n route and the state street route aren't far.. I'd love to see UVX extended to Vineyard Station.	
56	Please consider bringing services to L3 Harris and the other businesses along 2200W from north temple station, it remains an untapped population of ridership for people commuting in from areas outside of salt lake	
57	Seems fine	
58	See above. Charge what you need just expand it in SLC; No huge comments, just please expand TRAX in slc. So many people could use it if you took it across South temple, down 7th E and 13th E, and down to Liberty Park. Make it a bigger square of local customers instead of people headed to work. tRAX could be perfect but for some reason it goes out to daybreak? Just strange	
59	I would like it if the front runner operated on Sunday and holidays. We have lots of family in Salt Lake County and Ogden, and often would prefer to take the public transit to visit them, but are unable to.	

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60	I am very happy with the proposed service changes to the current routes 2 and 220. Although I won't be using them in 2026, I think the changes proposed will significantly increase user satisfaction, without hurting anyone's commute significantly. Coming from someone who used 220 daily (north-bound) for two years and now 2 daily, the proposed changes would not only benefit the U students, but also SLC commuters. On 220, 95% of passengers would be U students, and would get off at Presidents Circle, the only university stop, and very few, if any, would stay to go towards SLC. The new change with 220 going to the Union would increase student satisfaction as many students would have to arduously walk all the way up campus from presidents circle, and bus drivers would have to continue their lengthy route from the south all the way downtown. Transferring this downtown route to another bus 2 route would benefit everyone involved, as bus 2s typically get full during peak hours and can't take any more passengers, while bus 220, again, would only stop at President's Circle, causing it to be more of an inconvenience for students with classes/activities towards upper campus. This change will shorten the drive for 220 bus drivers while also providing students with better access to campus, all the while not negatively impacting a daily SLC commuter.	
61	Again, all I can say here is having Sunday Frontrunner service would be great	
62	Frontrunner service for general conference would be great. Also early front runner service for RootsTech on Saturday. I use Frontrunner for doctor visits in Layton from Ogden so better connection to/from Tanner clinic would be help. And McKay Dee Hospital from main library is a must for me.	
63	Please improve connection to AF station via bike routes all the way from the jordan river trail to the station. Please add several bus stops near the southern part of saratoga springs, as I have to ride my bike 20 minutes to the north end the get on the 806 currently. Please do not expand redwood road or mountain view corridor. ADDING ONE MORE LANE DOES NOT IMPROVE TRAFFIC; IT JUST DIVIDES AND DESTROYS OUR COMMUNITIES!	
64	I'd love to see a way to get from SLC to American Fork	
65	This will prevent so many people from getting to work and seeing family.	
66	F*CK NO	
67	Changing the fare system to this method will be less inclusive, and less equitable, especially to those who do not have access to technology or the internet. I currently use the app and pay for exactly what I need, and I would hate to see UTA operating on a prepaid only system. I would be much less inclined to spend money riding UTA, especially if the monthly fare options are dissolved, because I would worry about spending too much money and not using the money I have pre paid for services I don't use. This method of payment is sneaky and sly to collect money that isn't going towards use of services. There needs to still be OPTIONS for paying the exact ticket amount, a monthly pass, and using cash for those who aren't as privileged to have access to technology for this new proposed system. Many of UTA riders are those who come from less privileged backgrounds and have low income or disabilities, and by implementing this change, UTA services will be inaccessible to a large portion of its current users.	
68	Please include a bus route that goes from FrontRunner or Trax to Hogle zoo	
69	Yes	
70	The free service that is offers is important to our community. If the ridership number meets a threshold, I would ask that the service remain free to the rider. Our community benefits by reduced traffic and it allows individual who don't or can't drive or own a car autonomy .	

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71	Sunday service on the frontrunner is a must to provide consistent and fair service. Current schedule discriminated against those who choose to work, shop, or travel on Sunday instead of stay home	
72	No hope it'll improve my route.	
73	It would be most helpful for more regular weekend schedules. Many people work on weekend, including myself, or just want to be able to get out and do stuff. I talk with many people on the bus and train who also share this need for better weekend schedules.	
74	Please consider having an express bus from Sandy/Draper/Midvale to the U of U.	
75	Again, I don't know specifically what is being referred to hear. Where is this service being changed?	
76	higher frequency on 2a/b sounds pretty awesome	
77	Don't have a particular response to these yet.	
78	I don’t think that would be convenient because lots of people use this as their main transportation and as a means of getting dropped off closer to home especially during the colder seasons!!	
79	Better working conditions and expanded services are the main selling points for me- as many people as possible should have access to public transport services as possible, and you should be able to guarantee that access while treating your employees fairly and well. UTA would be able to support the community by communicating with information media, like radio and news stations, and even social media- in order to spread word of construction progress, any potential impact the construction would have on roadways, and timelines for how things are proceeding. Signage at UTA stops and information on any website you may have needs to be consistently updated and current so that the community you are serving knows fully well what is going on in your process.	
80	I think they shouldn't get rid of the 628 midtown trolley and the 601 trolley those buses are really convenient it's easy to get around and get to doctor's appointments and everywhere else and they shouldn't get rid of zero fare because allot of people can't afford to pay for fares all the time and im one of them ,this is just reduclues and out of hand and not to mention it's ruining what the people had released the trolley and zero fare that they put out for people years back. I disagree on the plans for route 628 and 601.	
81	While I don't take the 54, increasing frequency will help those who rely on it.	
82	I’m frustrated with elimination of zero fare routes. I would rather work with cities to lower fares and increase ridership. Having little to no service from FrontRunner to pleasant grove boulevard makes it difficult to use UTA as a primary transit source to my work. It requires a 4 mile bike ride from either American Fork or Vineyard station. Without bcycle or a bus route between these areas there’s a public transportation gap.	*Fares
83	I don't see anything I would change here.	
84	I'm not a fan of discontinuing fare-free circulator service in Ogden. I'm glad to see Route 612 serving Ogden Station.	
85	I think things changes will impact in a huge way the limited resoruces the homless- disabled, single parents, low income that dont have a car- Will impact the limited budgests and make their life more compliocated instead of easier.	
86	Don't care	

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87	Increased service would be great, however east west bus connections are severely lacking particularly in the evenings and weekends.Also troublesome is the lack of lighting at bus stops outside of downtown. Tooele & Davis County needs service on weekends, and after 7pm. Another lost and found should be made to replace the former downtown location.	
88	No	
89	These changes do not support the community that utilizes UTA on a daily basis. There are often folks who do not have access to a bank account who may need to travel. Maybe your plan is to eliminate those folks from these services, which to that I say, shame on you. You are creating a larger barrier for our underserved community to access these services. Not only that but taking away the free fare zone is greedy	*Fares
90	increased frequency for the 223 would make that route usable for me and can't come soon enough.I can take it from near Bonneville elementary to the door of my office at cottonwood corporate center, but the hourly frequency makes very inconvenient. I also wish the current last stop at cottonwood corporate was also the first stop when it changes directions	
91	Can't you find a different color between a 30 minute bus and a 60 minute bus?	
92	Connections to Vineyard station are necessary. Please prioritize that.	
93	Its fine if trax Get security guards on trax. Every train should have a security guard that checked for passes and gets the homeless and mental health people off the trax.	
94	The intent to have cash payers pay more for their transfers harms them. There is not a ticket machine at every UTA transit point so UTA should not lean towards making communities work harder to find them to get a UTA fare card. Regardless of the idea of the simplification of paying for a UTA fare, this will be inaccessible for many people. Please continue to offer paper transfer for cash users. On another note, the 2A/2B route names are too similar to each other. On another note, the naming scheme for 2A/2B to does not make sense. The focus on final destination is more important than adding more confusing information on the bus led display, because the real estate less focus is on the destination and more emphasis on naming schemes. A longer learning curve is required for distinguishing A and B when a final destination on the LED display already communicates to passengers what bus to take. UTA on demand should redwood road 217 routes and the 201 routes. the 201 bus driver do not always make the required stops and will pass passengers waiting for the bus. No effort to make the stop to pick up passengers. The on demand service can pick up riders during and outside 201 and 217 service. The central point stop is a good addition to on demand service. But, we need lots more on demand vehicles because the app always tells us that service is in high demand which means longer wait times of over 30mins. Another note, there needs to be service from the Airport or the 1940 W Green trax stop going towards the u of utah union stop. There is no direct service for visitors to make it to the U and for U community members to get to the airport in a safe and frequent and direct and quick way.	*Fares
95	I think this is fine	
96	Fares for the 628 free trolley will impact not just me but a lot other because our expenses are limited. We should be able to continue to ride the 628 trolley for free because it's also only a short distance of a ride and it's only for the Clearfield and Layton area.	*Fares

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97	I strongly feel that we should be able to continue to ride the 628 free trolley for free. For starters, the 628 free trolley only stays in the Clearfield and Layton area. It's a short distance ride. To have to pay for a short distance ride from Clearfield and Layton especially when Clearfield is next to Layton in cities doesn't make sense. A lot of people depend on the bus and takes the bus because of how expensive uber or Lyft is and because how expensive it is nowadays to get a car. I don't only speak for myself when I say that our funds are limited. Whatever income we have we need to save for other needs and necessities. Saving our incomes on the side for future purposes will help us in the long run but we can't do that if we always have to continue to spend our money on the bus that is suppose to be free.	*Fares
98	I hate the idea of having a route run through Herriman to SLCC and the Real Salt Lake Academy. It will run through a street that kids cross to go to and from school and bring unnecessary traffic to the area. I seriously disagree with this.	
99	Just don't understand why so many changes. I get the economy is changing but its getting not better but worse but u guys do whatever u want.	
100	Mid	
101	Any expansion of services is welcome. More routes/services means I and others could ride more.	
102	None	
103	I love the change for the 860 Eagle Mountain route, I live right by the current bus route, but I can't take it because of how long it takes to get to the frontrunner station and how it goes north instead of south. I currently drive to the AF frontrunner station and take that and UVX into work. As soon as the 860 goes live I'll be using it for my commute but also for getting places for personal trips as well since it will have more frequent service. I can't express how excited I am to get it and like I said I would love to have it even sooner.	
104	Please add sundays to frontrunner train schedule permanently!	
105	We need Earlier. Trax. Trains on Saturday and Sunday services	
106	No impact	
107	Every day rideing bus	
108	Could be cool to make the bus route to Sundance start up on the day the resort opens	
109	Keep public transit affordable for all. This is literally how many get around.	*Fares
110	See comment above. Nothing in the proposed changes for the next 2 years will address any of the real needs of northern Utah County.	
111	If you move route 862 to West Orem and Pleasant Grove, is there a new route that will service East Orem? If not, then I am very disappointed in this proposed change. We need to make riding the bus easier for people, not harder	
112	I'm sure it has been evaluated.	
113	I'm happy Saratoga Springs and Vineyard are getting new routes!	
114	I was told to submit a request via this form even though it's not specific to April's change day	
115	this looks good	
116	I love the idea of having more transportation this way I don't have a car and sometimes on demand vans are booked and having to pay Uber is a hassle because it cost me and kids a lot	
117	Please extend night time travel for 205 to 11:30 Pm so people can get home from work	
118	no comment	
119	none	

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120	The for adding East /West services look good, but Highland/Alpine/American Fork /Traverse Mountain area seem to continue to be out of the loop	
121	Would like a bus that goes to AF frontrunner station	
122	Services to American fork from the trax station. That road is a mess in front of the trax station due to so many people coming to your station and not enough parking, no bus to AF, we need parking in the other side of the station between the station and the free way, and we need people to be bussed in.	
123	The fact that there is no Sunday frontrunner, or earlier/later times is absolutely ludicrous. The WORKING CLASS predominantly uses public transit. Get over the LDS the sabbath is sacred bullshit and take care of the community that would use these resources. Working class also uses public transit earlier and later, which you don't provide. If you are going to offer Sunday frontrunner during General Conference weekends for the LDS church...do better. Also your fares are not affordable and I am constantly trying to find resources for those in poverty that they cannot afford a car, they have limited resources, and they can't even afford to take public transit. Do. Better.	
124	None	
125	Yes	
126	No comment.	
127	Cool ideas, really should have plans for more routes in the South valley. One line is poor service for so many people.	
128	Please continue to provide Via rideshare services.	
129	I don't know enough about what these changes mean, yet	
130	Keep it the same	
131	None	
132	If possible, please have the 213 bus come every 15 minutes from 7-9AM during the school year/semesters (University of Utah). There is often only standing room available especially on Tuesdays and Thursdays.	
133	More trax lines connecting the city. Indoor stations?	
134	There should be no change	
135	none	
136	None	
137	No comment	
138	Let’s do it!	
139	Bring back FREE FARE FEBRUARY. Make a dent on these inversion days of winter on the Wasatch Front.	
140	I dont know.	
141	Looking forward to the new station, BYU 900 E Provo. Thanks!	
142	I'm disappointed the free trolley service is being discontinued. This will harm downtown Ogden businesses. If the Frontrunner operated more frequently (every 20 minutes), I'd probably use it to get to the airport or travel to downtown SLC. Full service on Sundays is an absolute must. Late trains departing SLC up to Ogden on Thurs-Fri-Sat.	

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143	Northwestern Weber County is horribly underserved. Its bad enough the Pleasant View station is sitting unused...but how about bus service west of I15 along Route 126 in the Farr West area? We have nothing. Also...make it happen to get the Pleasant View Frontrunner going again. And hello....SUNDAY FRONTRUNNER SERVICE! Completely unusable to the airport and other places because of the lack of service times. A lot of us do things on Sundays. I see nothing in the changes helping these areas.	
144	I am opposed to this proposal. It will cause way too much traffic on angel street and we already have enough. We have nothing for the kids to walk across the street safely as it is! Do not do this to us!	
145	They need to keep the trolley in ogden	
146	None	
147	Not accepting cash payments does not take into account those who do not carry money in checking accounts and only carry cash (such as the unhoused folk)	
148	I have had mediocre experiences when it comes to disability accommodations. Despite the signs everywhere, individuals with strollers and not disability specific walkers or wheelchairs use the ramps and populate the seats making it extremely difficult to use this public transportation. Especially when there is no intervention from the employees.	
149	Before April 2026 fix bus bay pillars that identify the bays at Ogden Intermodal Center, their footings are sinking and could use a refresh. Also, have an overflow space for OGX, as the current spacing of the overhead charging is designed for two busses but there are often three busses there.	
150	the changes look great. unfortunately, it took a little longer than anticipated to open the PDF. it should be a lot simpler, but have a PDF version if wanted/needed. putting a simple table would be a lot easier to read and understand.	
151	No answer	
152	Rio grande plan is the only viable long term plan. Period.	
153	My comment is in Q. 6, and is directed toward the anticipated technology change.	*Fares
154	Don't charge people for rides when there is plenty of money to pay for gas, electricity, liveable wages, and maintenance in the city budget.	
155	Frontrunner should run on all Sundays! And don’t shrink the zero fare zones. Expand them	
156	Do not see any routes I frequently use listed, no comments.	
157	Again, absolutely abysmal changes to the 628 Route. I know very well that I am not the only individual who sees the benefits of the Midtown Trolley, and uses it regularly. Removing it entirely cuts out options for people who need it to get around town due to lack of other transportation. Keep the midtown trolley.	
158	Please do not get rid of Line 628. Please keep the line fare-free! I've continued more on this in #6 about the proposed fare changes.	
159	Again one day is not impactful to our communities disparaged by the increased rates	
160	I am in full support of switching 205 to a 15 minute frequency! As someone who takes that route daily, I am often waiting 30 minutes in between busses to take the 205 to get home. This is often in the dark/cold/rain because many of the 205 stops do not have any shelter/coverage. In the future, I would also like to see increased Sunday service. Many people still have to get to work on Sundays and it can be especially difficult to work out transit on those days.	

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161	I do not like that Route 640 no longer goes to WSU Ogden. Route 604 is not viable due to it coming only every hour and there being limited number of trips. It is especially bad for when I have to take night classes at WSU Ogden. I feel like Route 640 (or another Route) should connect WSU Ogden and WSU Davis/NUAMES on run on 1900 W/Main Street.	
162	What bureaucracy makes changes to the public years in advance?	
163	I love change day the buses will help me and my family to be able to go more places.	
164	Scheduled Bus service for Tooele on main Street	
165	My biggest concern is the tap cards. Keeping them loaded may be a challenge for a large demographic. Many of the riders don't have regular checking accounts. Their debit cards are from employment or government. These types of cards are only recognized as prepaid cards not associated with a bank and frequently are declined as form of payment because funds cannot be guaranteed. The last time I purchased a tap card the vendor indicated that they could no longer recharge the cards. It either had to be done online or over the phone. Using cash at a vendor wasn't an option. If that is the case, that needs to change.	*Fares
166	Same as other don’t change the fare and clean up the filthy train.	
167	Rio Grande Plan 2025!	
168	No comment.	
169	No comment	
170	No comments at this time.	

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Appendix 6 – Public Comments: April 2025/2026 Proposed Fares Changes

A complete list of the public comments received during the public comment period is provided in Appendices 4-6. Note that some comments submitted in in "Service" fields pertain to fares changes and some comments submitted in the "Fares" fields pertain to service changes.

186 comment submissions are included for 2025/2026 Proposed Fare Changes. 3 of these comments pertain to proposed service changes.

Comments on the Fares Proposed Changes		
1	Moving away from paper transfers will accelerate the acceptance of FarePay cards (and possibly open payment/Credit Card fare capping in the future). Signage should be added to bus stops to help people find nearby FarePay retailers. Curious how people could use a regular electronic pass (like regular EcoPass or HivePass) plus a FarePay card to upgrade to premium. Have pop up events where people can have their picture taken for reduced fare FarePay cards, the Ogden Transit Center Customer Service site does not have weekend or evening hours.	
2	Make the fares PDF screen reader accessible so everyone can actually take part in commenting.	
3	No comment	
4	Consider options to use a regular FarePay card to get a Group Pass. For example, being able to tap multiple times at your first tap of the day or activating at the TVM for the day. The summer Riders License is a good pass to introduce youth to transit, usage in the summer may vary for individuals with vacation trips. Pop up sites to get Reduced Fare FarePay cards (high school back to school nights or parent teacher conferences, senior centers, community events, Farmington Station the first few weeks of Lagoon season). In arena (Delta Center, BYU, U of U, Daybreak Field, RSL) advertising of services, Group Pass, special trips.	
5	The fare changes to Route 628/ Midtown trolled would devastate those who go from Clearfield Station to the Hospital, the Mall, or other places like grocery stores.	
6	I am very excited for these changes. It will bring the system up to date with other transit agencies.	
7	I love the new plans for fare change. I hope the plans also include allowing fare cards to be attached to Google and Apple Wallets. As well as digital student cards that universities such as Utah use.	
8	gonna miss group pass on the app!	
9	Why bother even charging fares? In the summer time the shady side of the train is full with homeless. I will never ride front runner or trax again it's disgustingly gross	
10	No comments on the proposed changes to fare.	
11	I am am ok on paying what it is now on the fare	
12	The current fares of 1.50 for students and 2.50 for adults are good keep the the same please	
13	I am generally in support (I already use FAREPAY). I would just have to see how the advertising is because how to pay is a serious barrier to transit use and one of the reasons people may avoid using the bus.	
14	No	
15	No comment at this time.	
16	Not sure what that is	
17	Please still leave cash option and paper transfers. Do not make changes to fares	
18	Times are already hard and this may affect the ridership.	
19	The fares I think are fine as is and are quite reasonable.	

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20	none	
21	Making fares consistent on Route 628 is reasonable. Again, can we please stop calling these fake vintage buses "trolleys"? Trolleybuses are already a thing (they're the safer electric alternative to lithium battery buses), and they aren't defined by a kitschy paint job.	
22	The U pays for my badge, so this does not impact me	
23	I'm not a daily rider so for me the fare change has little to no impact.	
24	No impact	
25	None	
26	Please keep providing the free UTA chip for students. The gratitude of students for that benefit has been expressed by many students on our SLCC campuses!	
27	I don't think it's clear to me how the monthly passes would change. Though my biggest concern is around the cash fare changes affecting marginalized people who use cash fare most and may not have access to the internet or even have cardless payment methods. Without a lot of though, that change in particular could very negatively affect the most vulnerable transit riders.	
28	No change	
29	The fare cap has helped with a lot.	
30	Never change it I need ride and a lot of people need a ride	
31	I personally think that removing paper tickets is a good idea and will improve the accuracy of ridership counts across the board and make it more difficult to fraudulently board the train/bus. Next up is fare gates (/hj)	
32	The $3 purchase fee for the Farepay card should be refunded in the form of a transit credit added to the card upon activation.	
33	See above	
34	To go from cash to strictly card use is not going to work for your community. Do you realize how many children do not use money cards? Do you not realize that many, if not most folks that ride the public transit and buses are seniors, youth, and folks in the low income bracket? So why would you make a cash paying customer pay twice for their ticket and eliminate the transfer system? It really sounds like a big mistake and like you are discriminating against those with out a bank account or this that are low income. You are giving privilege to a person with a bank account. If you want to get technical, I feel this is a racist thing for your company to do, and I am not a person of color. You probably do not want to do this. You would be eliminating PUBLIC transportation for a lot of folks and that is not fair of you.	
35	I really like to hear that UTA is implementing a new fare system similar to TFL's Oyster Card in London, as I love how much it improves user experience.	

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36	I rode the bus to and from work for several years when I lived in Orem. (And I would love to see more bus routes in Saratoga Springs.) There are a number of changes that I believe are a bad idea. First, the elimination of transfer slips for cash riders would be a detriment to the system as a whole. The option to pay with cash--and receiving the same discounts/conveniences as FAREPAY card riders (ie. transfer slips)--is critical to the convenience of riding the bus. Any time you reduce convenience for your customers, it's a bad idea--it will discourage ridership for that cohort, as well as discourage ridership for the occasional riders or those exploring public transportation as an option. You may think it's a good idea to eliminate transfer slips because it saves the company money, or possibly helps reduce the overfall fare for the majority of customers. This is unwise, in my mind. What this change achieves is to shift more expenses onto the cash-paying riders. Whether or not cash riders represent a minority, the fact is that, with this change, you reduce accessibility, convenience, and the attractiveness of the bus system. This is the opposite of what you want for a public transportation system. Another concern is the elimination of reduced fares for cash riders, and making that option available only for FAREPAY card riders. Many individuals who ride the bus are "old-fashioned," low-income, mentally or socially impaired, or at some other disadvantage. The process of obtaining a FAREPAY card, reloading it on the app/website, and ensuring that the card isn't lost can be an obstacle for these individuals. Preserving a reduced fare cash fare option ensures that the most vulnerable in our community will not be left behind. Your transportation service is exceptionally meaningful in our community. You enable people to work and be productive members of society. I urge you to avoid reducing the positive impact of the bus system with these proposed changes.	
37	In theory I understand the need and benefit of moving to electronic fare systems. I have 2 concerns I'd like to see addressed: 1. Eliminating paper transfers for cash paying customers and forcing them to pay for each leg of a trip will hit the lowest income segment. Surely the paper pads and the few seconds it takes the driver to issue a paper transfer aren't that expensive. I think paper transfers should stay. 2. If we're requiring most everyone to move to electronic cards, the $3 fee will again hit low income riders hardest. UTA should seek funding for a program to provide free cards to people below a certain income limit.	

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38	Without transfer credits for cash users, some riders will pay higher costs for multi-leg trips. Why didn't UTA consider keeping transfer credits for cash payments to maintain equity? Many riders who currently rely on Reduced Fare ID cards may not transition to Reduced Fare FAREPAY Cards before the proposed changes. What will UTA do to ensure no one loses their access to reduced fares? How will UTA support riders who face logistical challenges transitioning to Reduced Fare FAREPAY Cards, such as seniors, those without internet access, or those unfamiliar with the process? But if you're planning to put a transition plan, why isn't that included in the proposed changes? You say you see a "trend"… how many transfer slips are utilized? So you don't know how many, yet you're proposing to eliminate this benefit? What's the urgency? But that only works if riders are on the virtual system… isn't there tech nowadays that prints out transfer slips? Why decrease methods of collecting payment? It just sounds like it's easier for UTA and places the burden on the low income, on unbanked, on seniors… like it doesn't make sense. There's no plan and no urgency, the make one? "More excitement than urgency" - Monica If that's why changes are being proposed, out of excitement, and not out of a need from the community, then this feels out-of-step and not aligned to what public transit is about.	
39	My concern with some of these changes is that they could reduce accessibility for people who rely on cash to use public transit. Not everyone has easy access to bank accounts, credit cards, internet, or digital payment systems.	
40	If the fare changes are proposed for implementation in April 2025, when can the community expect to get the communication information or plan? With the removal of paper transfers will there be information in all methods, including on busses in various languages to assist customers who have always used that method and may not have technology to get social media or website information. I would like to echo some feedback from community members about having to go specifically to stations and customer service to obtain it. It does create additional work for riders who may already have some barriers. Hope to highlight that to discuss more.	
41	what is the benefit to UTA or to users by charging cash users more for multi leg trips Can Uta put the data about paper transfers and stuff on the website to help explain to my grandma why she has to pay more for her trip. I know someone said the simplifying the process for the Uta employees is good but this is not more simple for people who ride	
42	Is there precedence for this type of fare collection? If so, how is it received?	
43	Agree with proposed changes.	
44	none.	

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45	I ride the 628 trolley eight times a week and charging us for it would be a very large strain on my finances. No less than $10-$20 a week minimum, which means $40-$80 a month. This is not feasible for me.. Please don't start charging trolley riders for the service as it would take away an important service in our lives. Having this ability to get around the city has been such a boon to all of our lives and losing that would have devastating effects on us. I use it to get to work and to my doctor's appointments. There are two hospitals on this route and you run the risk of keeping people from being able to access important care and getting assistance. Please do not change the free status of the 628. Our lives and livelihoods depend on this free service.	
46	Charges on 628 would make more difficult financially.	
47	I like using my senior citizen discounted farepay card. I see lots of people jump on and off with a cash or card payment. It is easier to do this than have all these types of users use the tap on/off method if nothing more than data tracking and let others know that they have to record their use of UTA too. Just a thought.	
48	I think the fare changes and technology improvements will be an excellent and important change for the UTA system. This is a good step in the right direction.	
49	This is an unclear statement: "Fares will be simplified by eliminating multiple fare products that customers must choose from when deciding to ride transit. Instead, customers will set up pre-paid, reloadable accounts that are associated with fare media such as electronic tap cards, bank cards, and mobile phones." It sounds like you are not simplying the fares themselves but rather how you pay for them. I hope that you cap and lower the fares for everyone.	
50	No	
51	Later services needed on the 205 route	*Service
52	Suggest still having paper tickets available at airport for short periods of traveling.	
53	I rue the Layton trolley often. I can walk to it to get on and get to most places I need to go in Layton. I ride it as it is free. If I have to pay, I will end up driving or just not going places. Not having to pay outweighs having to coordinate with the schedule. If I have to pay, then I will want to go on my time.	
54	If you implement the Rio Grande Plan then fare increases make sense and are totally worth it and justified.	
55	No comment; approved	
56	Looks good	
57	I am a senior that wanted to get a half fare card but couldn’t figure out how to do it online and was unable to find a Smith’s that had any cards. Please do an outreach program to help people get the cards since people who use half fare are most of your clientele.	
58	Build the Rio grande plan!!!!! Do it!!! I don’t live in slc but this is something that has the possibility to really transform the city.	
59	No comments	
60	None	

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61	Hello all, I never got a response back on the challenge I was having with the rideuta.com/ChangeDay website (see email below). Therefore, I am using this format to provide feedback on the proposed change to Route 628 (Midtown Trolley). After learning from the Layton City Mayor that this route was being modified, there was a call that I initiated with UTA, Davis County and Layton City on September 24 to discuss the Route 628 modification. I recognize the goals and reasonings that were stated, but the outcomes of that meeting left me concerned that this change proposal is happening without fully understanding the riders of this route and the impact this change will have. The largest takeaway from the September 24 call was that I was informed that Route 628 is the most utilized "local serving" route in Davis County. This leads me to be concerned about the proposed modifications. I had a personal conversation with Trustee Holbrook on November 7 to express these concerns. I recommend UTA postpone modifying Route 628 and the change to a paid fare service until additional input is gained. I recommend a survey of riders, as well as enhanced conversations with the entities that participate in making this a paid fare service and the expected goals those entities have. For example, Davis County desires more local serving routes, and believes this route modification may negatively impact those local users. I also recognize that there may be hesitation from Layton City to continue leading the effort to subsidize the farebox and do not have a desire to lead/participate further. But Davis County is one of the largest contributors to this effort, and should be given a better opportunity to review and discuss this. I believe before this decision is finalized in its current format, UTA should collect additional information to understand the impact to the riders/community, both from a route change and a fee change. Please consider postponing the Route 628 modifications until further information can be collected. Sincerely, Kent	
62	None of the proposed changes affect me at this time.	
63	If UTA is going to force you to pay at a TBM to get a transfer with cash then they will need to make tbms at almost every stop. It is not feasible to force people who have paid cash and received transfers for their commute for years to convert to a electronic method. If a TBM is at almost every major stop including all Park and rides then it would be a easier way to transition so people who want to pay cash can still pay cash at the TBM at the bus stop.	
64	Need to keep the 625	*Service
65	Don't get rid of fare pay in the app.	
66	I feel the 470 as is was a brilliant route. By the time these changes go into effect, I will no longer be using the services but instead choosing to drive my children to davis tech rather than having them make two transfers. The davis county area is long and narrow which is why it makes sense to have a route that goes that entire length. I don't mind the transfer of the 470x going to farmington station alone, as it is a main hub, but then the 600 should at least make the loop at Davis Tech. If that change was made, I would be happy with the final routes in 2026	*Service
67	The tap on proposals sound great.	
68	People should always be able to pay in cash on the bus to take it and I think it's a terrible idea to force people into using online services when plenty of people don't always have direct access to it. Keep cash please!	

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69	Charge whatever just expand trax in slc	
70	Like having the tap to pay fare system, the app hardly looks for me which means I have to arrive early and plan all my trips before taking the front runner	
71	No comments	
72	Why would you start charging a fee for a Trolley? You may lose riders who use it by doing that	
73	use elec wheelchair so MUST have access in all weather conditions $$ is problem	
74	No comment	
75	I think employers should be incentivized to offer uta passes for their employees.	
76	Auto charging sounds cool. The ability to stil ride without an app could be nice tho. Sometimes I don't like bringing my phone	
77	I don't think that it is fair to barge patrons more when you are implementing a new system for payment. Maybe instead of asking for more money, don't change things and use those funds to pay your employees	
78	F*CK NO	
79	Changing the fare system to this method will be less inclusive, and less equitable, especially to those who do not have access to technology or the internet. I currently use the app and pay for exactly what I need, and I would hate to see UTA operating on a prepaid only system. I would be much less inclined to spend money riding UTA, especially if the monthly fare options are dissolved, because I would worry about spending too much money and not using the money I have pre paid for services I don't use. This method of payment is sneaky and sly to collect money that isn't going towards use of services. There needs to still be OPTIONS for paying the exact ticket amount, a monthly pass, and using cash for those who aren't as privileged to have access to technology for this new proposed system. Many of UTA riders are those who come from less privileged backgrounds and have low income or disabilities, and by implementing this change, UTA services will be inaccessible to a large portion of its current users.	
80	Keep fare system the same. I know people who are only able to use cash, and this new system will prevent them from using UTA services. It's not fair or equitable.	
81	Yes	
82	The free service that is offers is important to our community. If the ridership number meets a threshold, I would ask that the service remain free to the rider. Our community benefits by reduced traffic and it allows individual who don't or can't drive or own a car autonomy .	
83	There needs to be a major fare reduction on the frontrunner. Round trip, american fork to draper/sandy is not cost competitive with uber/lyft when considering the last mile to/from the station.	
84	I've used Uvx to get to and from work and school, but removing the zerofare services will completely destroy my ability to get to and from work in the summer	
85	I'll pay whatever compared to lyft, my only option at many times.	
86	I think all public transportation should be free. I wouldn't mind raising taxes for those types of services	
87	I am in favor of increased fare for a high quality fast transit service.	
88	Fine I guess. It would be nice to have it juat be reloadable and maybe a little cheaper for those who need it to get to work.	
89	I don't think replacing monthly passes with farepay cards is the right idea unless the cost is similar or less for someone who rides Frontrunner every day	

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90	I can live...	
91	None	
92	Streamlining fare services is a valuable and necessary change. This also provides a platform for you to disseminate any information that may pertain to public transport users.	
93	It would be nice they changed the regular fares to 1.25	
94	There's one way to make fare easier for people to understand: no fare permanently. Roll the cost into taxes. This will not only make the process easier for drivers and passengers, but will save money and time for the department as well as encouraging ridership (which will greatly help air quality).	
95	I'm frustrated with elimination of zero fare routes. I would rather work with cities to lower fares and increase ridership. Having little to no service from FrontRunner to pleasant grove boulevard makes it difficult to use UTA as a primary transit source to my work. It requires a 4 mile bike ride from either American Fork or Vineyard station. Without bcycle or a bus route between these areas there's a public transportation gap.	
96	I think by doing away with transfers for individuals who pay cash is wrong. A lot of low income and homeless individuals do not utilize institutions for banking. They only have cash. You are penalizing them. If they only have cash they have to pay twice. How do u expect them to use public transit.	
97	Do not change fares	
98	I am disappointed at the discontinuation of paper tickets at train stations. So families are now expected to buy farepay cards for everyone and keep track of them all? The group pass is so simple. And of course this is a travesty for privacy and likely bad for the unbanked.	
99	I think things changes will impact in a huge way the limited resoruces the homless- disabled, single parents, low income that dont have a car- Will impact the limited budgests and make their life more compliocated instead of easier.	
100	Don't do it. Public transit should be paid for by taxes. You're going the wrong direction.	
101	I am writing as a member of the public who has been using the uvx, and it has helped me and general public in shutting in downtown.	
102	I know running this services entails a lot, all I am saying is to start at a low pace $1 and could be increased after a year.	
103	I can see the importance of transitioning riders towards mobile/paperless ticketing system. However proposing to eliminate one way, day, monthly, and group passes. There are many concerning areas in regards to these. I however see this as a conflict with riders working at SLIA, and those traveling through, whther it's for a convention or a long layover. People would be reluctant to purchase a farepay card and pay activation if they are only spending a few hour with layover, or 3-5 days along the wasatch front. This could be detrimental to the revenues collected from the airport ticket machines.. especially considering the Olympics in 2034. I also see that riders may not take to well paying between each mode of transit.	
104	The link didn't take me to anything about change day info	
105	Taking away zero fare zones is greedy, removing multiple ways of payment is hindering the community that doesn't have access to a mobile device or bank account.	
106	have no idea	
107	Free is good; I would rather pay higher taxes so that this service can be free than have it be paid.	
108	Its fine if Trax Gets security guards on trax. Every train should have a security guard that checked for passes and gets the homeless and mental health people off the trax.	

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109	Cash users are pushed to the UTA fare cards which assumes that in all cases, they will have an electronic devices to ride public transit. The ticket machines should not replace the idea of paying with cash on buses. Ticket Machines are not located at every transit stop so this means there will be areas will cash will be paid out and this method payment should not be penalized by not getting a paper transfer at time of payment. Exact change may not be provided at all ticket machines, so to continue to have cash options that are inclusive rather than exclusive of electronic forms of payment is racist and harms all riders. Continue to offer paper transfers. Another note, the tech will make errors, there should be a feature where fare card holders can be notified when they are getting close to meeting the requirement for reduced fare or are eligible for a transfers. Finally, there needs to be a way for those who are eligible reduced fare can get a reduce fare without having to create an account. This is forcing people to meet an undue burden to use public transit for the most vulnerable populations. Please increase transfer time from 2 hours to 3 hours. two hour is too short. Think medical visits and court visits and other longer procedures.	
110	I think fare changes should not occur or if they do only be raised by 25¢. The economy is hard enough. Most that take the frontrunner can't afford the gas.	
111	Fares for the 628 free trolley will impact not just me but a lot other because our expenses are limited. We should be able to continue to ride the 628 trolley for free because it's also only a short distance of a ride and it's only for the Clearfield and Layton area.	
112	I strongly feel that we should be able to continue to ride the 628 free trolley for free. For starters, the 628 free trolley only stays in the Clearfield and Layton area. It's a short distance ride. To have to pay for a short distance ride from Clearfield and Layton especially when Clearfield is next to Layton in cities doesn't make sense. A lot of people depend on the bus and takes the bus because of how expensive uber or Lyft is and because how expensive it is nowadays to get a car. I don't only speak for myself when I say that our funds are limited. Whatever income we have we need to save for other needs and necessities. Saving our incomes on the side for future purposes will help us in the long run but we can't do that if we always have to continue to spend our money on the bus that is suppose to be free.	
113	None	
114	It is what is I struggle on paying.	
115	Don't increase the fare. 2.50 is quite a decent amount for a ticket	
116	Making fares easier lowers the stress of choosing it's more and more	
117	None	
118	They seem to be going in the right direction, though my employer pays for my access so I don't have a super strong opinion	
119	The faire changes r good	
120	Would be nice to be able to purchase one ticket for all day in the app	
121	Bus fair I'd reasonable now	
122	make it apart of general taxes remove fares entirely	
123	No one likes it when things cost more but they don't get paid more… there are billionairs horsing all the wealth but expect the poor to pay for everything.	
124	Fare change is fine, because as noted above I mostly cannot use the service. If raising fares means more money to provide a basic level of service to Utah County, I'm for it.	
125	None	
126	Prices should be raised	

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127	Please make sure there are instructions for people traveling with kids. I love the tap on tap off method, just not sure what to do with kids.	
128	No.	
129	With the new fare readers being piloted at north temple and some buses, I would suggest increasing the volume of the sound they make when confirming, as a clearer audio cue can make the readers more accessible for the blind and also generally make them faster to use	
130	Do not charge for each leg of a trip. 2.50 for the buss SHOULD transfer to the train. Accommodations should be made for cash paying customers with PAPER tickets and paper transfers	
131	I love the idea of having more transportation this way I don't have a car and sometimes on demand vans are booked and having to pay Uber is a hassle because it cost me and kids a lot	
132	no comment	
133	none	
134	Eliminating transfers for people paying cash is irrational and discriminatory	
135	Bummer	
136	The fact that there is no Sunday frontrunner, or earlier/later times is absolutely ludicrous. The WORKING CLASS predominantly uses public transit. Get over the LDS the sabbath is sacred bullshit and take care of the community that would use these resources. Working class also uses public transit earlier and later, which you don't provide. If you are going to offer Sunday frontrunner during General Conference weekends for the LDS church...do better. Also your fares are not affordable and I am constantly trying to find resources for those in poverty that they cannot afford a car, they have limited resources, and they can't even afford to take public transit. Do. Better.	
137	None	
138	Yes	
139	No comment.	
140	No comment	
141	I am okay with fare! Farepay cards are wonderful, and adding options for eft payments would help, too, for those who don't ride frequently.	
142	There is no need to start charging a fee for free transit areas (like the Midtown Trolley). The UTA is primarily funded / subsidized by the state government (paid with our taxes). The cost to fund public transportation is small compared to what the state spends on private education and religious organizations (mainly the “Mormon” church). This is a much needed service that should be expanded and not eliminated. It helps people of lower incomes move around within Salt Lake City and the surrounding metropolitan areas. Frankly, it’s absurd that this is being considered when there are many other sources of funding that could be eliminated.	
143	I look forward to easier fare as long as the Hive Pass that I currently use is not discontinued!	
144	I already suffer issues due to drivers being late and have to take Lyft frequently to makeup. Nothing had been done. Now you want to make changes!?!?!	
145	None	
146	What do visitors to SLC do re riding TRAX? They must pay a one time $3 card fee in order to ride TAX on their one visit to SLC? doesn't seem very visitor friendly.	
147	None	
148	I hate tapping off please get rid of this. Use turnstiles like a real city	
149	There shouldn’t be a fare change	

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150	none	
151	None	
152	No comment	
153	I don't care if the prices go up a little bit I'd imagine that they could stay the same if more riders rode. I'll ride a LOT more if transit goes all day	
154	No comment; thank you for my Reduced Farepay card!	
155	I hope you don't get priced out.	
156	So, what, we open yet - yet another 'account,' Farepay, that can be hacked by whoever is smart enough to do it? Sorry. I will always be using cash, or prepaid passes. Or a bicycle. Or I'll walk. Utah Transit Authority has specialized in transport since the mid-1970s, and you do a wonderful work! But you will always be amateurs at cybersecurity. I'll put it a different way. When BYU Computer Security (the leader is in my ward) had a serious problem at BYU-Idaho, they did everything they could. Then they turned to prayer, and resolved the problem. UTA, stick to what you are excellent at. Transportation. By the way: Up and coming, wonderful companies and organizations like yours are very attractive to some types of people who can do you a lot of harm. I had the experience. Companies I know of had the experience, and it damages them. This is a good article: "Identifying Psychopathic Fraudsters" "Interview with Dr. Robert D. Hare and Dr. Paul Babiak" https://www.fraud-magazine.com/article.aspx?id=404 Dr Hare (hare.org) has been the goto for the FBI to understand these people - maybe 1% of the population (or more), higher in prisons and as CEOs. Mine (my mentor, then my supervisor in radio broadcast engineering) grew up in Provo. Charming, a ton of charisma, and oh, so marvelously innocent appearing. Low emotional arousal. Dishonest whenver possible. Again, UTA, stick to what you are good at. I will only pay in cash. [Walking: 13 years ago, lacking fare, I learned a 4.5 hour walk would get me 13 miles. Repeated 10+ times.] P.S. If you retain any info in Farepay, you may aid and abet stalkers among those who have info. access.	
157	In Europe and Asia, must mass transit systems have tap to pay with credit cards and this works extremely well. Consider implementing this.	
158	Pricing people out probably not a great idea. Make your service more usable and the riders and money will come.	
159	I am opposed to this proposal. It will cause way too much traffic on angel street and we already have enough. We have nothing for the kids to walk across the street safely as it is! Do not do this to us!	
160	I would love to see more areas and buses that are high traffic areas have more service and free fare	
161	I am concerned about the new payment methods, mostly because it sounds like cash won't be accepted. This will directly affect our homeless population in having access to public transport, as many cannot have a bank account.	
162	Not accepting cash payments does not take into account those who do not carry money in checking accounts and only carry cash (such as the unhoused folk)	
163	This is the most classist proposed change I've seen in a long time. There is absolutely no reason to limit the ways the public can pay for this service. Many people without access to phones or debit cards will be unable to use a service that is supposed to be for the public, not the privileged. Many people rely on this form of transportation and it is selfish and simple minded to think that taking this away will improve anything. People deserve the right to use public transportation and by taking away the ability to pay with cash, that right it being taking away. People without homes that only have cash, people in abusive situations that use cash to avoid a digital footprint for safe travel or means of escape, people that forget their wallets or purses and are trying to travel back home. These are all	

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	examples of people you are putting at risk and denying rights to when you're considering this change.	
164	These changes will prevent many homeless individuals from being able to access public transportation! Not cool at all!!!! Many people rely on public transport and UTA so these changes are not fair and should not be made.	
165	Have a pop-up event at Park Village mobile home park, Layton Hills Mall and Layton station in March 2025 to help people get reduced fare Farepay cards and educate about changes. Send a mailer to those in Layton with a map of new 628 and 470, highlighting locations to obtain and load Farepay Cards. Add signage at bus stops identifying the nearest place to load funds to Farepay cards.	
166	setting up an account for fares isn't accessible. it won't allow the tech-savvy, potentially elderly, youths and/or homeless to use the system. some people still use cash and coin.	
167	No answer	
168	Love the idea of loadable accounts and fare cards	
169	The technology update sounds good for a limited audience. As inevitably happens when the service provider can charge a fee without consent from the client for the specific transaction, errors will happen. UTA will need a dispute resolution process that is fair, equitable, and easy to navigate. If a customer believes s/he has been overcharged $5, but the method to contest the charge is onerous, UTA will start to get a reputation of overcharging intentionally with anticipation that most riders will not be willing to invest time and effort to get through a difficult resolution process. This process, to be fair, equitable, and easy will need oversight, including from non-UTA personnel who are community members. Another concern is that a rider may not know what the backend fare will be, or may plan on a different fare. For a lot of riders, fare anticipation will not be an issue, but for many others, this will be a contentious matter. To attempt to alleviate this, the technology must include route planning and fare calculation so riders can know beforehand what cost to expect.	
170	There should be no fares for any public transportation.	
171	If I needed to take 2 buses to get somewhere, I would need to pay 2 fares now, yes? I've never seen it done that way and think it is unfair. I like the transfer system. I take 2 buses to get to work, and 2 to get home. This would be 10 dollars a day. That's more than an uber would cost and is a great deterrent.	
172	Do not increase fares. Make public transportation a viable option (by doing things like making it possible to use all services on Sunday) and more people will use it consistently! I would much rather use a TRAX system in Utah county than a car	
173	It is already difficult to use Reduced Fare for those of us that qualify. Please continue outreach and to try and help the low income and disabled be able to use public transport.	
174	I enjoy the fact that purchasing FarePay cards will become a lot easier! I know of a few people who will absolutely be getting them once they start rolling them out at more stations.	
175	I'm disabled and in a low-income household, so I've been relying on the Midtown Trolley (628) to get around and get shopping done as well as generally go on outings by taking this line to the frontrunner. It's been a lifesaver since walking long distances is incredibly taxing on me and I cannot drive. I do not have the money to spare most days to pay a bus fare, so having this line be fare-free	

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	has given me more freedom to be able to do things on my own. Please let me keep my freedom, please keep this line fare-free.	
176	As a social worker in the community the largest complaint from my clients has been the county's discontinuation of bus vouchers in exchange for increased fares throughout the year	
177	No comments	
178	With the outlandish cost of transit fares, you might use some of the money to clean up trains and their platforms, both of trash and of criminals who create unsafe environments for passengers.	
179	I am already on a tight budget enough as it is. I can't afford to pay money just to transfer to another bus or tracks when I already did pay money the first time.	
180	Fares are good	
181	My biggest concern is the tap cards. Keeping them loaded may be a challenge for a large demographic. Many of the riders don't have regular checking accounts. Their debit cards are from employment or government. These types of cards are only recognized as prepaid cards not associated with a bank and frequently are declined as form of payment because funds cannot be guaranteed. The last time I purchased a tap card the vendor indicated that they could no longer recharge the cards. It either had to be done online or over the phone. Using cash at a vendor wasn't an option. If that is the case, that needs to change.	
182	Absolutely pitiful kick the homeless who don't pay off and light up drugs instead of making the average rider suffer.	
183	Rio Grande Plan 2025!	
184	No comment.	
185	No comment	
186	No comments.	

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 2/25/2026

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

TITLE:

R2026-02-03 - Ratifying the Final Compensation Structure for District Officers and Administration Employees for the Year 2025

AGENDA ITEM TYPE:
Resolution

RECOMMENDATION:
Approve resolution R2026-02-03 to ratify the Final 2025 Base Administration Compensation Structure, which includes the jobs placed in the structure by the Executive Director and Chief People officer during the year that met the parameters outlined in resolution R2025-02-03.

BACKGROUND:
One of the duties of the Board of Trustees is to fix the compensation of all district officers and employees (with the exception of the Trustees) by resolution (Utah Code §17B-2a-810; UTA Bylaws Article II, Section 7; and Board Policy 1.3 (III)(C)(1)).

The compensation resolution sets compensation for all district officers and administrative employees on an annual basis as required by statute.

DISCUSSION:
In February 2025, the Board of Trustees adopted the 2025 Compensation Structure as part of resolution R2025-02-03.

The resolution included parameters that authorize the Executive Director and Chief People Officer to place additional jobs within the compensation structure when certain parameters are met. The resolution also called for any changes made throughout the year to be reported to the Board quarterly and then ratified by

resolution at the end of the year.

The Final 2025 Base Administration Compensation Structure and Year End Report outline the jobs placed in the compensation structure during the year.

ALTERNATIVES:
The jobs have already been placed in the 2025 salary structure, as the positions met the parameters allowing placement in the structure without Board approval.

FISCAL IMPACT:
Most jobs placed in the structure during the year were a result of job reorganization or reclassification and were included in the approved UTA 2025 Operating Budget. The jobs placed in the structure during the year adding headcount and fiscal impact were approved by the Board through technical budget adjustments completed in 2025.

ATTACHMENTS:
R2026-02-03

Administrative Compensation Report - Q4 2025

Docusign Envelope ID: E89F363A-32D5-4608-AAF3-AB1339D4EB04

RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH TRANSIT AUTHORITY RATIFYING THE FINAL COMPENSATION STRUCTURE FOR DISTRICT OFFICERS AND ADMINISTRATION EMPLOYEES FOR THE YEAR 2025

R2026-02-03 February 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 ("Act"); and

WHEREAS, the Act requires the Board of Trustees ("Board") of the Authority to fix the compensation of all district officers and employees, excluding the Board of Trustees whose compensation is fixed by the Local Advisory Council; and

WHEREAS, the Board most recently approved a revised Administration Compensation Structure in Resolution R2025-02-03 on February 26, 2025; and

WHEREAS, Resolution R2025-02-03 empowered the Executive Director and Chief People Officer to place additional jobs within the compensation structure, within certain parameters: and

WHEREAS, those parameters require the Chief People officer to bring a final compensation structure for the year 2025 to the Board of the Authority for ratification; and

WHEREAS, the Board desires to ratify the Administration Compensation Structure to add jobs necessary for the administration of the Authority for the year 2025; and

WHEREAS, the Board desires to set compensation for all district officers and employees, including these additional jobs, excluding the Board of Trustees, as required by the Act; and

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

1. That the Board hereby ratifies the final compensation of all district officers and administration employees, excluding the Board of Trustees for the year 2025, as set forth in the compensation structure attached as Exhibit A, titled "Final 2025 Base UTA Administration Compensation Structure".

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

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3. That the corporate seal be attached hereto.

Approved and adopted this 25th day of February 2026.

Carlton Christensen, Chair
Board of Trustees

ATTEST:

Secretary of the Authority

(Corporate Seal)

Approved As To Form:

Signed by:
David M. Wilkins
0F6F04CDE4724A2...

Legal Counsel

Docusign Envelope ID: E89F363A-32D5-4608-AAF3-AB1339D4EB04

Exhibit A
(Final 2025 Base UTA Administration Compensation Structure)

Docusign Envelope ID: E89F363A-32D5-4608-AAF3-AB1339D4EB04

Exhibit A

2025 UTA Administration Compensation Structure

Pay Grade	MIN	MID	MAX	Job Code	Job Title
25	**$203,200**	**$254,000**	**$304,800**		
	$97.692	**$122.115**	**$146.538**		
				EX2009	Executive Director
24	**$176,200**	**$220,300**	**$264,300**		
	$84.712	**$105.913**	**$127.067**		
				EX1043	Chief Capital Services Officer
				EX1009	Chief Communications Officer
				EX1041	Chief Enterprise Strategy Ofc
				EX1011	Chief Financial Officer
				EX1046	Chief of Staff Exec Director
				EX1047	Chief Operations Officer
				EX1037	Chief People Officer
				EX1042	Chief Planning & Engmt Ofc
23	**$153,400**	**$191,800**	**$230,100**		
	$73.750	**$92.212**	**$110.625**		
				EX1000	Chief of Board Strategy and Governance
				MG4014	Associate CFO
				MG4025	Commuter Rail General Manager
				MG4021	General Manager Maintenance
				MG4020	General Manager Operations
				MG2108	Government Relations Director
				MG2129	IT Director
				MG4026	Light Rail General Manager
				MG4935	Regional GM SL & Mt. Ogden SU
				MG4016	Regional GM Timpanogos BU
				MG4017	Special Services GM
22	**$133,000**	**$166,300**	**$199,500**		
	$63.942	**$79.952**	**$95.913**		
				MG2033	Chf of Police - Pub Safety Mgr
				MG2113	Communications Director
				MG2165	Dir of Capital Construction
				MG2194	Dir of Capital Design & Constr
				MG3107	Director Data Strategy
				MG2181	Director of Business Analysis
				MG2164	Director of Maint Support
				MG2110	Director of Planning
				MG2155	Director of Real Estate & TOD
				MG2163	Director of Supply Chain
				MG3113	Director Operations (OC)
				MG3112	Director Operations (Rail)
				MG3108	Director Ops Service Delivery
				MG3109	Director, Human Resources

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Pay Grade	MIN	MID	MAX	Job Code	Job Title
				MG2158	Information Security Manager
21	**$115,800**	**$144,800**	**$173,700**		
	$55.673	**$69.615**	**$83.510**		
				MG2176	Community Engagement Director
				MG2068	Comptroller
				MG3105	Dir Budget & Financial Strat
				MG2177	Dir Capital Assets&Proj Ctrls
				MG3111	Dir Financial Risk Management
				MG2140	Dir Innovat Mobility Solutions
				MG2196	Dir of Capital Prgm & Support
				MG2188	Dir Workforce Tech Training
				MG2187	Director HR Business Partner
				MG3104	Director Internal Audit
				MG2111	Director of Board Governance
				MG3110	Director of Capital Vehicles
				MG2166	Director of Fleet Engineering
				MG3106	Director of Org Excellence
				MG3102	Director Talent Acquisition
				MG2160	Director Talent Development
				MG2134	Director Total Rewards
				MG2153	Director, Safety & Security
				MG2159	Enterprise Applications Mgr
				MG2009	Facilities Maintenance Manager
				MG2145	Fares Director
				MG2180	Grants Director
				MG2185	IT Manager of App Development
				MG2116	IT Network Support Mgr
				MG2147	Manager IT Project Mgmt Office
				MG2186	Manager of Capital Vehicles
				MG2061	Manager, Systems Engineering
				MG2100	Mgr of IT Quality Assurance
				MG2219	Mgr Operational Tech & Systems
				MG2038	Mgr Rail Technical Svcs & QA
				MG2031	Special Projects Manager
				MG2074	Sr Program Mgr, EngProject Dev
				TL3023	Enterprise Tech Architect
				TL3020	JDE ERP Sr Developer
				TL3018	Sr Database Administrator
20	**$100,800**	**$126,000**	**$151,200**		
	$48.462	**$60.577**	**$72.692**		
				MG2909	Act Mgr Light Rail Operations
				MG2184	Bus Vehicle Procurmnt Proj Mgr
				MG1066	Compensation Program Manager
				MG2091	Coordinated Mobility Manager

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Pay Grade	MIN	MID	MAX	Job Code	Job Title
				MG1063	Deputy Comptroller
				MG2178	Digital Marketing Manager
				MG2195	Electrification Project Mgr
				MG1071	Labor Relations Program Mgr
				MG2189	Manager Fare Revenue Ops
				MG1962	Manager of Data Analysis
				MG2191	Manager of Fare Strategy
				MG2182	Manager of Grant Services
				MG2054	Manager of Right of Way Assets
				MG2045	Manager of Service Delivery
				MG2201	Manager Ops Service Delivery
				MG2203	Manager, Human Resources
				MG2149	Mgr Business Development-Sales
				MG1061	Mgr Business Systems Solutions
				MG2171	Mgr Civil Engineering & Design
				MG2146	Mgr Commuter Rail Operations
				MG1057	Mgr Customer Experience
				MG2193	Mgr Environ Compl & Sustain
				MG2168	Mgr Environmental & Grant Svcs
				MG2047	Mgr Government Relations
				MG2109	Mgr Light Rail Operations
				MG2013	Mgr Light Rail Vehicle Maint
				MG1015	Mgr Long Range Strategic Plann
				MG2202	Mgr Maint Sys & Train Control
				MG2035	Mgr of Civil Rights Compliance
				MG2094	Mgr of CR Vehicle Maintenance
				MG2016	Mgr Property Administration
				MG2205	Mgr Pwr Sys Maint (Bus & Rail)
				MG1059	Mgr Qual and Const Oversight
				MG2218	Mgr Rail Vehicle Proc & Ovrhl
				MG2209	Mgr Rolling Stock Maint(LR)
				MG2172	Mgr Special Svcs Ops Support
				MG2079	Mgr Transit Oriented Developm
				MG2105	Mgr Vehicle Perf & Maintenance
				MG2217	Organizational Excellence Mgr
				MG2090	Procurement Manager
				MG1060	Program Mgr Innov Mobility Sol
				MG2142	Project Manager III
				MG2183	Rail Vehicl Procurmnt Proj Mgr
				MG2107	Records Manager
				MG2991	Special Project Mgr -Fares
				MG2992	Special Project Mgr -Fleet
				MG2179	Strategic Comms & Content Mgr
				MG2199	Strategic Communications Mgr

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Pay Grade	MIN	MID	MAX	Job Code	Job Title
				PR3182	Assistant Treasurer
				PR3195	People Analytics Program Mgr
				PR3083	Sr Dev Program Engineer
				SU3027	Application Development Supv
				SU3026	Application Support Supv
				SU3020	Captain
				SU3055	Data Analyst Supervisor
				SU3045	IT Supervisor Server & Storage
				SU3044	Labor Relations Officer
				SU3013	Network Comm/Infra Supervisor
				SU3008	Radio Communications Supv
				TL3021	B.I. Architect-Programmer
				TL3036	Cloud Architect
				TL3035	Network Architect
				TL3033	Sr Data Governance Engineer
				TL3013	Sr Information Security Admin
				TL3034	Sr IT Project Manager
				TL3005	Systems Engineer
				TL3022	Technology Solutions Architect
19	**$90,900**	**$109,100**	**$127,300**		
	$43.702	**$52.452**	**$61.202**		
				MG2971	Acting Mgr Transit Comms Ctr
				MG1052	Asst Mgr CR Vehicle Maint
				MG1048	Asst Mgr Light Rail Veh Maint
				MG1068	Asst Mgr LRV Maint Fleet Sust
				MG1070	Asst Mgr Ops Service Delivery
				MG1069	Drug & Alcohol Program Manager
				MG2198	Long Range Strat. Plan. PM
				MG1958	Manager Capital Asset Controls
				MG2192	Manager Maintenance Training
				MG2084	Manager of Operations Planning
				MG1959	Manager State of Good Repair
				MG2204	Mgr Electronic Fare Systems
				MG2190	Mgr of Fare Revenue Equipment
				MG2169	Mgr Project Research and Dev
				MG2136	Mgr Rail Systems Assets
				MG2083	Mgr Service Planning
				MG2115	Mgr Ticket Vend Machine Assets
				MG2041	Mgr Training and Development
				MG2071	Mgr Transit Communications Ctr
				MG1080	NRV Fleet & Maint Program Mgr
				MG2197	Payroll Manager
				MG2141	Project Manager II
				MG2170	Rail Infrastructure Prjct Mgr

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Pay Grade	MIN	MID	MAX	Job Code	Job Title
				MG2200	Rail Overhaul Project Manager
				MG1038	Special Svc Program Mgr
				MG2216	Sr TOD Project Manager
				MG1961	TOC Predevelopment Supervisor
				PR3149	Civil Engineer III
				PR3201	Data Scientist
				PR3184	Enterprise Risk Management Adm
				PR3189	Env Stewardship Sust Spec III
				PR3013	Facilities Engineer
				PR3077	Facilities Utilities Proj Admn
				PR3142	HR Business Partner
				PR3164	Labr Relations BusinessPartner
				PR3091	NEPA Project Administrator
				PR3119	Senior BI Systems Analyst
				PR3176	Senior Capital Budget Analyst
				PR3136	Sr BusinessProc Analytics Spec
				PR3179	Sr Financial Modeling Analyst
				PR3035	Sr Media Relations Specialist
				PR3130	Sr Org Development Consultant
				PR3187	Sr. Business Systems Admin
				SU2039	Benefits Supervisor
				SU3042	Capital Asset Controls Supv
				SU2052	ERP Tech Sys Admin-SupplyChain
				SU3052	Facilities Development Supv
				SU3052	Facility Development Supv
				SU3035	Fares Supervisor
				SU3019	Fleet Engineering Admin
				SU3036	Fleet Engineering Supervisor
				SU3050	GIS System Admin Supervisor
				SU3006	HRIS/Technology System Admin
				SU2030	Lieutenant
				SU2070	Procurement Supervisor
				SU3049	Project Controls Supervisor
				SU3030	Talent Acquisition Supervisor
				TL2052	Business Project Manager
				TL2057	Data Governance Engineer
				TL3004	Database Administrator
				TL2042	ERP Tech Sys Admin-Accounting
				TL3025	ERP Tech Sys Admin-Cap Assets
				TL2047	ERP Tech Sys Admin-Developer
				TL3032	Info Security Analyst III
				TL2060	Info Security Compliance Admin
				TL2049	IT Project Manager
				TL2044	Maintenance Systems ERP Admin

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Pay Grade	MIN	MID	MAX	Job Code	Job Title
				TL3016	Network Administrator III
				TL3012	Programmer Analyst III
				TL3026	Radio Systems Engineer I
				TL2046	SharePoint Admin-Developer
				TL2028	Systems Support Analyst III
18	**$80,800**	**$96,900**	**$113,100**		
	$38.846	**$46.587**	**$54.375**		
				MG1041	Asst Mgr of Rail Operations
				MG1014	Asst Mgr of Service Delivery
				MG1050	Asst Mgr of Svc Delivery (SS)
				MG1053	Asst Mgr Rail Infra Assets
				MG1054	Asst Mgr Rail System Assets-CR
				MG1055	Asst Mgr Rail System Assets-LR
				MG1956	Asst Mgr Rail Systems Maint
				MG1042	Board Manager
				MG1008	Manager of Customer Service
				MG1045	Manager of Security
				MG1064	Mgr NRV Perf & Maintenance
				MG2075	Mgr, Project Dev/Systems Plan
				MG1035	Project Manager I
				MG1082	Rdwy Worker Protection Manager
				MG2085	TOD Project Manager
				MG1044	Warehouse & Inventory Opns Mgr
				PR3125	BI Data Visualization Analyst
				PR2110	Civil Engineer II
				PR3206	Construction Inspector III
				PR2069	Emergency Mgmt Program Mgr
				PR2151	Facility Dev Project Manager
				PR2149	Facility Development Strat
				PR3139	GIS-Asset Administrator
				PR3146	Procurement & Contracts Spec
				PR3141	Proj Development Planner III
				PR3053	Project Control Specialist
				PR3192	Public Policy Analyst
				PR2137	Retirement Liaison
				PR3158	Senior Fare Revenue Analyst
				PR3196	Senior GIS Analyst
				PR3207	Senior Grants Analyst
				PR3198	Sr Analyst, Contract & Finance
				PR3173	Sr Business Development Rep
				PR3104	Sr Business Process Developer
				PR3183	Sr Comms & Mktg Strategist
				PR3137	Sr Financial Analyst
				PR3138	Sr Government Relations Spec

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Pay Grade	MIN	MID	MAX	Job Code	Job Title
				PR3126	Sr Internal Auditor
				PR3208	Sr Payroll Technical Analyst
				PR3103	Sr Planning Researcher
				PR2108	Sr Property Administrator
				PR3147	Sr Strategic Sourcing Spec
				PR2111	Sr TAcq Full Cycle Recruiter
				PR3197	Sr. Operations Data Analyst
				PR3128	SrContinuousImprove Consultant
				PR3012	Strategic Planner III
				PR3089	Transit Asset Administrator
				PR2070	Video Security Admin
				PR3193	Workforce Innovations Admin
				SU3034	Bus Communications Supv
				SU2015	Bus Vehicle Maint Supv
				SU3024	Business&Quality Analyst Supv
				SU2077	Community Engagement Supv
				SU2031	Commuter Rail Veh/Maint Supv
				SU3051	Corp Instructional Design Admn
				SU3039	Corporate Training Admin
				SU2064	Fleet Maintenance Supervisor
				SU3031	Leadership Development Admin
				SU3021	Light Rail-MOW Training Admin
				SU2014	LRV Maint Supervisor
				SU2051	LRV Maint Supv-BodyFabrication
				SU2046	LRV Maint Supv-BusinessSolSpec
				SU2053	LRV Maint Supv-PartsToolsEquip
				SU2047	LRV Maint Supv-QAQC Specialist
				SU2044	LRV Maint Supv-Team Mentor
				SU2048	LRV Maint Supv-TeamCoordinator
				SU2049	LRV Maint Supv-Training Admin
				SU2050	LRV Maint Supv-Training Spec
				SU3037	Maint Apprentice Training Admn
				SU3002	Maintenance Of Way Supervisor
				SU3047	MOW Training Admin
				SU2066	Operations Planning Supervisor
				SU3043	Payroll Supervisor
				SU3001	Rail Maintenance Supervisor
				SU2035	Sergeant
				SU2060	Service Planning Supervisor
				SU3054	Sr. Public Information Officer
				SU3048	Tech Instructional Design Admn
				SU2038	Technical Support Supervisor
				SU2057	Video Security Supervisor
				TL3006	Fleet Engineer

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Pay Grade	MIN	MID	MAX	Job Code	Job Title
				TL2012	Programmer Analyst II
				TL2038	Radio Comms Engr Tech III
				TL3009	Sr Telecommunications Spec
17	**$71,800**	**$86,200**	**$100,500**		
	$34.519	**$41.442**	**$48.317**		
				MG1078	Board Administration Manager
				MG1065	Community Outreach Manager
				MG1067	Customer Experience Proj Mgr
				MG1081	Executive Director Office Mgr
				PR3163	GIS Analyst
				PR2162	Administrator Maint (Vanpool)
				PR2144	Business Analyst
				PR3062	Business and Quality Analyst
				PR2142	Business Systems Administrator
				PR2127	Career Development Coach
				PR2077	Civil Engineer
				PR3134	Civil Rts Comp Ofc (TVI-DBE)
				PR3024	Civil Rts Compliance Ofc (ADA)
				PR3018	Claims Administrator
				PR2088	Continuous Improve Specialist
				PR3205	Contract Admin Ops & Maint SS
				PR3014	Contract Buyer
				PR3120	Corp Instructional Designer
				PR3186	CR Instructional Designer
				PR3200	Designated Employer Rep
				PR2143	Env Stewardship Sust Spec II
				PR3175	Enviro Compliance & NEPA Admin
				PR3001	Environmental Compliance Admin
				PR2123	Fare Operations Analyst
				PR2122	Fare Revenue Analyst
				PR2146	Fares Strategy Analyst
				PR3178	Fin Rep & Monitoring Analyst
				PR2153	Financial Modeling Analyst
				PR2132	Fleet Vehicle Administrator
				PR3185	Grant Controls Administrator
				PR3204	Grant Post Award Administrator
				PR3026	Grants Development Admin
				PR3156	Instructional Designer
				PR3169	Leadership Dev Training Spec
				PR2130	LMS Technical Coordinator
				PR3132	LR-MOW Instructional Designer
				PR3032	Maint Training Specialist
				PR3194	MOW Training Specialist
				PR2156	NRV Fleet Administrator

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Pay Grade	MIN	MID	MAX	Job Code	Job Title
				PR2157	People Data Analyst
				PR2115	Planning Researcher II
				PR3171	Prjct Rsrch & Dev Sys Analyst
				PR2083	Property Administrator II
				PR3036	Public Relations Specialist
				PR3088	Rail Maint Training Specialist
				PR2036	Rail Service/Ops Sr Planner
				PR2097	Records Officer and Specialist
				PR3118	Researcher- Innov Mobility Sol
				PR3143	RR Regulatory Compliance Spec
				PR3108	Safety Admin - Transit System
				PR3159	Safety Administrator
				PR3070	Safety Administrator-Const
				PR2160	Scheduler Ops Service Delivery
				PR3114	Special Svcs Sr Planner
				PR3172	Sr Accountant-CIP Grants
				PR3157	Sr Benefits Administrator
				PR3050	Sr Operations Planner
				PR2090	Sr Sales Representative
				PR3049	Sr Service Planner
				PR3090	Sr Social Media Specialist
				PR3166	Sr Social Media Strategist
				PR2084	SS Delivery Systems Admin
				PR3145	Strategic Culture Partner
				PR2008	Strategic Planner II
				PR2103	Technical Business Analyst
				PR2086	TOC Project Specialist II
				PR3174	Total Rewards Program Admin
				PR2134	Vanpool Data & Security Admin
				PR3111	Vehicle Procure/Comm Admin-Bus
				PR3028	Workers Compensation Admin
				SP3020	Commuter Rail Train Dispatcher
				SP3022	Light Rail Control Supervisor
				SP3009	Transit Police Officer IV
				SU2019	Accounting Supervisor
				SU1007	ADA Evaluation Office Admin
				SU3005	Bus Opns Training Admin/Supv
				SU3053	Buyer Supervisor
				SU2034	Cash Office Supervisor
				SU2042	Commuter Rail OpsPersonnelSupv
				SU2062	Coord Mobility Grant Admin
				SU2059	CR Veh Maint Training Leader
				SU2074	Cust Satisfaction & Res Supv
				SU2010	Downtown Operations Supervisor

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Pay Grade	MIN	MID	MAX	Job Code	Job Title
				SU2018	Facilities Maint Supv
				SU2032	Farebox Service Supervisor
				SU2071	Light Rail OpsPersonnelSupv
				SU3004	Maintenance Training Administrator
				SU2009	Operations Supervisor
				SU2078	Ops Work Assignment Supervisor
				SU2041	Rail Opns Training Leader
				SU2075	Supv Maintenance (Vanpool)
				SU2023	Technical Services Supervisor
				SU2065	Technology Support Supervisor
				SU2037	Transit Communications Supv
				SU3012	Vanpool Fleet Maint Supervisor
				TL2014	Digital Media Specialist
				TL3030	Field Service Technician Lead
				TL2006	Fleet Engineering Technician
				TL2055	Info Security Analyst II
				TL2054	IT Software Tester
				TL2037	Radio Comms Engr Tech II
				TL2058	Video Production Specialist
16	**$63,800**	**$76,500**	**$89,300**		
	$30.673	**$36.779**	**$42.933**		
				CL3037	Exec Asst to Exec Director
				CL3044	Executive Asst to Board
				CL3042	Executive Asst to Board Chair
				CL3058	SLSU Operations Administrator
				PR2131	Accountant-Capital Assets
				PR2129	Business Strategy Specialist
				PR2009	Buyer
				PR2117	CI Specialist- Supply Chain
				PR2128	Community Engagement Spec
				PR2030	Community Relations Spec
				PR3030	Compensation Analyst
				PR1041	Construction Inspector I
				PR2136	Coord Mob Grants Compl Ofc
				PR2080	Coordinated Mobility Specialis
				PR2147	Coordination Administrator
				PR3180	Customer Experience Planner II
				PR2150	Engineering Technical Writer
				PR3190	Fleet Engineering Proj Admin
				PR3022	Internet Marketing Specialist
				PR2126	IT Management Analyst
				PR2028	Operations Planner
				PR2125	Payroll Analyst
				PR3168	PR & Marketing Strategist

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Pay Grade	MIN	MID	MAX	Job Code	Job Title
				PR2159	Project Admin Ops & Maint
				PR1047	Project Engineer
				PR2082	Property Administrator I
				PR2148	Quality Assurance Admin
				PR2113	Rail Quality Assurance Admin
				PR3043	Rail Service Project Admin
				PR2100	Rail Service-Ops Planner
				PR2120	Sales Representative
				PR2027	Service Planner
				PR2102	Special Svcs Planner
				PR2093	Talent Acq FullCycle Recruiter
				PR2140	TOC Project Specialist I
				PR3203	Web Content Administrator
				SP3008	Transit Police Officer III
				SU2043	Commuter Rail System Supv
				SU2063	Coordinated Mobility Spec
				SU2073	Light Rail System Supervisor
				SU2055	LR Opns- Training Supv
				SU2058	Maintenance Analyst-Supervisor
				SU2067	Paratransit Radio Control Supv
				SU1008	Pass Facilities Road Crew Supv
				TL3027	Field Service Technician III
				TL1013	Info Security Analyst I
				TL2008	Network Administrator II
				TL2017	Programmer Analyst I
				TL2034	Revenue Equipment Maint Tech
				TL2027	Systems Support Analyst II
15	**$56,900**	**$68,300**	**$79,700**		
	$27.356	**$32.837**	**$38.317**		
				CL3063	Communications Office Admin
				CL3041	CR Operations Scheduler
				CL3062	Engineering&Constr Proj Coord
				CL3048	Enterprise Strat Office Admin
				CL3040	External Affairs Office Admin
				CL3051	Finance Office Administrator
				CL3046	Office Administrator
				CL3055	Operating Office Administrator
				CL3017	Operations Dispatch Lead
				CL3054	Operations Scheduler
				CL3034	People Office Administrator
				CL3049	Planning & Engmt Office Admin
				CS1005	Cust Svc Technical Specialist
				PR2010	Accountant
				PR2139	Accountant-Rideshare

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Pay Grade	MIN	MID	MAX	Job Code	Job Title
				PR2078	Benefits Administrator
				PR2015	Bus Operations Training Spec
				PR2098	Bus Opns Training Asst Admin
				PR2138	Civil Rights Specialist
				PR2062	Claims Adjuster
				PR2152	Comm. Copywriter & Editor
				PR2087	Commuter Rail Opns Trainer
				PR2135	Corporate Training Specialist
				PR2133	Customer Service Training Spec
				PR2154	Digital Storyteller
				PR1046	Env Stewardship Sust Spec I
				PR2161	Events & Sponsorship Coord
				PR2051	Facilities Technician
				PR2095	Graphic Art Specialist
				PR1048	Labor Relations Specialist
				PR2145	Light Rail Training Specialist
				PR2054	Paralegal
				PR2114	Planning Researcher I
				PR2105	Proj Development Planner II
				PR1031	Recovery Adjuster
				PR1040	Rideshare Product Rep
				PR1015	Strategic Planner I
				PR2158	Workers Compensation Adjuster
				SP3006	Estimator
				SP3011	Flextrans Radio Control Coord
				SP2023	Paratransit Eligibility Spec
				SP3013	Sr Transit Comms Dispatcher
				SP3016	Transit Communications Trainer
				SP3007	Transit Police Officer II
				SU1003	Customer Service Supervisor
				SU2040	Parts & Inventory Supervisor
				SU2076	Records Specialist Supervisor
				SU1022	System MonitoringAdministrator
				SU1030	Travel Training Supervisor
				SU1028	TRAX Ambassador Supervisor
				SU2068	Warehouse & Prod Ctrl Supv
				TL2056	Farebox Equipment Maint Tech
				TL2051	Field Service Technician II
				TL2033	Network Specialist
				TL2036	Radio Comms Engr Tech I
				TL1009	Systems Support Analyst I
				TL2059	Technology Asset Analyst II
				TL3031	Technology Support Analyst III
				TL2050	Telecommunications Specialist

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Pay Grade	MIN	MID	MAX	Job Code	Job Title
14	**$52,300**	**$60,200**	**$68,000**		
	$25.144	**$28.942**	**$32.692**		
				CL3050	Board Administrator
				CL3047	HR Specialist
				CL3005	Materials/Inv Control Analyst
				CL3014	NRV Fleet Maintenance Spec
				CL3056	Public Hearing Liaison
				CL3038	Sr Office Spec- Asset Mgt
				CL3025	Sr Office Spec- Asst to PS Mgr
				CL3064	Sr Office Spec- CapDsgn&Const
				CL3032	Sr Office Spec- Capital Proj
				CL3033	Sr Office Spec- Commuter Rail
				CL3030	Sr Office Spec- Ext Affairs
				CL3027	Sr Office Spec- Light Rail
				CL3029	Sr Office Spec- LR Veh Maint
				CL3028	Sr Office Spec- Maint of Way
				CL3019	Sr Office Spec- Mt Ogden BU
				CL3060	Sr Office Spec- SpecSvcs Maint
				CL3026	Sr Office Spec- Supply Chain
				CL3061	Sr Office Spec- Timp Maint
				CL3023	Sr Office Spec- Timpanogos BU
				CL3008	Sr Office Specialist
				CL3021	Sr Office Specialist- SLBU
				CL3022	Sr Office Specialist- SSvc BU
				CL3053	Sr Office Specialist- Training
				CL3057	Sr Office Specialist- Vanpool
				CL2090	Training Support Specialist
				CL3007	Vanpool Maintenance Specialist
				CL3059	Volunteer Coordinator
				CL3004	Warranty Claims Specialist
				CR1025	Access Control Technician
				CS2006	Lead Scheduling Specialist
				PR1024	Assistant Operations Planner
				PR1023	Assistant Service Planner
				PR2106	Customer Experience Planner
				PR1042	Fare Revenue Specialist
				PR2116	IT Apps & Tech Support Analyst
				PR1049	Public Relations Coordinator
				PR1045	Social Media Strategist
				PR1037	Talent Acquisition Specialist
				SP2020	Transit Comms Dispatcher
				SP2012	Transit Police Officer I
				SU1027	Public Safety Records Supv
				TL1011	Field Service Technician I

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Pay Grade	MIN	MID	MAX	Job Code	Job Title
				TL2053	Technology Support Analyst II
				TL2032	Technology Support Specialist
				TL2045	Video Security Technician
13	**$46,600**	**$53,600**	**$60,600**		
	$22.404	**$25.769**	**$29.135**		
				CL2070	Commuter Rail Office Spec
				CL2098	Customer Svc Office Specialist
				CL2097	Expeditor- Jr Buyer
				CL2012	Facilities Office Specialist
				CL2073	HR Office Specialist
				CL2085	Maint Support Office Spec
				CL2086	Maintenance Office Specialist
				CL2018	Mobility Center Office Spec
				CL2078	Office Specialist
				CL2087	Office Specialist-SSvc BU
				CL3036	Production Control Spec- LR
				CL3003	Production Control Specialist
				CL2084	Public Safety Ofc Specialist
				CL2079	Rail Office Specialist
				CL2026	Real Estate Office Specialist
				CL2104	Records Specialist
				CL3052	SrAccounts Payable Coordinator
				CL1016	Talent Acquisition Assistant
				CL2089	Vanpool Maint Ofc Specialist
				CS2010	Customer Svc Lead Specialist
				CS3001	Special Svc Cust Care Admin
				CS3002	Specialist Ops Service Deliver
				CS2013	Sr Customer Focus Specialist
				CS3003	Sr Incident Comms Specialist
				PR1035	Proj Development Planner I
				PR1050	Rdwy Worker Protection Spec
				PR2155	Visual Production Assistant
				SP1005	Farebox Revenue Processor
				SP1027	Lead Security Guard
				SP2021	Transit Comms Dispatch-Trainee
				SP2022	Transit Police Officer Trainee
				SP2016	Travel Trainer
				SP3012	Warehouse Specialist
				SU3040	Revenue Collection Supervisor
				SU1029	Transit Ambassador Supervisor
				TL1012	Technology Support Analyst I
12	**$41,700**	**$47,900**	**$54,200**		
	$20.048	**$23.029**	**$26.058**		
				CL2050	Accounts Payable Coordinator

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Pay Grade	MIN	MID	MAX	Job Code	Job Title
				CL3065	Board Office Assistant
				CL2103	Capital Asset Specialist
				CL2096	Rideshare Customer Accts Spec
				CL3011	Vanpool Support Specialist
				CS2009	Customer Focus Specialist
				CS2016	Incident Communications Spec
				CS2008	Paratransit Scheduling Splist
				CS1012	Quality Assurance Analyst
				SP1020	System Monitor Data Specialist
				SP2024	Transit Ambassador Lead
11	**$36,800**	**$42,300**	**$47,800**		
	$17.692	**$20.337**	**$22.981**		
				CL1011	Claims Clerk
				CL1020	Government Relations Assistant
				CL1012	Office Clerk
				CL1022	Receptionist
				CS1009	Contact Center Agent
				CS2003	Customer Relations Specialist
				CS1008	Items Recovery Specialist
				CS1010	Sr Contact Center Agent
				SP1017	Fare Inspection Officer
				SP1022	Farebox Revenue Receiver
				SP1012	Security Guard
				SP1016	System Monitor
				SP1013	Train Host
				SP1026	Transit Ambassador
				SP1025	TRAX Ambassador
				SP1024	Video Security Specialist

*No Changes in Quarter 1

Utah Transit Authority Job Changes 2025

Job Status	Quarter	Job Title	Agency Office	FTE Change	Previous Grade	New Grade	Change Reason
Existing	Q2	Records Specialist Supervisor	ENTERPRISE STRATEGY	No Change	18	15	Changes were made to the job before posting
New Job	Q2	Mgr Electronic Fare Systems	FARE STRATEGY & OPERATIONS	No Change	N/A	19	Repurpose - former position Revenue Maintenance Technician
New Job	Q2	Technology Asset Analyst II	NETWORK SUPPORT	Added Headcount	N/A	15	New FTE Headcount - Approved by the Board
New Job	Q2	Contract Admin Ops & Maint SS	SPECIAL SERVICES ADMIN	No Change	17	17	Repurpose - former position Special Delivery System Administrator
New Job	Q2	Director of Capital Vehicles	CAPITAL VEHICLES	No Change	20	21	Repurpose - former position Manager of Capital Vehicles
New Job	Q2	Mgr Pwr Sys Maint (Bus & Rail)	MOW - SYSTEMS	No Change	18	20	Repurpose - former position Asst Manager Rail Systems Maint
New Job	Q2	Administrator Maint (Vanpool)	SPECIAL SERVICES ADMIN	No Change	14	17	Repurpose - Vanpool Maintenance Specialist
New Job	Q2	Director Operations (OC)	OPERATIONS	No Change	23	22	Repurpose - former position Commuter Rail General Manager
New Job	Q2	Director Operations (Rail)	OPERATIONS	No Change	23	22	Repurpose - former position Light Rail General Manager
New Job	Q2	Construction Inspector III	CAPITAL PROGRAMMING & SUPPORT	Added Headcount	N/A	18	New Head Count for 2025 budget - New Position with 1 FTE
New Job	Q2	Info Security Compliance Admin	INFORMATION SECURITY	Added Headcount	N/A	19	New FTE Headcount - Approved by the Board
New Job	Q3	Regional GM SL & Mt. Ogden SU	OPERATIONS	No Change	23	23	Combined Salt Lake and Ogden RGM positions into one
New Job	Q3	Organizational Excellence Mgr	ENTERPRISE STRATEGY	No Change	21	20	Repurpose - former position Director of Organizational Excellence
New Job	Q3	Mgr Rail Vehicle Proc & Ovrhl	CAPITAL VEHICLES	No Change	20	20	Repurpose - former position Rail Vehicle Project Manager
New Job	Q3	Network Architect	NETWORK SUPPORT	Added Headcount	N/A	20	New FTE Headcount - Approved in 2025 budget for 3rd Quarter
Existing	Q3	NRV Fleet & Maint Program Mgr	CAPITAL PROGRAMMING & SUPPORT	No Change	18	19	Job re-evaluation - increase in duties
New Job	Q3	Sr TOD Project Manager	REAL ESTATE & TOD	No Change	18	19	Repurpose - former position TOD Predevelopment Supervisor
New Job	Q3	Senior Grants Analyst	GRANTS MANAGEMENT	No Change	17	18	Repurpose - former position Grant Controls Administrator
New Job	Q3	Board Administration Manager	BOARD OF TRUSTEES	No Change	16	17	Repurpose - former position Executive Asst to Board Chair
New Job	Q3	Ops Work Assignment Supervisor	OPERATIONS	No Change	N/A	17	Part of Supervisor Redesign - existing headcount and already budgeted
New Job	Q3	Technology Support Analyst III	NETWORK SUPPORT	No Change	N/A	15	Repurpose - former position Technology Support Specialist
New Job	Q3	Technology Support Analyst II	NETWORK SUPPORT	No Change	14	14	Repurpose - former position Technology Support Specialist
New Job	Q3	Sr Incident Comms Specialist	CUSTOMER SERVICE	No Change	N/A	13	Repurpose - former position Incident communications Specialist
New Job	Q3	Technology Support Analyst I	NETWORK SUPPORT	No Change	N/A	13	Repurpose - former position Technology Support Specialist
New Job	Q3	Board Office Assistant	BOARD OF TRUSTEES	Added Headcount	N/A	12	New FTE Headcount - Approved by the Board
Existing	Q3	Communications Director	COMMUNICATION & MARKETING	No Change	21	22	Temporary Job for interim Chief Comms Vacancy
New Job	Q4	Rdwy Worker Protection Manager	SAFETY & SECURITY	No Change	17	18	Repurpose - former position Rdwy Worker Protection Pgrm Manager
New Job	Q4	General Manager Operations	OPERATIONS	No Change	23	23	Repurpose - former position Salt Lake RGM
New Job	Q4	General Manager Maintenance	OPERATIONS	No Change	23	23	Repurpose - former position Mt. Ogden RGM
New Job	Q4	Lead Security Guard	SAFETY & SECURITY	No Change	N/A	13	Repurpose - 1 Part-Time and 1 Full-time vacant Security Guard
New Job	Q4	Cloud Architect	NETWORK SUPPORT	No Change	20	20	New FTE Headcount - Approved by the Board 2nd half of 2025
Existing	Q4	Government Relations Director	BOARD OF TRUSTEES	No Change	22	23	Job re-evaluation - Long recruitment process
New Job	Q4	Sr Payroll Technical Analyst	ACCOUNTING	No Change	18	18	Repurpose - former position Payroll Supervisor
Existing	Q4	Executive Director Office Mgr	EXECUTIVE DIRECTOR	No Change	16	17	Job re-evaluation - increase in duties
Existing	Q4	Procurement Manager	SUPPLY CHAIN - PURCHASING	No Change	19	20	Job re-evaluation - compression caused by Procurement & Contracts Spec Eval
Existing	Q4	Procurement Supervisor	SUPPLY CHAIN - PURCHASING	No Change	18	19	Job re-evaluation - compression caused by Procurement & Contracts Spec Eval
Existing	Q4	Procurement & Contracts Spec	SUPPLY CHAIN - PURCHASING	No Change	17	18	Job re-evaluation - difficult to recruit, new market data

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 2/25/2026

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

TITLE:

R2026-02-04 - Setting Compensation for District Officers & Administration Employees and Establishing Parameters to Make Changes to the Structure for the Year 2026

AGENDA ITEM TYPE:
Resolution

RECOMMENDATION:
Adopt resolution R2026-02-04 which appoints officers and sets compensation for district officers and administrative employees for 2026 and delegates authorization to the Executive Director and the Chief People Officer to place additional jobs within the compensation structure for the year 2026, as presented.

BACKGROUND:
One of the duties of the Board of Trustees is to fix the compensation of all district officers and employees by resolution (Utah Code §17B-2a-810; UTA Bylaws Article II, Section 7; and Board Policy 1.3 (III)(C)(1)).

The compensation resolution sets compensation for all district officers and administrative employees on an annual basis as required by statute.

DISCUSSION:
The UTA salary structure is updated on a yearly basis to reflect the most recent market data results. Based off current salary budget survey results, the compensation structure has been increased by 2% for 2026. The 2026 salary structure will go into effect beginning January 4, 2026.

In addition to the compensation structure being presented for adoption, the resolution delegates authorization to the Executive Director and the Chief People Officer to place additional jobs within the compensation structure for the year 2026 under the following parameters:

- Addition of a new job that has been authorized by the Board in an approved budget, including an

amended budget or technical budget adjustment; or

- Adjustment of an existing job that has changed more than 50% as determined by a "New Job Test" defined in Corporate Policy 6.7.2.1 Administrative Job Evaluation, Job Recruitment, and Job Reassignment.

- Adjustment of an existing job as part of an audit review or as result of a manager's request to review or appeal a pay grade as defined in UTA Policy UTA.05.04 Administrative Employee Compensation Plan.

- Adjustments authorized in this section will be evaluated by the same compensation processes utilized for the compensation structure approved in Exhibit A.

- Adjustments authorized in this section will be approved through the Authority's Change in Approved Staffing process defined in Corporate Policy 6.7.2.1,, with proper approvals from the Chief People Officer and the Chief Financial Officer when budget is impacted.

The Chief People Officer will provide the Board a quarterly report that summarizes the addition of new jobs and the adjustment of existing jobs that occurred under the parameters of the resolution. The report will include 1) the new job title and agency office 2) information on whether the job creates a new full-time equivalent (FTE) position or is a repurposed position and 3) information on the initial pay grade placement or the pay grade adjustment within the structure. A resolution and final 2026 compensation structure will be presented to the Board for review and ratification, listing all jobs added by the Executive Director or the Chief People Officer, before the end of January 2027.

ALTERNATIVES:
If the current resolution is not adopted, UTA would continue with the 2025 compensation structure. This may result in UTA being less competitive in the labor market and make it more difficult to retain our current workforce.

FISCAL IMPACT:
Included in UTA's approved 2026 operating budget.

ATTACHMENTS:
Resolution R2026-02-04

Docusign Envelope ID: 2CA60AD6-9802-4E14-B508-DA9DC17710D9

RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH TRANSIT AUTHORITY SETTING COMPENSATION FOR DISTRICT OFFICERS AND ADMINISTRATION EMPLOYEES AND ESTABLISHING PARAMETERS TO MAKE CHANGES TO THE STRUCTURE FOR THE YEAR 2026

R2026-02-04 February 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 ("Act"); and

WHEREAS, the Act requires the Board of Trustees ("Board") of the Authority to fix the compensation of all district officers and employees, excluding the Board of Trustees whose compensation is fixed by the Local Advisory Council; and

WHEREAS, the Board most recently approved an Administration Compensation Structure for 2025 in Resolution R2025-02-03 on February 26, 2025 and R2026-02-03 on February 25, 2026; and

WHEREAS, the Board desires to revise the Administration Compensation Structure to add jobs necessary for the administration of the Authority for the year 2026; and

WHEREAS, the Board desires to establish parameters to delegate authorization to the Executive Director and the Chief People Officer to place additional jobs within the compensation structure for the year 2026; and

WHEREAS, the Board desires to set compensation for all district officers and employees, including these additional jobs, excluding the Board of Trustees, as required by the Act; and

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

1. That the Board hereby sets the compensation of all district officers and administration employees, excluding the Board of Trustees for the year 2026, as set forth in the compensation structure attached as Exhibit A, titled "2026 Base UTA Administration Compensation Structure".

2. That Resolution R2025-02-03 and R2026-02-03 are superseded by this action.

3. That the Board authorizes the Executive Director and the Chief People Officer to place additional jobs within the compensation structure attached as Exhibit A under the following parameters:

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a. Addition of a new job that has been authorized by the Board in an approved budget, including an amended budget or technical budget adjustment; or

b. Adjustment of an existing job that has changed more than 50% as determined by a "New Job Test" defined in Corporate Policy 6.7.2.1 Administrative Job Evaluation, Job Recruitment, and Job Reassignment.

c. Adjustment of an existing job as part of an audit review or as a result of a manager's request to review or appeal a pay grade as defined in UTA Policy UTA.05.04 Administrative Employee Compensation Plan.

d. Adjustments authorized in this section will be evaluated by the same compensation processes as defined in UTA Policy 5.4 and in Standard Operating Procedures HR 510, HR 520, and HR 530 and that are utilized for the compensation structure approved in Exhibit A.

e. Adjustments authorized in this section will be approved through the Authority's Change in Approved Staffing process defined in Corporate Policy 6.7.2.1, with proper approvals from the Chief People Officer and the Chief Financial Officer when budget is impacted.

4. That the Chief People Officer will provide the Board a quarterly report that summarizes the addition of new jobs and the adjustment of existing jobs that occurred under the parameters of section 3 above.

   a. The report will include 1) the new job title and agency office 2) information on whether the job creates a new full-time equivalent (FTE) position or is a repurposed position and 3) information on the initial pay grade placement or the pay grade adjustment within the structure.

5. That a Resolution and final 2026 compensation structure be brought to the Board for review and approval, listing all jobs added by the Executive Director and Chief People Officer, before the end of January 2027.

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

7. That the corporate seal be attached hereto.

Approved and adopted this 25th day of February 2026.

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Carlton Christensen, Chair
Board of Trustees

ATTEST:

Secretary of the Authority

(Corporate Seal)

Approved As To Form:

Signed by:
David M. Wilkins
0F6F046DE4724A2...
Legal Counsel

Docusign Envelope ID: 2CA60AD6-9802-4E14-B508-DA9DC17710D9

Exhibit A
(2026 Base UTA Administration Compensation Structure)

Docusign Envelope ID: 2CA60AD6-9802-4E14-B508-DA9DC17710D9

2026 UTA Administration Compensation Structure

Pay Grade	MIN	MID	MAX	Job Code	Job Title
E25	**$205,800**	**$257,300**	**$308,700**		
N25	**$98.942**	**$123.702**	**$148.413**		
				EX2009	Executive Director
E24	**$179,000**	**$223,800**	**$268,500**		
N24	**$86.058**	**$107.596**	**$129.087**		
				EX1043	Chief Capital Services Officer
				EX1009	Chief Communications Officer
				EX1041	Chief Enterprise Strategy Ofc
				EX1011	Chief Financial Officer
				EX1046	Chief of Staff Exec Director
				EX1047	Chief Operations Officer
				EX1037	Chief People Officer
				EX1042	Chief Planning & Engmt Ofc
E23	**$155,700**	**$194,600**	**$233,600**		
N23	**$74.856**	**$93.558**	**$112.308**		
				EX1000	Chief of Board Strategy and Governance
				MG4014	Associate CFO
				MG4025	Commuter Rail General Manager
				MG4021	General Manager Maintenance
				MG4020	General Manager Operations
				MG2108	Government Relations Director
				MG2129	IT Director
				MG4026	Light Rail General Manager
				MG4935	Regional GM SL & Mt. Ogden SU
				MG4016	Regional GM Timpanogos BU
				MG4017	Special Services GM
E22	**$135,400**	**$169,200**	**$203,100**		
N22	**$65.096**	**$81.346**	**$97.644**		
				MG2033	Chf of Police - Pub Safety Mgr
				MG2165	Dir of Capital Construction
				MG2194	Dir of Capital Design & Constr
				MG3107	Director Data Strategy
				MG2181	Director of Business Analysis
				MG2164	Director of Maint Support
				MG2110	Director of Planning
				MG2155	Director of Real Estate & TOD
				MG2163	Director of Supply Chain
				MG3113	Director Operations (OC)
				MG3112	Director Operations (Rail)
				MG3108	Director Ops Service Delivery
				MG3109	Director, Human Resources

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Exhibit A

Pay Grade	MIN	MID	MAX	Job Code	Job Title
				MG2158	Information Security Manager
E21	**$117,700**	**$147,100**	**$176,600**		
N21	**$56.587**	**$70.721**	**$84.904**		
				MG2113	Communications Director
				MG2176	Community Engagement Director
				MG2068	Comptroller
				MG3105	Dir Budget & Financial Strat
				MG2177	Dir Capital Assets&Proj Ctrls
				MG3111	Dir Financial Risk Management
				MG2140	Dir Innovat Mobility Solutions
				MG2196	Dir of Capital Prgm & Support
				MG2188	Dir Workforce Tech Training
				MG2187	Director HR Business Partner
				MG3104	Director Internal Audit
				MG2111	Director of Board Governance
				MG3110	Director of Capital Vehicles
				MG2166	Director of Fleet Engineering
				MG3106	Director of Org Excellence
				MG3102	Director Talent Acquisition
				MG2160	Director Talent Development
				MG2134	Director Total Rewards
				MG2153	Director, Safety & Security
				MG2159	Enterprise Applications Mgr
				MG2009	Facilities Maintenance Manager
				MG2145	Fares Director
				MG2180	Grants Director
				MG2185	IT Manager of App Development
				MG2116	IT Network Support Mgr
				MG2147	Manager IT Project Mgmt Office
				MG2186	Manager of Capital Vehicles
				MG2061	Manager, Systems Engineering
				MG2100	Mgr of IT Quality Assurance
				MG2219	Mgr Operational Tech & Systems
				MG2031	Special Projects Manager
				TL3023	Enterprise Tech Architect
				TL3020	JDE ERP Sr Developer
				TL3018	Sr Database Administrator
E20	**$102,300**	**$127,900**	**$153,500**		
N20	**$49.183**	**$61.490**	**$73.798**		
				MG2184	Bus Vehicle Procurmnt Proj Mgr
				MG1066	Compensation Program Manager
				MG2091	Coordinated Mobility Manager
				MG1063	Deputy Comptroller

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Pay Grade	MIN	MID	MAX	Job Code	Job Title
				MG2178	Digital Marketing Manager
				MG2195	Electrification Project Mgr
				MG1083	HRIS Program Manager
				MG1071	Labor Relations Program Mgr
				MG2189	Manager Fare Revenue Ops
				MG1962	Manager of Data Analysis
				MG2191	Manager of Fare Strategy
				MG2182	Manager of Grant Services
				MG2054	Manager of Right of Way Assets
				MG2045	Manager of Service Delivery
				MG2201	Manager Ops Service Delivery
				MG2203	Manager, Human Resources
				MG2149	Mgr Business Development-Sales
				MG1061	Mgr Business Systems Solutions
				MG2171	Mgr Civil Engineering & Design
				MG2146	Mgr Commuter Rail Operations
				MG1057	Mgr Customer Experience
				MG2193	Mgr Environ Compl & Sustain
				MG2168	Mgr Environmental & Grant Svcs
				MG2047	Mgr Government Relations
				MG2109	Mgr Light Rail Operations
				MG2013	Mgr Light Rail Vehicle Maint
				MG1015	Mgr Long Range Strategic Plann
				MG2202	Mgr Maint Sys & Train Control
				MG2035	Mgr of Civil Rights Compliance
				MG2094	Mgr of CR Vehicle Maintenance
				MG2016	Mgr Property Administration
				MG2205	Mgr Pwr Sys Maint (Bus & Rail)
				MG1059	Mgr Qual and Const Oversight
				MG2218	Mgr Rail Vehicle Proc & Ovrhl
				MG2209	Mgr Rolling Stock Maint(LR)
				MG2172	Mgr Special Svcs Ops Support
				MG2079	Mgr Transit Oriented Developm
				MG2105	Mgr Vehicle Perf & Maintenance
				MG2217	Organizational Excellence Mgr
				MG2090	Procurement Manager
				MG1060	Program Mgr Innov Mobility Sol
				MG2142	Project Manager III
				MG2183	Rail Vehicl Procurmnt Proj Mgr
				MG2107	Records Manager
				MG2991	Special Project Mgr -Fares
				MG2179	Strategic Comms & Content Mgr
				MG2199	Strategic Communications Mgr

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Pay Grade	MIN	MID	MAX	Job Code	Job Title
				PR3182	Assistant Treasurer
				PR3195	People Analytics Program Mgr
				PR3083	Sr Dev Program Engineer
				PR3130	Sr Org Development Consultant
				SU3027	Application Development Supv
				SU3026	Application Support Supv
				SU3020	Captain
				SU3055	Data Analyst Supervisor
				SU3045	IT Supervisor Server & Storage
				SU3044	Labor Relations Officer
				SU3013	Network Comm/Infra Supervisor
				SU3008	Radio Communications Supv
				TL3021	B.I. Architect-Programmer
				TL3036	Cloud Architect
				TL3035	Network Architect
				TL3033	Sr Data Governance Engineer
				TL3013	Sr Information Security Admin
				TL3034	Sr IT Project Manager
				TL3005	Systems Engineer
				TL3022	Technology Solutions Architect
E19	**$92,700**	**$111,200**	**$129,800**		
N19	**$44.567**	**$53.462**	**$62.404**		
				MG1052	Asst Mgr CR Vehicle Maint
				MG1048	Asst Mgr Light Rail Veh Maint
				MG1068	Asst Mgr LRV Maint Fleet Sust
				MG1070	Asst Mgr Ops Service Delivery
				MG1069	Drug & Alcohol Program Manager
				MG1084	Leadership Dev Program Manager
				MG2198	Long Range Strat. Plan. PM
				MG1958	Manager Capital Asset Controls
				MG2192	Manager Maintenance Training
				MG1008	Manager of Customer Service
				MG1959	Manager State of Good Repair
				MG2204	Mgr Electronic Fare Systems
				MG2190	Mgr of Fare Revenue Equipment
				MG2136	Mgr Rail Systems Assets
				MG2083	Mgr Service Planning
				MG2041	Mgr Training and Development
				MG2071	Mgr Transit Communications Ctr
				MG1080	NRV Fleet & Maint Program Mgr
				MG2197	Payroll Manager
				MG2141	Project Manager II
				MG2170	Rail Infrastructure Prjct Mgr

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Pay Grade	MIN	MID	MAX	Job Code	Job Title
				MG2200	Rail Overhaul Project Manager
				MG1038	Special Svc Program Mgr
				MG2216	Sr TOD Project Manager
				MG1961	TOC Predevelopment Supervisor
				PR3149	Civil Engineer III
				PR3201	Data Scientist
				PR3184	Enterprise Risk Management Adm
				PR3189	Env Stewardship Sust Spec III
				PR3013	Facilities Engineer
				PR3077	Facilities Utilities Proj Admn
				PR3142	HR Business Partner
				PR3164	Labr Relations BusinessPartner
				PR3091	NEPA Project Administrator
				PR3119	Senior BI Systems Analyst
				PR3176	Senior Capital Budget Analyst
				PR3136	Sr BusinessProc Analytics Spec
				PR3179	Sr Financial Modeling Analyst
				PR3187	Sr. Business Systems Admin
				SU2039	Benefits Supervisor
				SU2052	ERP Tech Sys Admin-SupplyChain
				SU3052	Facilities Development Supv
				SU3052	Facility Development Supv
				SU3035	Fares Supervisor
				SU3036	Fleet Engineering Supervisor
				SU3050	GIS System Admin Supervisor
				SU3006	HRIS/Technology System Admin
				SU2030	Lieutenant
				SU2070	Procurement Supervisor
				SU3049	Project Controls Supervisor
				SU3030	Talent Acquisition Supervisor
				TL2052	Business Project Manager
				TL2057	Data Governance Engineer
				TL3004	Database Administrator
				TL2042	ERP Tech Sys Admin-Accounting
				TL3025	ERP Tech Sys Admin-Cap Assets
				TL2047	ERP Tech Sys Admin-Developer
				TL3032	Info Security Analyst III
				TL2060	Info Security Compliance Admin
				TL2049	IT Project Manager
				TL2044	Maintenance Systems ERP Admin
				TL3016	Network Administrator III
				TL3012	Programmer Analyst III
				TL3026	Radio Systems Engineer I

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Exhibit A

Pay Grade	MIN	MID	MAX	Job Code	Job Title
				TL2046	SharePoint Admin-Developer
				TL2028	Systems Support Analyst III
E18	**$82,400**	**$98,900**	**$115,400**		
N18	**$39.615**	**$47.548**	**$55.481**		
				MG1041	Asst Mgr of Rail Operations
				MG1014	Asst Mgr of Service Delivery
				MG1053	Asst Mgr Rail Infra Assets
				MG1054	Asst Mgr Rail System Assets-CR
				MG1055	Asst Mgr Rail System Assets-LR
				MG1956	Asst Mgr Rail Systems Maint
				MG1042	Board Manager
				MG1045	Manager of Security
				MG1064	Mgr NRV Perf & Maintenance
				MG1035	Project Manager I
				MG1082	Rdwy Worker Protection Manager
				MG2085	TOD Project Manager
				MG1044	Warehouse & Inventory Opns Mgr
				PR3125	BI Data Visualization Analyst
				PR2110	Civil Engineer II
				PR3134	Civil Rts Comp Ofc (TVI-DBE)
				PR3024	Civil Rts Compliance Ofc (ADA)
				PR3206	Construction Inspector III
				PR2069	Emergency Mgmt Program Mgr
				PR2151	Facility Dev Project Manager
				PR2149	Facility Development Strat
				PR3139	GIS-Asset Administrator
				PR3146	Procurement & Contracts Spec
				PR3141	Proj Development Planner III
				PR3053	Project Control Specialist
				PR3192	Public Policy Analyst
				PR3158	Senior Fare Revenue Analyst
				PR3196	Senior GIS Analyst
				PR3207	Senior Grants Analyst
				PR3172	Sr Accountant-CIP Grants
				PR3198	Sr Analyst, Contract & Finance
				PR3173	Sr Business Development Rep
				PR3104	Sr Business Process Developer
				PR3183	Sr Comms & Mktg Strategist
				PR3137	Sr Financial Analyst
				PR3138	Sr Government Relations Spec
				PR3126	Sr Internal Auditor
				PR3208	Sr Payroll Technical Analyst
				PR3103	Sr Planning Researcher

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Pay Grade	MIN	MID	MAX	Job Code	Job Title
				PR2108	Sr Property Administrator
				PR3147	Sr Strategic Sourcing Spec
				PR2111	Sr TAcq Full Cycle Recruiter
				PR3197	Sr. Operations Data Analyst
				PR3128	SrContinuousImprove Consultant
				PR3012	Strategic Planner III
				PR3089	Transit Asset Administrator
				PR3028	Workers Compensation Admin
				PR3193	Workforce Innovations Admin
				SU3034	Bus Communications Supv
				SU2015	Bus Vehicle Maint Supv
				SU3024	Business&Quality Analyst Supv
				SU2077	Community Engagement Supv
				SU2031	Commuter Rail Veh/Maint Supv
				SU3051	Corp Instructional Design Admn
				SU3039	Corporate Training Admin
				SU2064	Fleet Maintenance Supervisor
				SU3031	Leadership Development Admin
				SU3021	Light Rail-MOW Training Admin
				SU2014	LRV Maint Supervisor
				SU2051	LRV Maint Supv-BodyFabrication
				SU2046	LRV Maint Supv-BusinessSolSpec
				SU2053	LRV Maint Supv-PartsToolsEquip
				SU2047	LRV Maint Supv-QAQC Specialist
				SU2044	LRV Maint Supv-Team Mentor
				SU2048	LRV Maint Supv-TeamCoordinator
				SU2049	LRV Maint Supv-Training Admin
				SU2050	LRV Maint Supv-Training Spec
				SU3037	Maint Apprentice Training Admn
				SU3002	Maintenance Of Way Supervisor
				SU3047	MOW Training Admin
				SU2066	Operations Planning Supervisor
				SU3043	Payroll Supervisor
				SU3001	Rail Maintenance Supervisor
				SU2035	Sergeant
				SU2060	Service Planning Supervisor
				SU3054	Sr. Public Information Officer
				SU3048	Tech Instructional Design Admn
				SU2038	Technical Support Supervisor
				SU2057	Video Security Supervisor
				TL3006	Fleet Engineer
				TL2012	Programmer Analyst II
				TL2038	Radio Comms Engr Tech III

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Exhibit A

Pay Grade	MIN	MID	MAX	Job Code	Job Title
				TL3009	Sr Telecommunications Spec
E17	**$73,300**	**$87,900**	**$102,600**		
N17	**$35.240**	**$42.260**	**$49.327**		
				MG1078	Board Administration Manager
				MG1065	Community Outreach Manager
				MG1067	Customer Experience Proj Mgr
				MG1081	Executive Director Office Mgr
				PR3163	GIS Analyst
				PR2162	Administrator Maint (Vanpool)
				PR2144	Business Analyst
				PR3062	Business and Quality Analyst
				PR2142	Business Systems Administrator
				PR2127	Career Development Coach
				PR2077	Civil Engineer
				PR3018	Claims Administrator
				PR2088	Continuous Improve Specialist
				PR3205	Contract Admin Ops & Maint SS
				PR3014	Contract Buyer
				PR3120	Corp Instructional Designer
				PR3186	CR Instructional Designer
				PR3200	Designated Employer Rep
				PR2143	Env Stewardship Sust Spec II
				PR3175	Enviro Compliance & NEPA Admin
				PR3001	Environmental Compliance Admin
				PR2123	Fare Operations Analyst
				PR2122	Fare Revenue Analyst
				PR2146	Fares Strategy Analyst
				PR3178	Fin Rep & Monitoring Analyst
				PR2153	Financial Modeling Analyst
				PR2132	Fleet Vehicle Administrator
				PR3185	Grant Controls Administrator
				PR3204	Grant Post Award Administrator
				PR3026	Grants Development Admin
				PR3156	Instructional Designer
				PR3169	Leadership Dev Training Spec
				PR2130	LMS Technical Coordinator
				PR3132	LR-MOW Instructional Designer
				PR3032	Maint Training Specialist
				PR3194	MOW Training Specialist
				PR2156	NRV Fleet Administrator
				PR2157	People Data Analyst
				PR2115	Planning Researcher II
				PR2083	Property Administrator II

Docusign Envelope ID: 2CA60AD6-9802-4E14-B508-DA9DC17710D9

Exhibit A

Pay Grade	MIN	MID	MAX	Job Code	Job Title
				PR3036	Public Relations Specialist
				PR3088	Rail Maint Training Specialist
				PR2036	Rail Service/Ops Sr Planner
				PR2097	Records Officer and Specialist
				PR3118	Researcher- Innov Mobility Sol
				PR3108	Safety Admin - Transit System
				PR3159	Safety Administrator
				PR3070	Safety Administrator-Const
				PR2160	Scheduler Ops Service Delivery
				PR3114	Special Svcs Sr Planner
				PR3157	Sr Benefits Administrator
				PR3050	Sr Operations Planner
				PR2090	Sr Sales Representative
				PR3049	Sr Service Planner
				PR3090	Sr Social Media Specialist
				PR3166	Sr Social Media Strategist
				PR2084	SS Delivery Systems Admin
				PR3145	Strategic Culture Partner
				PR2008	Strategic Planner II
				PR2103	Technical Business Analyst
				PR2086	TOC Project Specialist II
				PR3174	Total Rewards Program Admin
				PR2134	Vanpool Data & Security Admin
				SP3020	Commuter Rail Train Dispatcher
				SP3022	Light Rail Control Supervisor
				SP3009	Transit Police Officer IV
				SU2019	Accounting Supervisor
				SU1007	ADA Evaluation Office Admin
				SU3005	Bus Opns Training Admin/Supv
				SU3053	Buyer Supervisor
				SU2034	Cash Office Supervisor
				SU2042	Commuter Rail OpsPersonnelSupv
				SU2062	Coord Mobility Grant Admin
				SU2059	CR Veh Maint Training Leader
				SU2074	Cust Satisfaction & Res Supv
				SU2010	Downtown Operations Supervisor
				SU2018	Facilities Maint Supv
				SU2032	Farebox Service Supervisor
				SU2071	Light Rail OpsPersonnelSupv
				SU2009	Operations Supervisor
				SU2078	Ops Work Assignment Supervisor
				SU2041	Rail Opns Training Leader
				SU2075	Supv Maintenance (Vanpool)

Docusign Envelope ID: 2CA60AD6-9802-4E14-B508-DA9DC17710D9

Exhibit A

Pay Grade	MIN	MID	MAX	Job Code	Job Title
				SU2065	Technology Support Supervisor
				SU2037	Transit Communications Supv
				SU3012	Vanpool Fleet Maint Supervisor
				TL2014	Digital Media Specialist
				TL3030	Field Service Technician Lead
				TL2055	Info Security Analyst II
				TL2054	IT Software Tester
				TL2037	Radio Comms Engr Tech II
				TL2058	Video Production Specialist
E16	**$65,100**	**$78,100**	**$91,100**		
N16	**$31.298**	**$37.548**	**$43.798**		
				CL3037	Exec Asst to Exec Director
				CL3044	Executive Asst to Board
				CL3042	Executive Asst to Board Chair
				CL3058	SLSU Operations Administrator
				PR2131	Accountant-Capital Assets
				PR2078	Benefits Administrator
				PR2129	Business Strategy Specialist
				PR2009	Buyer
				PR2138	Civil Rights Specialist
				PR2128	Community Engagement Spec
				PR2030	Community Relations Spec
				PR3030	Compensation Analyst
				PR1041	Construction Inspector I
				PR2136	Coord Mob Grants Compl Ofc
				PR2147	Coordination Administrator
				PR3180	Customer Experience Planner II
				PR3190	Fleet Engineering Proj Admin
				PR3022	Internet Marketing Specialist
				PR2126	IT Management Analyst
				PR2028	Operations Planner
				PR2125	Payroll Analyst
				PR3168	PR & Marketing Strategist
				PR2159	Project Admin Ops & Maint
				PR2082	Property Administrator I
				PR2148	Quality Assurance Admin
				PR2113	Rail Quality Assurance Admin
				PR3043	Rail Service Project Admin
				PR2100	Rail Service-Ops Planner
				PR2120	Sales Representative
				PR2027	Service Planner
				PR2102	Special Svcs Planner
				PR2093	Talent Acq FullCycle Recruiter

Docusign Envelope ID: 2CA60AD6-9802-4E14-B508-DA9DC17710D9

Exhibit A

Pay Grade	MIN	MID	MAX	Job Code	Job Title
				PR2140	TOC Project Specialist I
				PR3203	Web Content Administrator
				SP3008	Transit Police Officer III
				SU2043	Commuter Rail System Supv
				SU2073	Light Rail System Supervisor
				SU2055	LR Opns- Training Supv
				SU2067	Paratransit Radio Control Supv
				SU1008	Pass Facilities Road Crew Supv
				TL3027	Field Service Technician III
				TL1013	Info Security Analyst I
				TL2008	Network Administrator II
				TL2017	Programmer Analyst I
				TL2034	Revenue Equipment Maint Tech
				TL2027	Systems Support Analyst II
E15	**$57,900**	**$69,500**	**$81,100**		
N15	**$27.837**	**$33.413**	**$38.990**		
				CL3063	Communications Office Admin
				CL3041	CR Operations Scheduler
				CL3062	Engineering&Constr Proj Coord
				CL3048	Enterprise Strat Office Admin
				CL3040	External Affairs Office Admin
				CL3051	Finance Office Administrator
				CL3046	Office Administrator
				CL3055	Operating Office Administrator
				CL3017	Operations Dispatch Lead
				CL3054	Operations Scheduler
				CL3034	People Office Administrator
				CL3049	Planning & Engmt Office Admin
				CS1005	Cust Svc Technical Specialist
				PR2010	Accountant
				PR2139	Accountant-Rideshare
				PR2015	Bus Operations Training Spec
				PR2098	Bus Opns Training Asst Admin
				PR2062	Claims Adjuster
				PR2152	Comm. Copywriter & Editor
				PR2087	Commuter Rail Opns Trainer
				PR2135	Corporate Training Specialist
				PR2133	Customer Service Training Spec
				PR2154	Digital Storyteller
				PR1046	Env Stewardship Sust Spec I
				PR2161	Events & Sponsorship Coord
				PR2051	Facilities Technician
				PR2095	Graphic Art Specialist

Docusign Envelope ID: 2CA60AD6-9802-4E14-B508-DA9DC17710D9

Pay Grade	MIN	MID	MAX	Job Code	Job Title
				PR1048	Labor Relations Specialist
				PR2145	Light Rail Training Specialist
				PR2054	Paralegal
				PR2114	Planning Researcher I
				PR2105	Proj Development Planner II
				PR1031	Recovery Adjuster
				PR1040	Rideshare Product Rep
				PR1015	Strategic Planner I
				PR2158	Workers Compensation Adjuster
				SP3006	Estimator
				SP3011	Flextrans Radio Control Coord
				SP2023	Paratransit Eligibility Spec
				SP3013	Sr Transit Comms Dispatcher
				SP3016	Transit Communications Trainer
				SP3007	Transit Police Officer II
				SU1003	Customer Service Supervisor
				SU2040	Parts & Inventory Supervisor
				SU2076	Records Specialist Supervisor
				SU1022	System MonitoringAdministrator
				SU1030	Travel Training Supervisor
				SU1028	TRAX Ambassador Supervisor
				SU2068	Warehouse & Prod Ctrl Supv
				TL2056	Farebox Equipment Maint Tech
				TL2051	Field Service Technician II
				TL2033	Network Specialist
				TL2036	Radio Comms Engr Tech I
				TL1009	Systems Support Analyst I
				TL2059	Technology Asset Analyst II
				TL3031	Technology Support Analyst III
				TL2032	Technology Support Specialist
				TL2050	Telecommunications Specialist
E14	**$53,700**	**$61,700**	**$69,800**		
N14	**$25.817**	**$29.663**	**$33.558**		
				CL3050	Board Administrator
				CL3047	HR Specialist
				CL3005	Materials/Inv Control Analyst
				CL3014	NRV Fleet Maintenance Spec
				CL3036	Production Control Spec- LR
				CL3003	Production Control Specialist
				CL3056	Public Hearing Liaison
				CL3038	Sr Office Spec- Asset Mgt
				CL3025	Sr Office Spec- Asst to PS Mgr
				CL3064	Sr Office Spec- CapDsgn&Const

Docusign Envelope ID: 2CA60AD6-9802-4E14-B508-DA9DC17710D9

Pay Grade	MIN	MID	MAX	Job Code	Job Title
				CL3032	Sr Office Spec- Capital Proj
				CL3033	Sr Office Spec- Commuter Rail
				CL3030	Sr Office Spec- Ext Affairs
				CL3027	Sr Office Spec- Light Rail
				CL3029	Sr Office Spec- LR Veh Maint
				CL3028	Sr Office Spec- Maint of Way
				CL3019	Sr Office Spec- Mt Ogden BU
				CL3060	Sr Office Spec- SpecSvcs Maint
				CL3026	Sr Office Spec- Supply Chain
				CL3061	Sr Office Spec- Timp Maint
				CL3023	Sr Office Spec- Timpanogos BU
				CL3008	Sr Office Specialist
				CL3021	Sr Office Specialist- SLBU
				CL3022	Sr Office Specialist- SSvc BU
				CL3053	Sr Office Specialist- Training
				CL3057	Sr Office Specialist- Vanpool
				CL2090	Training Support Specialist
				CL3007	Vanpool Maintenance Specialist
				CL3059	Volunteer Coordinator
				CL3004	Warranty Claims Specialist
				CR1025	Access Control Technician
				CS2006	Lead Scheduling Specialist
				PR1024	Assistant Operations Planner
				PR1023	Assistant Service Planner
				PR2106	Customer Experience Planner
				PR1042	Fare Revenue Specialist
				PR1049	Public Relations Coordinator
				PR1045	Social Media Strategist
				PR1037	Talent Acquisition Specialist
				SP2020	Transit Comms Dispatcher
				SP2012	Transit Police Officer I
				SU1027	Public Safety Records Supv
				TL1011	Field Service Technician I
				TL2053	Technology Support Analyst II
				TL2045	Video Security Technician
E13	**$47,700**	**$54,900**	**$62,000**		
N13	**$22.933**	**$26.394**	**$29.808**		
				CL2070	Commuter Rail Office Spec
				CL2098	Customer Svc Office Specialist
				CL2097	Expeditor- Jr Buyer
				CL2012	Facilities Office Specialist
				CL2073	HR Office Specialist
				CL2085	Maint Support Office Spec

Docusign Envelope ID: 2CA60AD6-9802-4E14-B508-DA9DC17710D9

Exhibit A

Pay Grade	MIN	MID	MAX	Job Code	Job Title
				CL2086	Maintenance Office Specialist
				CL2018	Mobility Center Office Spec
				CL2078	Office Specialist
				CL2087	Office Specialist-SSvc BU
				CL2084	Public Safety Ofc Specialist
				CL2079	Rail Office Specialist
				CL2026	Real Estate Office Specialist
				CL2104	Records Specialist
				CL3052	SrAccounts Payable Coordinator
				CL1016	Talent Acquisition Assistant
				CL2089	Vanpool Maint Ofc Specialist
				CS2010	Customer Svc Lead Specialist
				CS3001	Special Svc Cust Care Admin
				CS3002	Specialist Ops Service Deliver
				CS2013	Sr Customer Focus Specialist
				CS3003	Sr Incident Comms Specialist
				PR1035	Proj Development Planner I
				PR1050	Rdwy Worker Protection Spec
				PR2155	Visual Production Assistant
				SP1005	Farebox Revenue Processor
				SP1027	Lead Security Guard
				SP2021	Transit Comms Dispatch-Trainee
				SP2022	Transit Police Officer Trainee
				SP2016	Travel Trainer
				SP3012	Warehouse Specialist
				SU3040	Revenue Collection Supervisor
				SU1029	Transit Ambassador Supervisor
				TL1012	Technology Support Analyst I
E12	**$42,400**	**$48,800**	**$55,100**		
N12	**$20.385**	**$23.462**	**$26.490**		
				CL2050	Accounts Payable Coordinator
				CL3065	Board Office Assistant
				CL2103	Capital Asset Specialist
				CL2096	Rideshare Customer Accts Spec
				CL3011	Vanpool Support Specialist
				CS2009	Customer Focus Specialist
				CS2016	Incident Communications Spec
				CS2008	Paratransit Scheduling Splist
				CS1012	Quality Assurance Analyst
				SP1020	System Monitor Data Specialist
				SP2024	Transit Ambassador Lead
E11	**$37,700**	**$43,400**	**$49,000**		
N11	**$18.125**	**$20.865**	**$23.558**		

Docusign Envelope ID: 2CA60AD6-9802-4E14-B508-DA9DC17710D9

Exhibit A

Pay Grade	MIN	MID	MAX	Job Code	Job Title
				CL1011	Claims Clerk
				CL1020	Government Relations Assistant
				CL1012	Office Clerk
				CL1022	Receptionist
				CS2003	Customer Relations Specialist
				CS1008	Items Recovery Specialist
				CS1010	Sr Contact Center Agent
				SP1017	Fare Inspection Officer
				SP1022	Farebox Revenue Receiver
				SP1012	Security Guard
				SP1016	System Monitor
				SP1013	Train Host
				SP1026	Transit Ambassador
				SP1025	TRAX Ambassador
				SP1024	Video Security Specialist

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 2/25/2026

TO:	Board of Trustees
THROUGH:	Jay Fox, Executive Director
FROM:	Jon Larsen, Chief Capital Services Officer
PRESENTER(S):	Jared Scarbrough, Director of Capital Design and Construction Paul Drake, Director of Real Estate and TOD

TITLE:

R2026-02-05 - Resolution Accepting the Conveyance of Real Property Interests Associated with the Sharp/Tintic Connection Project

AGENDA ITEM TYPE:
Resolution

RECOMMENDATION:
Approve Resolution R2026-02-05 to accept ownership of property acquired by the Utah Department of Transportation (UDOT) for the Sharp/Tintic Connection Project, subject to certain parameters.

BACKGROUND:
The Sharp/Tintic Connection project will construct a section of the future FrontRunner alignment to connect the Sharp Subdivision to the Tintic Industrial Lead. This will connect property owned by UTA in the Sharp alignment and the Tintic alignment. The work includes new track within the cities of Springville and Spanish Fork. This connection allows over two miles of active freight traffic on the Tintic line to be closed. The project will eliminate seven existing crossings and simplify construction of a grade-separated crossing of the Sharp Line, to be built by the Springville/Spanish Fork Interchange project. Additionally, the project connects UTA-owned rail corridors, enabling FrontRunner to be extended to Payson in the future.

UDOT and UTA have assigned the following identifiers to the project:

- Sharp/Tintic Connection: (UDOT) PIN 14988_Project No. F-LC49(169); (UTA) MSP215

Pursuant to the agreement approved by the Board of Trustees on May 22, 2024 titled HB 322 Fund Transfers and Work Designation Agreement Between Utah Department of Transportation and Utah Transit Authority (UTA Contract 24-P00350), the management of the Sharp/Tintic Connection project was transferred to UDOT. The project is advancing through design, and the environmental documentation was recently completed.

UDOT is preparing to acquire the needed right of way.

DISCUSSION:
UTA and UDOT recommend that parcels for the Sharp/Tintic Connection be purchased directly in UTA's name to avoid duplicating cost, time, effort, and documentation. It also ensures that UTA receives the properties in a timely manner and is covered under title insurance. That process also simplifies ownership, access rights, and maintenance responsibilities.

Consolidating the corridor properties in UTA's name enhances property management efficiency and streamlines environmental and reporting responsibilities.

In accordance with UTA Board of Trustees Policy No. 5.2 (III.A.1.a), Board approval is required for all real property transactions with an aggregate value of $250,000 or more. Additionally, under the recently enacted Utah Code § 57-1-48, a public entity must sign an affidavit accepting ownership at the time the property is recorded in its name.

To satisfy these requirements and authorize UTA staff to accept ownership of the Sharp/Tintic properties purchased on behalf of UTA, we are seeking UTA Board approval of the attached resolution, subject to the following parameters:

1. The Resolution will have an expiration date of December 31, 2030.
2. UTA staff will confirm that UDOT has performed the necessary environmental testing and clearances on each parcel before acceptance.
3. Individual parcels valued at $1,000,000 or greater will still require separate UTA Board approval.
4. UTA staff will provide a quarterly written report to the Board of Trustees in a public meeting detailing the number, land size, location, and value of properties accepted under UTA ownership during the previous quarter.

ALTERNATIVES:
UDOT could purchase the property in its name and then transfer it to UTA later. However, this would be a more cumbersome process.

FISCAL IMPACT:
UDOT is acquiring the right-of-way for the Sharp/Tintic Connection on UTA's behalf using UDOT project funds, and as such UTA will not contribute any capital funding toward the purchase of the property. Following the construction of the new rail connection, UTA will assume the maintenance obligations, which are expected to be minimal and will be incorporated into the maintenance support team's annual operating budget.

ATTACHMENTS:
- Resolution R2026-02-05 including Exhibit - Sample Deed to UTA and Sample Affidavit Accepting Land Ownership

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Docusign Envelope ID: 8648F9E4-878E-4121-8459-E4FD9589B4BD

RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH TRANSIT AUTHORITY ACCEPTING THE CONVEYANCE OF REAL PROPERTY INTERESTS ASSOCIATED WITH THE SHARP/TINTIC CONNECTION PROJECT

R2026-02-05 February 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, pursuant to Utah Code §17B-2a-804(1)(d), the Authority has power to acquire, construct, own, and operate rights-of-way and facilities necessary or convenient for public transit service; and

WHEREAS, UDOT has oversight and supervision of fixed guideway capital development projects within the boundaries of a large public transit district under §72-1-203(2)(r) of the Utah Code; and

WHEREAS, the Authority and UDOT are currently engaged in acquiring right of way in Springville and Spanish Fork to connect the Sharp Subdivision and the Tintic Industrial Lead in Utah County ("Project"); and

WHEREAS, UDOT has undertaken the acquisition of real property interests necessary for the Project ("Property Acquisitions"); and

WHEREAS, UDOT and its contractors shall perform necessary environmental testing and clearances on Property Acquisitions; and

WHEREAS, UDOT is acquiring the right-of-way for the Sharp/Tintic Connection on UTA's behalf using UDOT project funds, and as such UTA will not contribute any capital funding toward the purchase of the property; and

WHEREAS, upon completion of the Property Acquisitions and environmental clearances by UDOT, the real property interests will be deeded and conveyed to the Authority; and

WHEREAS, the conveyed real property shall be subject to the restriction that the Authority may not transfer said interests without UDOT's written consent; and

WHEREAS, under Board Policy 5.2(III)(A)(1)(a), the Board is charged with approving Real Property Transactions that have an aggregate value of $250,000 or more; and

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WHEREAS, the Board finds it is in the public's interest to accept the real property interests obtained by UDOT for Project and to authorize the Executive Director to take all steps necessary to effectuate the conveyance and acceptance thereof.

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

1. That the Board hereby accepts the real property interests associated with Project for the Sharp/Tintic Connection that have a value of less than $1,000,000 and have received environmental clearance.

2. That the Board hereby authorizes the Executive Director and his designee(s) to oversee the acceptance of said real property interests in a form consistent with the sample deed and affidavit attached hereto as Exhibit "A".

3. That staff report quarterly to the Board in a public meeting on the number of parcels acquired during the previous quarter, the square footage, location, and value.

4. The approval granted hereunder shall expire December 31, 2030.

5. That the corporate seal be attached hereto.

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

Carlton Christensen, Chair
Board of Trustees

ATTEST:

Secretary of the Authority

(Corporate Seal)

Approved As To Form:

Signed by:
David M. Wilkins
0F6F040DE4724A2...
Legal Counsel

Docusign Envelope ID: 8648F9E4-878E-4121-8459-E4FD9589B4BD

Exhibit “A”

Sample Deed and Public Entity Affidavit

Docusign Envelope ID: 8648F9E4-878E-4121-8459-E4FD9589B4BD

WHEN RECORDED, MAIL TO:
Utah Department of Transportation
Right of Way, Fourth Floor
Box 148420
Salt Lake City, Utah 84114-8420

WITH A COPY TO:
Utah Transit Authority
669 West 200 South
Salt Lake City, Utah 84104

Warranty Deed

_____ County

Tax ID No. XX:XXX:XXXX
PIN No. 14988
Project No. F-LC49(169)
Parcel No.LC49:XXX:Z

___, Grantor, of ___ County of ___, State of ___, hereby CONVEYS AND WARRANTS to the UTAH TRANSIT AUTHORITY a large public transit district organized and existing pursuant to Utah law, Grantee, at 669 West 200 South, Salt Lake City, Utah 84101, for the sum of TEN ($10.00) Dollars, and other good and valuable considerations, the following described parcel of land in _____ County, State of Utah, to-wit:

INSERT LEGAL DESCRIPTION: _____

The above-described part of an entire tract contains _____ square feet in area or _____ acre.

(Note: Rotate above bearings 00°05'03" counterclockwise to equal Railroad bearings)

SUBJECT TO the interests of the Utah Department of Transportation ("UDOT"), which is authorized to act on behalf of, or in collaboration with, the Grantee, for the Springville Sharp/Tintic RR Connection project, referred to by UDOT with UDOT Project Number F-LC49(169), UDOT PIN 14988 (the "Project"). The real property conveyed in this deed is intended to be part of the Project, and is therefore subject to UDOT's rights. The land may not be transferred or conveyed without the written, signed consent of UDOT.

This property was acquired with the assistance of federal funds and is bound by a covenant of nondiscrimination pursuant to 28 CFR 42.105(a)(2). The Grantee covenants for itself, its heirs, assigns and successors-in-interest, that Grantee shall not discriminate on the basis of race, color, national origin, sex, age, religion, disability, or any other protected classification under applicable federal or state law in the use, lease, sale, operation, or occupancy of the property or in any program or activity conducted

Continued on Page 2

SAMPLE

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thereon. Further, that this covenant shall run with the land and remain in effect for the entire useful life of the project as determined by the Federal Transit Administration or other applicable federal agency; and that the United States of America shall have the right to enforce this covenant and may require corrective action, including recovery of the federal interest, in the event of noncompliance.

STATE OF)
) ss.
COUNTY OF)

_____

On this _____ day of _____, in the year 20___, before me personally appeared ___, who proved on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to this instrument, and acknowledged to me that he/she/they executed the same.

_____
Notary Public

Continued on 3

Docusign Envelope ID: 8648F9E4-878E-4121-8459-E4FD9589B4BD

Tax ID No. XX:XXX:XXXX
PIN No. 14988
Project No. F-LC49(169)
Parcel No.LC49:XXX:Z

PUBLIC ENTITY AFFIDAVIT – GRANTEE: Utah Transit Authority (UTA)

I, _____, being of legal age and authorized by the Utah Transit Authority, hereafter "public entity," being first duly sworn, depose and state as follows:

The public entity consents to the conveyance of the real property interest identified above by deed from _____. By signing this Public Entity Affidavit, the public entity accepts the ownership of the real property interest described in the attached deed and legal description.

The public entity does not guarantee or provide an opinion as to the proper form or validity of any conveyance document related to the real property interest described in the attached legal description and deed and does not waive or modify any legal rights in connection with the same.

This Public Entity Affidavit is only intended to evidence that the public entity consents to _____ conveying the real property interest described in the attached deed and legal description to the public entity.

"I do solemnly swear (or affirm) under penalties of perjury that the statements in this document are true:"

_____ _____

Signature Date

By: _____

Its: _____

Signed by Authority of: _____

State of Utah,

County of _____

Subscribed and sworn to before me this _____ day of _____, 20____

SEAL _____

Notary Public

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 2/25/2026

TO:	Board of Trustees
THROUGH:	Jay Fox, Executive Director
FROM:	Nichol Bourdeaux, Chief Planning & Engagement Officer
PRESENTER(S):	Jaron Robertson, Planning Director Alex Beim, Manager of Long-Range and Strategic Planning

TITLE:

Contract: UTA Moves 2055 - Long Range Transit Plan Consulting Services (Parametrix Consulting, Inc.)

AGENDA ITEM TYPE:
Procurement Contract/Change Order

RECOMMENDATION:
Approve and authorize Executive Director to execute contract 25-04018, and associated disbursements with Parametrix Consulting, Inc. for consulting services in the not-to-exceed amount of $699,921.

BACKGROUND:
Per Board of Trustees Policy No. 3.2, Service Planning, The Board adopted its first Long-Range Transit Plan (LRTP) on March 13, 2024, which established a fiscally constrained plan and list of potential transit investments within UTA's service area that align with UTA's strategic goals and objectives.

UTA and its transportation partners update their long-range plans on a recurring four-year time frame. This aligns with the cycle of updating Utah's Unified Transportation Plan (UTP), which encompasses the state's Metropolitan Planning Organization (MPO) Regional Transportation Plans (RTPs) as well as the Utah Department of Transportation (UDOT) Statewide Long-Range Plan.

The 2027-2055 UTA LRTP update will serve as an update to the 2023-2050 LRTP and will represent UTA's contribution to the UTP. Development of the 2027-2055 LRTP update is coordinated with UTA's MPO partners, Wasatch Front Regional Council (WFRC) and Mountainland Association of Governments (MAG), to ensure consistency in project identification, phasing, and messaging to a public audience. The 2027-2055 LRTP will be completed and adopted by UTA by mid-2027, in line with when WFRC and MAG adopt their RTP updates.

DISCUSSION:

Building on the success of the first UTA LRTP, UTA Moves 2050, the 2027 - 2055 LRTP, UTA Moves 2055, will update, improve on, and include additional components.

The primary goals of the LRTP update are to:

- Understand and plan for the needs of the communities UTA serves.
- Identify transit system needs and priorities.
- Update the 30-year vision for transit in the region.
- Identify costs, funding opportunities, and strategies to implement the vision.
- Formalize a process for advancing projects and service as they move from the LRTP through existing UTA plans to implementation.

The LRTP will provide an updated comprehensive, system-wide vision informing future service and investment strategies. In addition to updating the previous LRTP, UTA Moves 2055 will improve and expand upon the previous plan including:

- Performing a cost-effectiveness and cost-benefit study for each mode of public transit and developing goals for UTA to achieve an effective balance of cost-effective and cost-beneficial services. This will also help inform prioritization criteria for prioritizing future projects and services as well as meeting the requirements outlined in Utah State Bill 174 (2025).
- Further inclusion of agency long-range needs beyond projects and service.
- Additional financial scenario analysis utilizing the updated UTP financial model.
- Development of a formalized replication process and schedule for future LRTP updates.

The update plan is expected to be adopted by the UTA Board of Trustees by mid-2027 in accordance with Board of Trustees Police No. 3.2 Service Planning.

CONTRACT SUMMARY:

Contractor Name:	Parametrix Consulting, Inc.
Contract Number:	25-04018
Base Contract Effective Dates:	February 25, 2026 - May 31, 2027
Extended Contract Dates:	N/A
Existing Contract Value:	$699,921
Amendment Amount:	N/A
New/Total Contract Value:	$699,921
Procurement Method:	Request for Proposal
Budget Authority:	2026 Operating Budget

ALTERNATIVES:

Request the project team to reduce the scope of work, project budget, or reprocure consultant services.

FISCAL IMPACT:

Total Contract Value: $699,921

- 2026 Contract Value: $600,000
- 2027 Contract Value: $99,921

ATTACHMENTS:

- Contract: UTA Moves 2055 - Long Range Transit Plan Consulting Services (Parametrix Consulting, Inc.)

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PROFESSIONAL SERVICES AGREEMENT

UTA CONTRACT #25-04018
LRTP 2027-2055 Consultant Services

This Professional Services Agreement is entered into and made effective as of the date of last signature below (the "Effective Date") by and between UTAH TRANSIT AUTHORITY**,** a public transit district organized under the laws of the State of Utah ("UTA"), and Parametrix Consult., Inc. a Consulting Firm. ("Consultant ").

RECITALS

WHEREAS, UTA desires to hire professional services for the LRTP 2027-2055 Consultant Services.

WHEREAS, On November 19th, 2025, UTA issued Request for Proposal Package Number 25-04018 ("RFP") encouraging interested parties to submit proposals to perform the services described in the RFP**.**

WHEREAS, Upon evaluation of the proposals submitted in response to the RFP, UTA selected Consultant as the preferred entity with whom to negotiate a contract to perform the Work.

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

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**

   a. Consultant 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, Consultant shall furnish all the labor, material and incidentals necessary for the Work.

   b. Consultant 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. Consultant 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. Consultant shall furnish only qualified personnel and materials necessary for the performance of the Work.

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

2. **MANAGEMENT OF WORK**

a. Consultant 's Project Manager will be the day-to-day contact person for Consultant 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 Consultant with respect to the Work. UTA's Project Manager shall also coordinate any design reviews, approvals or other direction required from UTA with respect to the Work.

3. **PROGRESS OF WORK**

a. Consultant 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. Consultant 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. Consultant 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 Consultant of its responsibility to comply with the Contract requirements.

e. UTA will have the right to inspect, monitor and review any Work performed by Consultant hereunder as deemed necessary by UTA to verify that such Work conforms to the Contract requirements. Any such inspection, monitoring and review performed by UTA is for the sole benefit of UTA, and shall not relieve Consultant 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, Consultant 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 Consultant 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 Consultant s or UTA's own forces. Any costs reasonably incurred by UTA in such corrective action shall be chargeable to Consultant .

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4. **PERIOD OF PERFORMANCE**

This Contract shall commence as of the Effective Date. This Contract shall remain in full force and effect until all Work is completed in accordance with this Contract, as reasonably determined by UTA. Consultant shall complete all Work no later than May 31st, 2027. This guaranteed completion date may be extended if Consultant and UTA mutually agree to an extension evidenced by a written Change Order. The rights and obligations of UTA and Consultant 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 Consultant in accordance with the payments 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 Consultant 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 Consultant 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) Consultant shall not be obligated 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 Consultant 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 Consultant 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 including, without limitation, all attached or incorporated terms, conditions, federal clauses (as applicable), drawings, plans, specifications and

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standards and other descriptions of the Professional Services;

3. Consultant '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. Consultant ’s Bid or Proposal including proposed terms or conditions

Any Consultant /Consultant 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. UTA’s Project Manager or designee may, at any time, by written order designated or indicated to be a Change Order, direct changes in the Work including, but not limited to, changes:

1. In the Scope of Services;
2. In the method or manner of performance of the Work; or
3. In the schedule or completion dates applicable to the Work.

To the extent that any change in Work directed by UTA causes an actual and demonstrable impact to: (i) Consultant ’s cost of performing the work; or (ii) the time required for the Work, then (in either case) the Change Order shall include an equitable adjustment to this Contract to make Consultant whole with respect to the impacts of such change.

b. A change in the Work may only be directed by UTA through a written Change Order or (alternatively) UTA’s expressed, written authorization directing Consultant to proceed pending negotiation of a Change Order. Any changes to this Contract undertaken by Consultant without such written authority shall be at Consultant ’s sole risk. Consultant shall not be entitled to rely on any other manner or method of direction.

c. Consultant shall also be entitled to an equitable adjustment to address the actual and demonstrable impacts of “constructive” changes in the Work if: (i) subsequent to the Effective Date of this Contract, there is a material change with respect to any requirement set forth in this Contract; or (ii) other conditions exist or actions are taken by UTA which materially modify the magnitude, character or complexity of the Work from what should have been reasonably assumed by Consultant based on the information included in (or referenced by) this Contract. In order to be eligible for equitable relief for “constructive” changes in Work, Consultant must give UTA’s Project Manager or designee written notice stating:

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A. The date, circumstances, and source of the change; and

B. That Consultant regards the identified item as a change in Work giving rise to an adjustment in this Contract.

Consultant must provide notice of a "constructive" change and assert its right to an equitable adjustment under this Section within ten (10) days after Consultant becomes aware (or reasonably should have become aware) of the facts and circumstances giving rise to the "constructive" change. Consultant 's failure to provide timely written notice as provided above shall constitute a waiver of Consultant 's rights with respect to such claim.

d. As soon as practicable, but in no event longer than 30 days after providing notice, Consultant must provide UTA with information and documentation reasonably demonstrating the actual cost and schedule impacts associated with any change in Work. Equitable adjustments will be made via Change Order. Any dispute regarding the Consultant 's entitlement to an equitable adjustment (or the extent of any such equitable adjustment) shall be resolved in accordance with Article 21 of this Contract.

9. INVOICING PROCEDURES

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

i. Consultant 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 Consultant under the Contract. Payment for all invoice amounts not specifically disapproved or offset by UTA shall be provided to Consultant within thirty (30) calendar days of invoice submittal to ap@rideuta.com . Invoices not submitted electronically will shall be paid thirty (30) calendar days from date of receipt by UTA's accounting department.

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.

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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 Consultant 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 Consultant , Consultant 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 Consultant s, agent, officers, directors, employees, joint owners, affiliates and Consultant s.

11. **USE OF SUBCONSULTANT S**

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

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

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

d. Consultant shall be responsible for and direct all Work performed by subconsultants.

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

12. **KEY PERSONNEL**

Consultant shall provide the key personnel as indicated in Consultant '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.

Lani Eggertsen-Goff, Leah Jaramillo, Jennifer John, Chad Tinsley, Kai Tohinaka, Oren Eshel, Evan Landman, Thomas Whittman, Bryce Miller, Amir Almotahri

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

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13. **SUSPENSION OF WORK**

a. UTA may, at any time, by written order to Consultant , require Consultant 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, Consultant 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, Consultant 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 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 Consultant 's cost or time to perform the Work, UTA's Project Manager or designee shall make an equitable adjustment to compensate Consultant for the additional costs or time, and modify this Contract by Change Order.

14. **TERMINATION**

a. **FOR CONVENIENCE**:

UTA shall have the right to terminate the Contract at any time by providing written notice to Consultant . If the Contract is terminated for convenience, UTA shall pay Consultant : (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 subconsultant 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. Consultant shall promptly submit a termination claim to UTA. If Consultant has any property in its possession belonging to UTA, Consultant will account for the same, and dispose of it in the manner UTA directs.

b. **FOR DEFAULT:**

If Consultant (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 subconsultants or suppliers; or (f) fails to comply with any of its material obligations under the Contract, UTA may, in its discretion, after first giving Consultant seven (7) 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 Consultant s or UTA's own forces, in which event Consultant shall be liable for all incremental costs so incurred by UTA;
2. Pursue other remedies available under the Contract (regardless of whether the

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termination remedy is invoked); and/or

3. Except to the extent limited by the Contract, pursue other remedies available at law.

CONSULTANT 'S POST TERMINATION OBLIGATIONS:

Upon receipt of a termination notice as provided above, Consultant 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. Consultant shall also remit a final invoice for all services performed and expenses incurred in full accordance with the terms 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 Consultant 's final invoice, and shall invoice Consultant for any additional amounts payable by Consultant (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, Consultant 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 Consultant prior to termination.

15. **INFORMATION, RECORDS and REPORTS; AUDIT RIGHTS**

Consultant 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. Consultant shall also retain other books and records related to the performance, quality or management of this Contract and/or Consultant 's compliance with this Contract. Records shall be retained by Consultant 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. Copies of requested records shall be furnished to UTA or designated audit parties upon request. Consultant agrees that it shall flow-down (as a matter of written contract) these records requirements to all subconsultants 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 Consultant or subconsultant under this Contract are considered confidential and shall not be made available to any person, organization,

or entity by Consultant without consent in writing from UTA. If confidential information is released to any third party without UTA's written consent as described above, Consultant 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:

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A. Information already in the public domain.
B. Information disclosed to Consultant by a third party who is not under a confidentiality obligation.
C. Information developed by or in the custody of Consultant before entering into this Contract.
D. Information developed by Consultant 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.**

Consultant acknowledges that the Contract and related materials (invoices, orders, etc.) will be public documents under the Utah Government Records Access and Management Act (GRAMA). Consultant '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**

Consultant shall indemnify, and hold harmless UTA, its officers, trustees, agents, and employees (hereinafter collectively referred to as "Indemnitees") from and against all liabilities, 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 negligent acts or omissions of Consultant or any of its owners, officers, directors, agents, employees or subconsultants. This indemnity includes any claim or amount arising out of the failure of such Consultant to conform to federal, state, and local laws and regulations. If an employee of Consultant , a subconsultant , 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, Consultant '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 Consultant 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 Consultant from liabilities that might arise out of the performance of the work under this contract by the Consultant , his agents, representatives, employees or subconsultants and Consultant is free to purchase additional insurance as may be determined necessary.

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A. MINIMUM SCOPE AND LIMITS OF INSURANCE: Consultant 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 Consultant ".

b. The policy must also contain the following endorsement, WHICH MUST BE STATED ON THE CERTIFICATE OF INSURANCE: "Contractual Liability Railroads" ISO from CG 24 17 10 01 (or a substitute form providing equivalent coverage) showing "Utah Transit Authority Property" as the Designated Job Site

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 Consultant , including automobiles owned, leased, hired or borrowed by the Consultant ".

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 Consultant or subconsultant is exempt under UCA, AND when such Consultant or subconsultant 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.

Each Claim $1,000,000

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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, Consultant 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.

5. Railroad Protective Liability Insurance (RRPLI) –
During construction and maintenance within fifty (50) feet of an active railroad track, including but not limited to installation, repair or removal of facilities, equipment, services or materials, the Consultant must maintain "Railroad Protective Liability" insurance on behalf of UTA only as named insured, with a limit of not less than $2,000,000 per occurrence and an aggregate of $6,000,000.
If the Consultant is not enrolling for this coverage under UTA's blanket RRPLI program, the policy provided must have the definition of "JOB LOCATION" AND "WORK" on the declaration page of the policy shall refer to this Agreement and shall describe all WORK or OPERATIONS performed under this Agreement.

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 Consultant . Insurance limits indicated in this agreement are minimum limits. Larger limits may be indicated after the Consultant 's assessment of the exposure for this contract; for their own protection and the protection of UTA.
2. The Consultant 's insurance coverage shall be primary insurance and non-contributory with respect to all other available sources.

3. Consultant and their insurers shall endorse the required insurance policy(ies) to waive their right of subrogation against UTA. Consultant 's insurance shall be primary with respect to any insurance carried by UTA. Consultant 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 Consultant from potential insurer insolvency.

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E. VERIFICATION OF COVERAGE: Consultant 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.
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. SUBCONSULTANT S: Consultant s' certificate(s) shall include all subconsultant s as additional insureds under its policies or subconsultant s shall maintain separate insurance as determined by the Consultant , however, subconsultant 's limits of liability shall not be less than $1,000,000 per occurrence / $2,000,000 aggregate. Sub-Consultant s maintaining separate insurance shall name Utah Transit Authority as an additional insured on their policy. Blanket additional insured endorsements are not acceptable from sub-Consultant s. Utah Transit Authority must be scheduled as an additional insured on any sub-Consultant 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. Consultant 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 Consultant 's performance under this Contract. If notified promptly in writing and given authority, information and assistance, Consultant shall defend, or may settle at its expense, any suit or proceeding against UTA so far as based on a claimed infringement and Consultant 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, Consultant shall, at its expense and through mutual agreement between the UTA and Consultant , either procure for UTA any necessary intellectual property rights, or modify Consultant 's services or deliverables such that the claimed infringement is eliminated.

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b. Consultant 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 subconsultants 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 Consultant or its subconsultants of any tier. If any lien arising out of this Contract is filed, before or after Work is completed, Consultant , 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 Consultant 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 Consultant 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 subconsultant, Consultant shall assume the defense of such claim within ten (10) calendar days after receiving from UTA written notice of such claim. If Consultant fails to do so, Consultant shall upon demand reimburse UTA for all costs incurred and expenditures made by UTA to satisfy such claim.

21. **INDEPENDENT CONSULTANT**

Consultant is an independent Consultant 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. Consultant is responsible to provide 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 Consultant 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 Consultant 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, Consultant 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

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order, shall be as follows:

Level of Authority	Time Limit
UTA's Project Manager Dede Murray/Consultant 's Project Manager, Lani Eggertsen-Goff	Five calendar days
UTA's Director of Planning Jaron Robertson/Consultant 's [Terry Doyle	Five calendar days
UTA's Legal Counsel Mike Bell/Consultant 's Nathan Johnson	Five calendar days

Unless otherwise directed by UTA's Project Manager, Consultant 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 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 Consultant consents to the jurisdiction of such courts.

25. **ASSIGNMENT OF CONTRACT**

Consultant 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: Jackie Marra
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 Consultant :
Parametrix Consult., Inc.
ATTN: Adam Pocock
9815 S Monroe Street
Suite 410
Sandy, UT 84070

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 Jackie Marra, or designee. All questions and correspondence relating to the contractual aspects of this Contract should be directed to said Contract Administrator, or designee.

29. **INSURANCE COVEREAGE REQIREMENTS FOR CONSULTANT EMPLOYEES AND SUBCONSULTANT S UNDER DESIGN AND CONSTRUCTION CONTRACTS**

a. The following requirements apply to the extent that the Consultant is providing design or construction services and (i) the initial value of this Contract is equal to or in excess of $2 million; (ii) this Contract, with subsequent modifications, is reasonably anticipated to equal or exceed $2 million; (iii) Consultant has a subcontract at any tier that involves a sub-Consultant that has an initial subcontract equal to or in excess of $1 million; or (iv) any subcontract, with subsequent modifications, is reasonably anticipated to equal or exceed $1 million:
b. Consultant shall, prior to the effective date of this Contract, demonstrate to UTA that Consultant has and will maintain an offer of qualified health insurance coverage (as defined

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by Utah Code Ann. § 17B-2a-818.5) for the Consultant 's employees and the employee's dependents during the duration of this Contract.

c. Consultant shall also demonstrate to UTA that subconsultant s meeting the above-described subcontract value threshold have and will maintain an offer of qualified health insurance coverage (as defined by Utah Code Ann. § 17B-2a-818.5for the subconsultant's employees and the employee's dependents during the duration of the subcontract.

30. **COSTS AND ATTORNEYS FEES**

If any party to this Agreement brings an action to enforce or 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

31. **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.

32. **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.

33. **UTAH ANTI-BOYCOTT OF ISRAEL ACT**

Consultant agrees it will not engage in a boycott of the State of Israel for the duration of this contract.

34. **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

35. **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

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System (https://www.upguard.com/product/security-ratings).

36. **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.

37. **ENTIRE AGREEMENT**

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 provisions that may be preprinted on Vendor's work plans, cost estimate forms, receiving tickets, invoices, or any other related standard forms or documents of Vendor 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.

38. **REVOLVING DOOR RESTRICTIONS**

UTA Ethics Policy requires Board approval for the award or amendment of a contract with a Consultant 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.

39. **AMENDMENTS**

Any amendment to this Contract must be in writing and executed by the authorized representatives of each party.

39. **COUNTERPARTS**

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.

40. **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.

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IN WITNESS WHEREOF, the parties have made and executed this Contract as of the day, month and year of the last signature contained below.

UTAH TRANSIT AUTHORITY:

By:
Jay Fox
Executive Director

By:
Nichol Bourdeaux,
Chief Panning & Engagement Officer

Approved as to Content and Form

Signed by:
David M. Wilkins
0F65046DE4724A2...
2/2/2026

By: Mike Bell IDavid Wilkins signing for Mike Bell
UTA Legal Counsel

PARAMETRIX CONSULT., INC:

Signed by:
Nathan Johnson
9D7A3E7E8253422...
2/2/2026

By:
Nathan Johnson
Senior Vice President
Title Senior Vice President

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Exhibit A
Scope of Work

Task 1. Project Management and Work Plan

The consultant project manager will coordinate the project team, manage schedules, and track progress to provide consistent and timely completion of project tasks. Specific efforts and deliverables for Task 1 will be outlined in the Project Management and Execution section of the Comprehensive Work Plan, which will be initiated upon Notice to Proceed. The CWP includes three individual sub-plans, detailed below:

1. Project Management/Execution Plan

Consultant team will provide a timeline and strategy for completing the tasks outlined in the Scope of Work. In coordination with UTA, the consultant will outline project team and Steering Committee organization, responsibilities, and coordination efforts, such as 1) team kick-off meeting, 2) steering committee kick-off meeting, 3) regular project team meetings, 4) regular steering committee coordination, and 5) UTA leadership touchpoints.

2. Public Involvement Plan (PIP)

The consultant team will create a detailed Public Involvement Plan (PIP) in coordination with UTA staff. Objectives of the PIP are detailed further in Task 2. The plan will outline methods of gathering information and obtaining feedback from a wide variety of groups, including interested members of the public, elected officials, UTA staff, and stakeholders within the UTA service area. The PIP will also address how this feedback will be documented and used in the LRTP to confirm engagement feedback is understood, considered, and recorded.

In the PIP, the consultant team will outline how internal and external input acquired during engagement efforts before this project (including MPO Workshops and customer comments) will be reviewed and used as data sources for Phase 1 and Phase 2 engagement. In the PIP, engagement efforts will be identified as UTA-led (with consultant support) or consultant-led. The PIP and the CWP will identify key project meetings where engagement results will be discussed and considered, as well as the documentation process for feedback.

3. Replication Methodology

Parametrix will develop a methodology to replicate the LRTP Update process. The replication methodology will be included in the CWP once it has been vetted and finalized in coordination with UTA staff. This methodology will outline the steps and documentation necessary to complete the LRTP update in a four-year cycle, including a high-level schedule of major tasks and deliverables. The developed process will be designed and documented so that UTA can replicate and update the LRTP without consulting assistance.

Task 1 Deliverables

- Meetings: Project kick-off, steering committee and internal stakeholders, as well as materials and notes
- CWP and replicable plan

Task 2. Public and Stakeholder Engagement

The consultant team will support public engagement tactics in two phases. Building upon the engagement opportunities provided during the LRTP v1, the following tactics are designed to involve the public in updating the vision statement, giving input on how their needs and priorities have changed since LRTP v1, reaffirming the existing transportation needs and priorities defined in LRTP v1, and/or identifying and defining new needs and priorities. Tactics we will utilize include traditional open houses and in-person engagement opportunities to reach people where they are, and digital tactics to raise awareness of the process and educate them so they can provide meaningful input. We will work closely with UTA staff and external stakeholders to promote opportunities for engagement widely through their existing channels.

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In-person Events

Streamlined listening sessions for municipal staff will be held across the UTA service area to identify how their planned transportation, other capital projects, and future development are aligned with or have changed since the last LRTP process. We will also discuss potential new needs and priorities since the previous LRTP.

- Host joint workshops, one online and one in-person session, in each of the UTA service areas
- Individual follow-ups or online meetings with entities that cannot attend the regional group sessions will be scheduled as needed

Key Stakeholder meetings. Consultant team will develop presentation materials, plan and facilitate workshops with key stakeholders, including WFRC, MAG, UDOT, Universities, large employers, and others identified by UTA. We will discuss potential new needs and priorities since the previous LRTP.

Open Houses. We will host up to three online and nine in-person open houses (three per UTA service area) throughout the process. The first will be to provide key information about the LRTP update, provide a Q&A session, and gain input on transportation needs and priorities. The second will be to share the draft LRTP update and solicit public input. Clear information about how public input will influence the plan process will be provided at both phases. All materials will be provided in English and Spanish. Live translation will be available. The third round may be used to close gaps in participation if a particular area or community is underrepresented between Phases 1 and 2.

Tabling. Tabling at existing transit locations, universities, large employers, and community events make it easier for the public to provide input.

Promotion

Social Media: We will provide content ideas and copy to the UTA team to promote the process, solicit input, address FAQs, and drive calls to action via their social media channels. We will also ask municipalities and key stakeholders to share or repost these messages.
Station Signage: We will work with UTA to develop signage advertising the process and opportunities for input at transit centers and stations.
Newsletters: We will work with UTA to develop content for municipalities to share via their respective newsletters.
Reporting: Summary reports for each engagement activity will be provided.

Storymap and comment mapping via ESRI:
We will support a project website with process information in a detailed Storymap format, a schedule of engagement activities, the past LRTP, process goals, FAQs, and report-backs after engagement opportunities to share what is learned. Comment mapping in the same platform will streamline data collection and reporting during needs assessment work.

Task 2 Deliverable

- Public engagement summary

Task 3. Systemwide Needs Assessment

The systemwide needs assessment establishes a clear, evidence-based foundation for the 2027–2055 LRTP by identifying where UTA's current and future transit system must evolve to meet community needs, operational requirements, and long-term regional growth. This task directly informs project identification, evaluation criteria, prioritization, and financial analysis.

Existing Conditions and Baseline Data

The needs assessment establishes what UTA must address over the next three decades, from community mobility needs to systemwide operational and capital needs. It provides the foundation for the LRTP's goals, projects list, and investment priorities. Then develop a comprehensive understanding of current and future transit needs in the UTA service area to inform the Long-Range Transit Plan. Synthesizing relevant UTA plans, such as UTA Moves 2050, the

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5-Year Service Plan, 5- and 10-Year Capital Plans, intradepartmental plans, and the Phase 1 project refinement effort to establish a unified baseline of existing conditions, system performance, and committed investments. The outcome of this effort is an integrated picture of network, fleet, facilities, workforce, customer experience, funding, and corridor needs.

Community Needs and Travel Markets

Community needs will be assessed through demographic, socioeconomic, and equity analyses to identify gaps in access, travel markets, and underserved populations, and barriers to transit use. We will map current and anticipated needs against land use, growth patterns, and regional development forecasts to understand how future population and employment distribution will shape transit demand out to 2055. An analysis of transit markets using origin/destination (OD) data from third-party vendors such as Replica or Locus will be completed as part of this task. The information from this analysis will be combined with trip information from the WFRC/MAG travel demand model to assess travel markets and help frame the development of community needs.

Systemwide Transit Needs and Access to Opportunity

In parallel, we will document UTA's systemwide capital and service needs, including transit centers and mobility hubs, fleet modernization, corridor preservation, innovative mobility, and first- and last-mile infrastructure. The assessment will identify uncertainties, opportunities, challenges, and trade-offs affecting future investment decisions. JWA will conduct a mobility analysis across three network scenarios: existing UTA service, the five-year service plan, and the full UTA Moves 2050 vision. This will consist of both cumulative access and OD travel time analysis. Using WFRC and MAG future land use forecasts, we will quantify jobs, residents, and essential destinations reachable within defined travel time thresholds by transit mode, establishing access-to-opportunity baselines and measuring incremental gains with each plan.

Complementing this, we will use OD trip matrices from the WFRC and MAG travel demand models to analyze transit travel times for regional trip patterns, revealing where modal investments most effectively serve travel markets. These analyses will provide a baseline sense of the performance of the existing network and relative benefit of both the short- and long-range plans. We will also use these outputs to identify spatial and temporal gaps in access supporting the needs assessment.

Modeling Framework/Analytical Tools

Consultant will provide transit ridership forecasting using both the WFRC/MAG regional travel demand model and the FTA's Simplified Trips-on-Project Software (STOPS). These tools bring different values depending on the specific metric being used to support outcomes in the LRTP.

The STOPS model does not account for regional policies and growth in the same way that the regional model does; this is one reason there may be a disconnect between results from the two. We will evaluate the appropriateness of each for use in performance metrics and inputs to other tasks and tailor our approach to best meet the needs of each task. Where differences are identified, we will articulate the reasons for them and provide messaging to support both internal and external communication.

Synthesis, Documentation, and Outputs

Findings will be synthesized into a Systemwide Needs Analysis Report that communicates:

- How well the current system serves UTA's communities
- Where future needs and gaps are most critical
- What strategic opportunities exist to advance UTA's long-range goals

This report will serve as a primary input to project development and prioritization in Tasks 4 and 5.
The work in this task includes building on the existing LRTP v1 ArcGIS Online StoryMap framework and GIS database to organize data, metrics, and assumptions used throughout the LRTP update. This shared GIS environment

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will be updated as the project progresses and will support both internal technical coordination and public-facing communication through StoryMaps and dashboards. Embedding documentation and explanatory content directly within maps improves transparency, reduces reliance on static graphics, and creates a durable, reusable platform for future LRTP updates.

This work will include six discrete steps: 1) establishing baseline existing conditions, 2) assessing community needs, 3) assessing transit system needs, 4) identifying growth implications on the system, 5) documenting needs, gaps, opportunities, and uncertainties, and 6) developing a systemwide needs assessment report.

For the cost-benefit analysis (CBA) we will monetize travel time savings for OD flows by mode under each scenario to calculate net benefits using either USDOT value of time guidance, or any preferred local factors previously developed by UTA, UDOT, WFRC, or MAG. For the cost-effectiveness (CE) study, accessibility and travel time outcomes will serve as non-monetized performance measures, such as jobs accessible per operating dollar, or share of regional OD demand served within competitive travel times. Each of these measures will be disaggregated by mode, either by incremental modal removal or by detailed evaluation of trip itinerary segments by mode. We will refine this proposed approach in collaboration with UTA staff.

Financial Analysis and Implementation Strategies

This analysis will use financial projections and cost data from the Utah Unified Plan Financial Model Update. Land Use and transportation forecasting will use the WFRC/MAG TDM with possible supplemental STOPS modeling. Further details are provided under Task 5.

CBA and CE Studies

To meet the requirements of Utah Senate Bill 174, we will conduct a cost-benefit analysis and a cost-effectiveness study for each UTA transit mode, covering both the existing system and the planned LRTP network, by mode (rail, BRT, bus, on-demand, and innovative mobility zones).

The cost-benefit analysis will evaluate the monetized value of benefits relative to costs over the analysis period, resulting in Benefit-Cost Ratios (BCRs) and Net Present Values (NPVs). The cost-effectiveness study will evaluate how efficiently investments achieve specific outcomes, such as ridership, access to opportunity, equity benefits, and travel time savings, without monetizing all impacts.

Working closely with UTA staff, we will establish all foundational assumptions in advance, including analysis periods, discount rates, cost treatment, and benefit categories. Methodologies will follow USDOT guidance and best practices while remaining aligned with UTA's financial systems and planning assumptions. All assumptions, data sources, and calculations will be fully documented to provide transparency, defensibility, and replicability.
Evaluation Criteria and Metrics Development: Building from the metrics established in UTA Moves 2050 (Appendix C), we will assess whether existing evaluation criteria should be retained, modified, or replaced based on findings from the CBA and CE analyses. Metrics will be extended to the 2055 horizon year using updated MPO forecasts and regional datasets. As done in the recently completed Equity Index and Route Restoration project we will utilize appropriate framework and criteria. Evaluation criteria will address:

- Ridership and cost efficiency
- Access to opportunity and land use outcomes
- Equity impacts and benefits to disadvantaged populations
- Qualitative considerations such as community support and strategic alignment

Updated criteria will be tested and refined through iterative review with UTA staff and documented in a technical memorandum that clearly links metrics to SB 174 compliance and LRTP decision-making.

Task 3 Deliverables

- Systemwide needs analysis report, CBA, and CE studies

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- Updated/revised evaluation criteria and project scoring metrics
- Evaluation criteria methodology memo
- Documentation to incorporate into the CWP reproduction methodology

Task 4. Needs-Based Project List Development

Task 4 translates the systemwide needs assessment, evaluation criteria, and engagement input into a transparent, needs-based list of projects that clearly explains what advances, what shifts, and why.

Methodological adjustments

As in Task 3, the consultant team will use our familiarity with the current 2023–2050 Plan Network as the starting point. From there, we will work with UTA staff as we reassess all projects using the updated metrics and CBA/CE results. Then we will identify which 2050 projects remain high priority, which shift between phases, and which become "vision only." Once this is complete, we can extend the project list and phasing to 2055 with the significant efforts including:

- Add new projects identified from updated needs analysis (e.g., new hubs, first/last mile projects, facility expansions)
- Create a transparent "project genealogy" from UTA Moves 2050 to 2055 LRTP (helps with change management)
- Coordination and compliance are critical in this process; the main components to accomplish are:
- Make the MPO and UDOT coordination more explicit than in LRTP v1 by outlining how LRTP phasing aligns with each MPO RTP update and the Unified Plan.
- Clearly flag UDOT-led fixed-guideway projects and the stages where UTA/UDOT coordination is needed.

Create a spreadsheet-based evaluation framework for use in Task 5 and beyond (into the draft and final plan efforts). The framework will be adapted and extended from the spreadsheet and scripts developed in the previous LRTP. It will take in all service lines, zones, and other projects in the draft project list, using line and zone definitions from Remix, aligned with the WFRC and MAG RTPs, and evaluate them against the scoring criteria. It will bring together inputs and assumptions from external sources, such as ridership and access modeling results and costs. The framework will be integrated with Task 5 financial analysis and support iteration and workshopping of phasing decisions. It will be used to generate all tables and outputs for initial consideration of the results, outreach materials, and final LRTP documents. The framework will be documented and clearly identify the source of all inputs, confirming that the analysis is not a black box, but a transparent and replicable process that UTA can build on in the future.

Task 4 Deliverables

- Finalized needs-based list
- Documentation of evaluation methods and project lineage

Task 5. Financial Analysis and Implementation Strategies

Following development of the needs-based project list, High Street and the team will evaluate what can be delivered under varying funding assumptions and identify strategies to support long-term implementation of the LRTP. This task translates technical analysis into fiscally grounded decisions regarding project phasing, affordability, and financial sustainability.

Financial Analysis

The financial analysis will estimate capital, operating, and state-of-good repair costs by project and phase, and will explicitly account for the long-term operational and preservation implications of new investments. This approach allows UTA to understand not only when projects could be delivered, but whether they can be sustainably operated and maintained over time.

To support the fiscally constrained phasing decisions we will apply the accessibility and OD travel time analysis to evaluate network performance across the three financial scenarios and phasing horizons. This analysis will quantify how regional job access and transit travel time change between the no-additional-funding baseline, the fiscally constrained, and full implementation. By measuring cumulative accessibility gains at each phase we will illustrate

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how mobility outcomes accumulate over time and reveal the marginal benefit of each phase increment. If required, these measures can also be used to update the CB and CE analyses.

Beyond the required scenario runs, we will conduct up to 15 additional analyses to evaluate alternative phasing and prioritization options. This could include testing whether specific high-cost investments deliver benefits independently or depending on complementary projects being in place or comparing the accessibility outcomes of sequencing different projects among phases. This is intended to offer the project the flexibility to utilize the access and travel time measures in finalizing exactly which projects below in which phase and scenario. We will evaluate the finalized needs-based project list under three financial scenarios:

Full Implementation: A key consideration in the latest UTP financial model is the preservation and operational implications of adding services via new capital funding. We will use the model's existing unit cost analysis of expected preservation and operating funds to tally project costs by phase and assess their annual impact on the bottom line needed to maintain service.

Fiscally Constrained: We will integrate "needed" and "planned" phases into the UTA project list to determine how much can reasonably be achieved ("planned" projects), how much UTA aims to implement ("needed" projects), and the disparity between these. This can be used to support communication with internal and external stakeholders, helping them understand the impacts of various resource allocation decisions.

No Additional Funding: A concern highlighted by UTA during the financial model development was the rising cost of preservation and operation for the existing system. If additional revenue is not generated by or allocated to the agency, service may need to be reduced to avoid the fiscal cliff.
Across these scenarios, we will integrate available data, leverage the expertise of UTA departments, and best modeling practices to refine forecasts and assumptions. The analysis will incorporate any updates to the UTA or National Transit Database information used in the development of the model. While all long-range models involve uncertainty, this iterative approach reduces avoidable error and supports decision-making grounded in realistic, well-documented assumptions.
Using the findings of the three scenarios along with a review of projects and exploratory planning concepts, the consultant will develop a recommended project list. Recommendations will reflect priorities identified by UTA and stakeholders engaged earlier in the process.

Implementation Strategies

As financial assumptions and models are being refined, develop a set of strategies to support implementation of the fiscally constrained and phased project list, and strategies to advance the transit investments identified in Task 3. Consultant will begin with a state-of-practice review and up to three targeted interviews with UTA staff to determine what strategies and policies can supplement the final project list, to achieve the goals set earlier in the planning process. The review will examine how peer agencies structure funding approaches, prioritize investments over time, coordinate with partners, and maintain consistency between near-term and long-range objectives.

Findings from interviews and desk research will be synthesized into a technical memo. High Street is also part of the team supporting the MAG's Regional Transportation Plan, giving us direct access to the planning process for Utah Valley. The evaluation framework developed in Task 4 will be integrated with Task 5 financial analysis to support workshopping of project phasing with UTA, to align the LRTP with the financial scenarios. The framework will be used to develop updated project sheets and phased project tables, including phasing recommendations and estimated costs.

Task 5 Deliverables

- Fiscally constrained project and phasing list
- Implementation strategies

Tasks 6 and 7. Plan Development, Finalization, and Adoption

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These tasks focus on development of a clear, accessible LRTP document, followed by coordinated review, refinement, and adoption consistent with UTA's governance and regional planning processes.

Plan Development and Finalization

Consultant will integrate findings from prior tasks into a Draft 2027–2055 LRTP using the existing InDesign template and visual style developed for UTA Moves 2050 (unless otherwise directed by UTA). Building from this established framework supports continuity, reduces review time, and enables efficient plan updates.
New content will be incorporated into the draft plan, the replication methodology with supporting technical detail documented in clearly referenced appendices as appropriate. Mapping and graphics will be updated to reflect the 2027–2055 horizon and revised project phasing. Consultant will support UTA's internal review process by incorporating consolidated comments from departments, the executive team, and advisory bodies in a clear and trackable manner to advance the plan from draft to final.

Plan Adoption and Deliverables

The consultant team will bolster UTA's project leaders efforts for plan adoption. We will prepare, in collaboration with the UTA team, presentation materials and targeted communication products for Board of Trustees briefings, local advisory council updates, MPO coordination meetings, and other adoption milestones as needed.

Building on communication tools used for UTA Moves 2050, including StoryMaps, infographics, and summary materials, content will be tailored to decision-makers and partners while remaining consistent with the adopted LRTP. All final documents, datasets, mapping, and supporting materials will be delivered to support adoption, implementation, and future updates.

Tasks 6 and 7 Deliverables

- Draft and final plan files for engagement and technical analysis materials, documents, mapping and deliverables
- Communication products to support adoption of UTA Moves, LRTP 2027 to 2055

The table below provides a general timeline for completion of tasks. The detailed schedule should reflect this timeline.

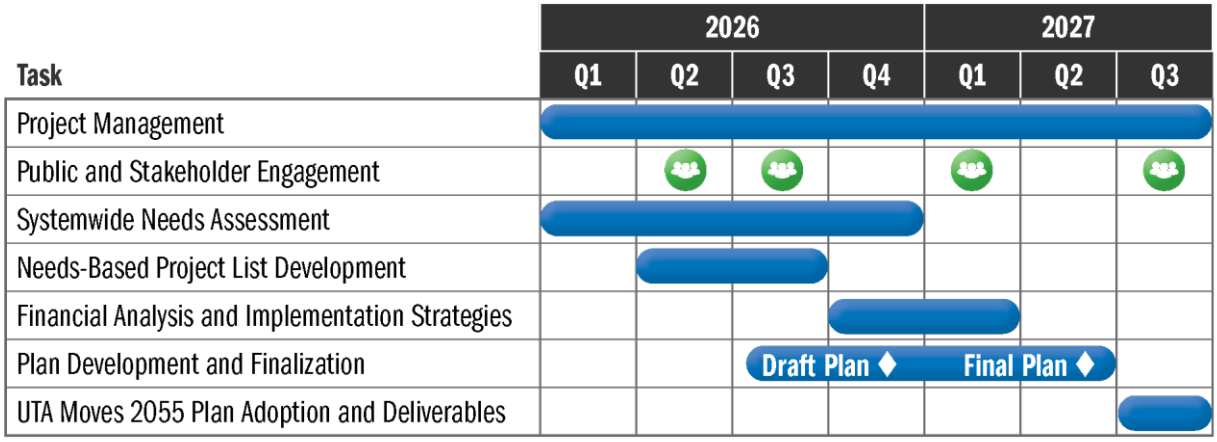


Exhibit B Pricing

Price Not to Exceed $699,921

PROJECT MANAGEMENT MODULE HEADER INFORMATION

(Update or change only those items shown in blue on the screen.)

FIRM Parametrix Consult, Inc.

Owner: **UTA**

Project: **UTA Long Rang Transit Plan, RFP 25-04018**

Description: **Consultant Support**

Project Mgr.: **Lani Eggertsen-Goff for UTA PM, Dede Murray**

Start Date: **02/10/26**

Base Rate Multiplier (OH and profit): 3.01
Other Direct Costs Multiplier: 1.00
Time Period: Months

Date File Setup: 2/10/2026
Date (Now): 1/30/2026
Time (Now): 11:30 AM
Filename: See footer
Beginning Month: 2
Beginning Year: 2026

End Date: 7/31/2027

Note: Personnel rates are detailed in the price proposal and used for cost estimation. Hours by task are shown in following pages. Additional detail is available for direct expenses as shown where applicable for task.

ESTIMATED PERSONNEL RATES:

	Personnel Category	Name	Base Rate	Labor Charge
1	Senior Consultant, Project Manager	*Lani Eggertsen-Goff*	$79.56	$239.48
2	Senior Consultant	*Jennifer John*	$113.32	$341.09
3	Senior Consultant	*Kai Tohinaka*	$69.23	$208.38
4	Senior Planner	*Esther Needham*	$65.63	$197.55
5	Senior Engineer	*Adam Pocock*	$93.75	$282.19
6	Senior Planner	*Sam Erickson*	$72.08	$216.96
7	GIS Manager	*Chad Tinsley*	$56.19	$169.13
8	GIS Analyst	*William Goodried*	$33.96	$102.22
9	Planner IV	*Jinger Hendricks*	$52.06	$156.70
10	Public Engagement	*Michael Baker*	$47.49	$142.94
11	Senior Engineer	*Amir Almotahari*	$64.11	$192.97
12	Engineer III	*Fahmid Hossain*	$44.99	$135.42
13	Engineer III	*Dina Elnashar*	$52.64	$158.45
14	Office Administrator	*Camron Park*	$30.67	$92.32
15	Senior Project Accountant	*Vickie Soileau*	$51.31	$154.44
16	Senior Principal II	*Thomas Wittmann*	$96.88	$291.62
17	Associate Principal	*Oren Eshel*	$67.16	$202.16
18	Senior Associate 2	*Paul Leitman*	$51.72	$155.67
19	Senior Associate 2	*Yanisa Techagumthorn*	$61.31	$184.55
20	GIS Lead, Assoc. Principal 1	*Michael Carraher*	$61.78	$185.96
21	Graphic Designer, Assoc Principal 1	*Jungwha Yuh*	$61.78	$185.96
22	Associate 2	*Eiji Toda*	$40.82	$122.88
23	Senior Associate 1	*Alexandra Weber*	$44.23	$133.13
24	Network Planner	*Evan Landman*	$55.44	$166.87
25	Planner	*Gavin Pritchard*	$55.44	$166.87
26	Analyst	*Michaela Barton*	$39.09	$117.67
27	Director	*Alice Beattie*	$79.73	$240.00
28	Senior Consultant	*Bryce Miller*	$56.48	$170.00
29	Senior Consultant	*Adriana Herrera-Furrer*	$56.48	$170.00
30	Administrative Analyst	*Kimberly Stanford*	$41.53	$125.00
31	Partner	*Joe Crossett*	$134.55	$405.00
32	Public Engagement Lead	*Leah Jaramillo*	$86.63	$260.75
33	Public Engagement Support	*Cameron Noorda*	$34.81	$104.79
34	Public Engagement Support	*Sam Winkler*	$45.15	$135.89
35	Graphic Design	*Aldo Gonzales*	$49.43	$148.78
36	Project Coordinator	*Celeste Madsen*	$36.69	$110.43
37	Accountant	*TBD*	$41.44	$124.73

Parametrix
let's create tomorrow, together

UTAH TRANSIT AUTHORITY
LRTP 2027-2055 Consultant Services
RFP 25-04018

						Parametrix													
					Employee	Lani Eggertsen-Goff	Jennifer John	Kai Tohinaka	Esther Needham	Adam Pocock	Sam Erickson	Chad Tinsley	William Goodried	Jinger Hendricks	Michael Baker	Amir Almotahari	Fahmid Hossain	Dina Elnashar	Camron Park	Vickie Soileau
					Personnel Category	Sr. Consultant / PM	Sr. Consultant	Sr. Consultant	Sr. Planner	Sr. Engineer	Sr. Planner	GIS Manager	GIS Analyst	Planner IV	Public Engagement	Sr. Engineer	Engineer III	Engineer III	Office Administrator	Sr. Project Accountant
					Fully Burdened Rate:	$239.48	$341.09	$208.38	$197.55	$282.19	$216.96	$169.13	$102.22	$156.70	$142.94	$192.97	$135.42	$158.45	$92.32	$154.44
Task	SubTask	Description	Expense Dollars	Labor Dollars	Labor Hours															
01		PM / COMP WORK PLAN DEVELOP - 18 Months	$4,800.00	$147,029.60	688	208	72	30	2	2	0	10	14	4	4	2	0	0	60	10
02		PUBLIC & STAKEHOLDER ENGAGEMENT	$12,843.20	$138,329.04	764	80	8	16	0	0	0	16	4	40	32	0	0	0	0	0
03		SYSTEMWIDE NEEDS ASSESSMENT	$0.00	$140,102.19	829	6	26	76	76	4	16	16	30	0	0	40	60	60	0	0
04		NEEDS-BASED PROJECT LIST DEVELOPMENT	$3,000.00	$62,518.94	358	6	8	36	0	2	8	22	4	0	0	20	20	20	0	0
05		FINANCIAL ANALYSIS & IMPLEMENTATION STRATEGIES	$1,840.00	$111,275.75	648	16	4	12	12	2	0	0	0	0	0	0	0	0	0	0
06		PLAN DEVELOPMENT & FINALIZATION	$0.00	$69,237.79	416	16	8	0	0	0	0	18	20	54	0	0	0	0	0	0
07		UTA MOVES 2055 PLAN ADOPTION & DELIVERABLES	$0.00	$8,944.65	45	12	4	8	0	0	0	4	8	8	0	0	0	0	0	0
				Labor Hour Totals:	3,748	344	130	178	90	10	24	86	80	106	36	62	80	80	60	10
		Labor Total:		$677,437.96		$82,379.61	$44,342.12	$37,092.05	$17,779.17	$2,821.90	$5,207.06	$14,545.34	$8,177.57	$16,610.26	$5,146.02	$11,964.21	$10,835.59	$12,675.71	$5,539.00	$1,544.43
		Expenses Total:		$22,483.20																

Project Total $ 699,921

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 2/25/2026

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: Bi-Level Seating Reupholstery (Sedia Inc.)

AGENDA ITEM TYPE:
Procurement Contract/Change Order

RECOMMENDATION:
Approve and authorize the Executive Director to execute contract 25-03692 and associated disbursements with Sedia Inc., in the not-to-exceed amount of $982,106.80, to provide the facility, labor, and hardware necessary for reupholstery of all seating in 38 Bi-Level commuter rail passenger cars owned by UTA.

BACKGROUND:
Ongoing maintenance of UTA's commuter rail coach cars requires periodic overhaul of various components and systems. Passenger seat upholstery is a high-wear component in the Bi-Level commuter rail coaches and has reached the point where replacement is necessary. UTA recently issued a request for proposals for the supply of labor and all required hardware to complete this overhaul work.

DISCUSSION:
UTA operates thirty-eight (38) Bombardier bi-level coach and cab cars for the Frontrunner service. The scope of work is to provide the location, all labor, and all associated hardware for the replacement of upholstery on all passenger seating, as well as two (2) additional sets of refurbished seats for UTA's inventory.

Following receipt and evaluation of bids, Sedia Inc. was selected as the lowest responsive and responsible bidder. The contract amount for this work, which includes supply of location, labor, and hardware to re-upholster all passenger seating on all Bi-Level cars is $982,106.80.

UTA has procured the seating foam and fabric necessary for this overhaul work and will supply these materials

to Sedia for installation.
Deliveries will consist of one prototype and one initial first article, followed by four phased production deliveries at four-month intervals, continuing until the re-upholstery of all seats has been completed.

The contract pricing has been determined to be fair and reasonable based on both a UTA independent cost estimate and the performance of a price analysis.

CONTRACT SUMMARY:

Contractor Name:	Sedia Inc.
Contract Number:	25-03692
Base Contract Effective Dates:	Effective Upon Last Signature Received - May 30, 2027
Extended Contract Dates:	N/A
Existing Contract Value:	N/A
Amendment Amount:	N/A
New/Total Contract Value:	$982,106.80
Procurement Method:	IFB
Budget Authority:	Approved 2026 Capital Budget

ALTERNATIVES:
UTA evaluated the option of completing the re-upholstery work using internal labor and facilities. This evaluation determined that existing internal resources are not sufficient to complete the work without significant additional investment in specialized tools, hardware, and trained labor. As a result, outsourcing this work is expected to provide both cost and schedule efficiencies.

Further delay of the re-upholstery work could negatively impact passenger comfort and UTA's public image. Given the wearable nature of the upholstery materials, this overhaul is ultimately unavoidable, making completion of the work in UTA's best interest.

FISCAL IMPACT:
This contract is for a one-time procurement of labor and associated hardware for re-upholstery services. The work is to be completed over two years, 2026 and 2027.

The 2026-2030 approved Five Year Capital Plan includes $3,000,000 for the 2026 budget year and $8,500,000 for the 2027 budget year.

The total not-to-exceed contract value is $982,106.80 with projected fiscal impact over the two years as follows:

- 2026 Contract Total: $761,434.00
- 2027 Contract Total: $220,672.80

ATTACHMENTS:

- Contract: Bi-Level Seating Reupholstery (Sedia Inc.)

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GOODS AND SERVICES SUPPLY AGREEMENT

UTA CONTRACT # 25-03692

Bi-Level Overhaul Seating Re-Upholstery – Labor

THIS GOODS AND NON-PROFESSIONAL SERVICES SUPPLY AGREEMENT ("Contract") is entered into and made effective as of the date of last signature below. ("Effective Date") by and between UTAH TRANSIT AUTHORITY, a public transit district organized under the laws of the State of Utah ("UTA"), and Sedia Inc., (the "Contractor").

RECITALS

WHEREAS, on July 28th, 2025, UTA received competitive proposals to provide the labor to re-upholster 38 Bi-level passenger rail cars currently owned by UTA and (as applicable) all associated hardware,(the " Goods and Services") according to the terms, conditions and specifications prepared by UTA in 25-03692 (the "RFP"); and

WHEREAS, UTA wishes to procure the Goods and Services according to the terms, conditions and specifications listed in the RFP (as subsequently amended through negotiation by the parties); and

WHEREAS, the Bi-Level Overhaul Seating Re-Upholstery – Labor proposal submitted by the Contractor in response to the RFP ("Contractor's Proposal) was deemed to be the most advantageous to UTA; and

WHEREAS, Contractor is willing to furnish the Goods and Services according to the terms, conditions and specifications of the Contract.

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. **GOOD AND SERVICES TO BE PROVIDED BY CONTRACTOR**

   Contractor hereby agrees to furnish and deliver the Goods and/or Services in accordance with the Contract as described in Exhibit A (Statement of Work or Services) (including performing any installation, testing commissioning and other Services described in the Contract).

2. **TERM**

   This Contract shall commence as of the Effective Date. The Contract shall remain in full force and effect until all Goods have been delivered and all Services have been performed in

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accordance with the Contract (as reasonably determined by UTA). Contractor shall deliver all Goods
and perform all Services no later than May 30th, 2027. This guaranteed completion date may be extended if Contractor and UTA mutually agree to an extension evidenced by a written Change Order. The rights and obligations of UTA and Contractor under the Contract shall at all times be subject to and conditioned upon the provisions of the Contract.

3. **COMPENSATION AND FEES**

UTA shall pay Contractor in accordance with the payment milestones or other terms described in Exhibit B. If Exhibit B does not specify any milestones or other payment provisions, then payment shall be invoiced after the Goods have been delivered and the Services have been performed. In no event shall advance payments be made.

4. **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 Goods and Services Supply Agreement (including any exhibits and attachments hereto).
2. Contractor's Proposal including, without limitation, all federal certifications (as applicable);
3. UTA's RFP including, without limitation, all attached or incorporated terms, conditions, federal clauses (as applicable), drawings, plans, specifications and standards and other descriptions of the Goods and Services;

b. The above-referenced documents are made as fully a part of the Contract as if hereto attached or herein repeated. The Contract (including the documents listed above) constitute the complete contract between the parties.

5. **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 proposed term or condition which is in conflict with a UTA contract or solicitation term or condition will be deemed null and void.

6. **LAWS AND REGULATIONS**

Contractor and any and all Goods and/or Services furnished under the Contract will comply fully with all applicable Federal and State laws and regulations, including those related to safety and environmental protection. Contractor shall also comply with all applicable licensure and certification requirements.

7. **INSPECTION, DELIVERY AND TRANSFER OF TITLE**

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a. Upon UTA's request, UTA's representative shall be provided access to Contractor's facilities to obtain information on production progress and to make inspections during the manufacturing or assembly process. Contractor will make reasonable efforts to obtain, for UTA, access to subcontractor facilities for the purposes described above. If the specifications include pre-shipment inspection requirements, Goods shall not be shipped until UTA or its designee has inspected the Goods, and authorized Contractor to proceed with the shipment.

b. Delivery of the Goods is a substantial and material consideration under the Contract. Unless otherwise specifically set forth in the pricing schedule: (i) Contractor shall be solely responsible for the delivery of the Goods FOB to the delivery point specified in the Contract (or otherwise designated by UTA) and all costs related thereto are included in the pricing; and (ii) Contractor shall retain all liabilities and risk of loss with respect to the Goods until the Goods are delivered to, and accepted by, UTA.

c. After delivery, the Goods shall be subject to inspection, testing and acceptance by UTA, including any testing or commissioning process described in the specifications. UTA shall have the right to reject any Goods or Services that are defective or do not conform to the specifications or other Contract requirements. Goods or Services rejected shall be replaced, repaired or re-performed so as to conform to the Contract (and to UTA's reasonable satisfaction). If Contractor is unable or refuses to correct such Goods within a time deemed reasonable by UTA, then UTA may cancel the order in whole or in part. Any inspection and testing performed by UTA shall be solely for the benefit of UTA. Neither UTA's inspection of the production processes, production progress and/or Goods or Services (nor its failure to inspect) shall relieve Contractor of its obligations to fulfill the requirements of the Contract, or be construed as acceptance by UTA.

d. Contractor warrants that title to all Goods covered by an invoice for payment will pass to UTA no later than the time of payment. Contractor further warrants that upon submittal of an invoice for payment, all Goods and/or Services for which invoices for payment have been previously issued and payments received from UTA shall be free and clear of liens, claims, security interests or encumbrances in favor of Contractor or any subcontractors, material suppliers, or other persons or entities making a claim by reason of having provided equipment, materials, and labor related to the equipment and/or work for which payment is being requested.

8. INVOICING PROCEDURES

a. Contractor shall invoice UTA after achievement of contractual milestones or delivery of all Goods and satisfactory performance of all Services or in accordance with an approved progress or periodic billing schedule. 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

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v. Detailed Description of Charges
vi. Total Dollar Amount Due

b. To be considered for payment, each invoice must set forth a specific description of the Work performed, deliverable(s) provided or other event(s) triggering entitlement to payment pursuant to Section 3 Compensation and Fees. Each invoice must provide supporting documentation demonstrating the Contractor's entitlement to payment as described above.

c. All invoices must be approved by the Agency's PM.
Invoices meeting the requirements set forth in this Section shall then be submitted to Accounts Payable at ap@rideuta.com for processing and payment.

d. 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 within thirty (30) calendar days of invoice submittal to UTA Project Manager. Invoices not submitted electronically shall be paid thirty (30) calendar days from date of receipt by UTA's accounting department. No payment will constitute an acceptance of any Work that fails to comply with the Contract Documents

9. WARRANTY OF GOODS AND SERVICES

a. Contractor warrants that all Goods (including hardware, firmware, and/or software products that it licenses) and Services shall conform to the specifications, drawings, standards, samples, and other descriptions made a part of (or incorporated by reference into) the Contract. Contractor further warrants that all Goods and Services shall be of the quality specified, or of the best grade if no quality is specified, and, unless otherwise provided in the Contract, will be new, and free from defects in design, materials and workmanship.

b. Contractor warrants that all Goods and Services shall be in compliance with applicable federal, state, and local laws and regulations including, without limitation, those related to safety and environmental protection.

c. At any time for a period of two (2) years from the date that all Goods have been delivered and all Services have been performed in accordance with the Contract, Contractor shall at its own expense promptly repair, replace and/or re-perform any Goods or Services that are defective or in any way fail to conform to the Contract requirements.

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d. If Contractor fails to promptly make any repair, replacement or re-performance as required herein, UTA may conduct the necessary remedial work at Contractor's expense. Contractor cannot void the warranty for repair, replacement or re-performance performed under these circumstances. Provided that such repair, replacement or re-performance is conducted in a reasonable manner and with workmanship and care consistent with industry standards, Contractor shall reimburse UTA for the cost of any warranty repair, replacement or re-performance self-performed by UTA.

e. The foregoing warranties are not intended as a limitation, but are in addition to all other express warranties set forth in the Contract and such other warranties as are implied by law, custom, and usage of trade. Contractor (seller) acknowledges that all warranties granted to the buyer by the Uniform Commercial Code of the State of Utah apply to the Contract. Product liability disclaimers and/or warranty disclaimers from the seller are not applicable to the Contract unless otherwise specified and mutually agreed upon elsewhere in the Contract. In general, Contractor warrants that: (1) the Good will do what the salesperson said it would do, (2) the Good will live up to all specific claims that the manufacturer makes in their advertisements, (3) the Goods will be suitable for the ordinary purposes for which such items are used, (4) the Goods will be suitable for any special purposes that UTA has relied on Contractor's skill or judgment to consider when it advised UTA about the Good, (5) the Goods have been properly designed and manufactured, and (6) the Goods are free of significant defects or unusual problems about which UTA has not been warned. Nothing in this warranty will be construed to limit any rights or remedies UTA may otherwise have under the Contract.

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 Goods and 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 consultants.

11. 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,

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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.

12. INSURANCE REQUIREMENTS

Standard 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 subcontractors and Contractor is free to purchase additional insurance as may be determined necessary.

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.

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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 34A-2-103, AND when such contractor or subcontractor executes the appropriate waiver form.

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.

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

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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.

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. SUBCONTRACTORS: Contractors' certificate(s) shall include all subcontractors as additional insureds 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 UTA Legal Services, whose decision shall be final. Such action will not require a formal Contract amendment, but may be made by administrative action.

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13. **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 the 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 Good or Service is in such suit held to constitute such an infringement or an injunction is filed that interferes with UTA's rights under the Contract, Contractor shall, at its expense and through mutual agreement between UTA and Contractor, either procure for UTA any necessary intellectual property rights, or modify Contractor's Goods and Services 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 on account of any Goods or Services furnished by subcontractors of any tier; and (ii) keep UTA property free and clear of all liens or claims arising in conjunction with any Goods or Services furnished under the Contract by Contractor or its subcontractors of any tier. If any lien arising out of the Contract is filed in conjunction with any Goods or Services furnished under the Contract, 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.

c. Contractor will defend, indemnify and hold UTA, its officers, agents and employees harmless from liability of any kind or nature, arising from Contractor's use of any copyrighted or un-copyrighted composition, trade secret, patented or un-patented invention, article or appliance furnished or used in the performance of the Contract.

14. **INDEPENDENT CONTRACTOR**

The parties agree that Contractor, in the carrying out of its duties hereunder, is an independent contractor and that neither Contractor nor any of its employees is or are agents, servants or employees of UTA. Neither Contractor nor any of Contractor's employees shall be eligible for any workers compensation insurance, pension, health coverage, or fringe benefits which apply to UTA's employees. Neither federal, state, nor local income tax nor payroll tax of any kind shall be withheld or paid by UTA on behalf of Contractor or the employees of Contractor. Contractor acknowledges that it shall be solely responsible for payment of all payrolls, income

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and other taxes generally applicable to independent contractors.

15. **STANDARD OF CARE.**

Contractor shall perform any Services to be provided under the Contract in a good and workmanlike manner, using at least that standard of care, skill and judgment which can reasonably be expected from similarly situated independent contractors (including, as applicable, professional standards of care).

16. **USE OF SUBCONTRACTORS**

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 subcontractors, 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. Contractor agrees that no subcontracts shall provide for payment on a cost-plus-percentage-of-cost basis. Contractor further agrees that all subcontracts shall comply with all applicable laws

17. **CONTRACTOR SAFETY COMPLIANCE**

Contractor, including its employees, subcontractors, authorized agents, and representatives, shall comply with all UTA and industry safety standards, NATE, OSHA, EPA and all other State and Federal regulations, rules and guidelines pertaining to safety and environmental management, and will be solely responsible for any fines, citations or penalties it may receive or cause UTA to receive pursuant to this Contract. Each employee, contractor and subcontractor must be trained in UTA environmental and Safety Management principles. Contractor acknowledges that its Goods and Services might affect UTA's environmental obligations. A partial list of activities, products or Services deemed as have a potential environmental effect is available at the UTA website www.rideuta.com. Upon request by UTA, Contractor shall complete and return a *Contractor Activity Checklist*. If UTA determines that the Goods and/or Services under the Contract has the potential to impact the environment, UTA may require Contractor to submit additional environmental documents. Contractor shall provide one set of the appropriate safety data sheet(s) (SDS) and container label(s) upon delivery of a hazardous material to UTA.

18. **ENVIRONMENTAL RESPONSIBILITY**

Contractor acknowledges that its Goods and/or Services might affect UTA's ability to maintain environmental obligations. A partial list of activities, products or Services deemed as have a potential environmental effect is available at the UTA website www.rideuta.com. Upon request by UTA, Contractor shall complete and return a *Contractor Activity Checklist*. If UTA determines that the Goods and/or Services under the Contract has the potential to impact the

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environment, UTA may require Contractor to submit additional environmental documents. Contractor shall provide one set of the appropriate safety data sheet(s) (SDS) and container label(s) upon delivery of a hazardous material to UTA.

19. ASSIGNMENT OF CONTRACT

Contractor shall not assign any of its rights or responsibilities, nor delegate its obligations, under this Contract or any part hereof without the prior written consent of UTA, and any attempted transfer in violation of this restriction shall be void.

20. 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 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.

21. TERMINATION

a. **FOR CONVENIENCE**: UTA shall have the right to terminate the Contract at any time by providing written notice to Contractor. 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 Contractor (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

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to any subcontractors or suppliers; or (f) fails to comply with any of its material obligations under the Contract, UTA may, in its discretion, after first giving Contractor seven (7) days written notice to cure such default:

1. Terminate the Contract (in whole or in part) for default and obtain the Goods and 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.

b. **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 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 Goods and Services furnished by Contractor prior to termination.

22. **CHANGES**

a. UTA's Project Manager or designee may, at any time, by written order designated or indicated to be a Change Order, direct changes in the Work including, but not limited to, changes:

1. In the Scope of Services;
2. In the method or manner of performance of the Work; or
3. In the schedule or completion dates applicable to the Work.

To the extent that any change in Work directed by UTA causes an actual and demonstrable impact to: (i) Contractor's cost of performing the work; or (ii) the time required for the Work, then (in either case) the Change Order shall include an equitable adjustment to this Contract to make Contractor whole with respect to the impacts of such change.

b. A change in the Work may only be directed by UTA through a written Change Order or (alternatively) UTA's expressed, written authorization directing Contractor to proceed pending negotiation of a Change Order. Any changes to this Contract undertaken by Contractor without such written authority shall be at Contractor's sole risk. Contractor shall

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not be entitled to rely on any other manner or method of direction.

c. Contractor shall also be entitled to an equitable adjustment to address the actual and demonstrable impacts of "constructive" changes in the Work if: (i) subsequent to the Effective Date of this Contract, there is a material change with respect to any requirement set forth in this Contract; or (ii) other conditions exist or actions are taken by UTA which materially modify the magnitude, character or complexity of the Work from what should have been reasonably assumed by Contractor based on the information included in (or referenced by) this Contract. In order to be eligible for equitable relief for "constructive" changes in Work, Contractor must give UTA's Project Manager or designee written notice stating:

1. The date, circumstances, and source of the change; and
2. That Contractor regards the identified item as a change in Work giving rise to an adjustment in this Contract.

Contractor must provide notice of a "constructive" change and assert its right to an equitable adjustment under this Section within ten (10) days after Contractor becomes aware (or reasonably should have become aware) of the facts and circumstances giving rise to the "constructive" change. Contractor's failure to provide timely written notice as provided above shall constitute a waiver of Contractor's rights with respect to such claim.

d. As soon as practicable, but in no event longer than 30 days after providing notice, Contractor must provide UTA with information and documentation reasonably demonstrating the actual cost and schedule impacts associated with any change in Work. Equitable adjustments will be made via Change Order. Any dispute regarding the Contractor's entitlement to an equitable adjustment (or the extent of any such equitable adjustment) shall be resolved in accordance with Article 20 of this Contract.

23. 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 the 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 the Contract and/or Contractor's compliance with the Contract. Records shall be retained by Contractor for a period of at least six (6) years, 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. Copies of requested records shall be furnished to UTA or designated audit parties upon request. 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 Contract at any tier.

24. FINDINGS CONFIDENTIAL

Any documents, reports, information, or other data and materials delivered or made available to or

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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:
   1. Information already in the public domain.
   2. Information disclosed to Contractor by a third-party who is not under a confidentiality obligation.
   3. Information developed by or in the custody of Contractor before entering into this Contract.
   4. Information developed by Contractor through its work with other clients; and
   5. Information required to be disclosed by law or regulation including, but not limited to, subpoena, court order or administrative order.

25. **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.

26. **PROJECT MANAGER**

UTA's Project Manager for the Contract is Rob Balsamo, or designee. All questions and correspondence relating to the technical aspects of the Contract should be directed to UTA's Project Manager at UTA offices located at 669 West 200 South, Salt Lake City, Utah 84101, office phone (801) 287-5441.

27. **CONTRACT ADMINISTRATOR**

UTA's Contract Administrator for the Contract is Jackie Marra, or designee. All questions and correspondence relating to the contractual aspects of the Contract should be directed to UTA's Grants & Contracts Administrator at UTA offices located at 669 West 200 South, Salt Lake City, Utah 84101, office phone (801) 287-3059.

28. **CONFLICT OF INTEREST**

Contractor represents that it has not offered or given any gift or compensation prohibited by the laws of the State of Utah to any officer or employee of UTA to secure favorable treatment with respect to being awarded the Contract. No member, officer, or employee of UTA during their tenure or one year thereafter shall have any interest, direct or indirect, in the Contract or the proceeds thereof.

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29. **NOTICES OR DEMANDS**

a. Any and all notices, demands or other communications required hereunder to be given by one party to the other shall be given in writing and may be electronically delivered , personally delivered, mailed by US Mail, postage prepaid, or sent by overnight courier service and addressed to such party as follows:

If to UTA:
Utah Transit Authority
ATTN: Jackie Marra
669 West 200 South
Salt Lake City, UT 84101
Jackie.Marra@rideuta.com

If to Contractor:
SEDIA INC
ATTN: TIM SIEVERT
6040 N. FLINT RD.
GLENDALE, WI 53209
TSIEVERT@SEDIAINC.COM

b. Either party may change the address at which such party desires to receive written notice of such change to any other party. 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.

30. **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 20. 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:

Level of Authority	Time Limit
UTA's Project Manager Roberto Balsamo/Contractor's Project Manager	Five calendar days
UTA's Sharanjit Saini Manager Rail Vehicle Procurement & Overhaul/Contractor's [SECOND LEVEL]	Five calendar days
UTA's Kyle Stockley, Director of Capitol Vehicles/Contractor's [THIRD LEVEL]	Five calendar days

Unless otherwise directed by UTA's Project Manager, Contractor shall diligently continue

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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 the venue and governing law provisions of this contract.

31. **GOVERNING LAW**

The validity, interpretation and performance of the Contract shall be governed by the laws of the State of Utah, without regard to its law on the conflict of laws. Any dispute arising out of the Contract that cannot be solved to the mutual agreement of the parties shall be brought in a court of competent jurisdiction in Salt Lake County, State of Utah. Contractor consents to the jurisdiction of such courts.

32. **COSTS AND ATTORNEY FEES.**

If any party to this Agreement brings an action to enforce or 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

33. **SEVERABILITY**

Any provision of the 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 the Contract.

34. **AMENDMENTS**

Any amendment to the Contract must be in writing and executed by the authorized representatives of each party.

35. **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. This also includes cost increases due solely to Governmental Action such as unanticipated tariffs, duties or changes in law. UTA may terminate the Contract after determining that such cost increase, delay or default will reasonably prevent successful performance of the Contract.

36. **NO THIRD-PARTY BENEFICIARIES**

The parties enter into the 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 the Contract.

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37. **ENTIRE AGREEMENT**

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.

38. **COUNTERPARTS**

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.

39. **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.

40. **SALES TAX EXEMPT**

Purchases of certain materials are exempt from Utah sales tax. UTA will provide a sales tax exemption certificate to Contractor upon request. UTA will not pay Contractor for sales taxes for exempt purchases, and such taxes should not be included in Contractor's Application for Payment.

41. **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.

42. **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 7, 9, 10, 11, 12, 13, 15, 17, 18, 19 ,21, 23, 24,25, 30, 31, 32, and 40.

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IN WITNESS WHEREOF, the parties hereto have caused the Contract to be executed by officers duly authorized to execute the same as of the date of last signature below.

UTAH TRANSIT AUTHORITY:

By_____

By_____

DocuSigned by:
By Mike Bell 1/30/2026
70E33A415BA44F6...
UTA Legal Counsel

CONTRACTOR:

By TIM SIEVERT

Name Tim Sievert

Title PRESIDENT

By_____

Name_____

Title_____

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Exhibit A



UTAH TRANSIT AUTHORITY

900 N 500 West

Salt Lake City, UT 84116

Bi-Level Passenger Seat Upholstery Technical Specifications

Rev : 01.00

Release Date : 3/17/2025

Docusign Envelope ID: 6098F0C0-80F9-4171-A1A4-5D84868C1FD8

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1.00 Project Overview

A The purpose of this project is to provide reupholstery services for UTA's Bi-Level passenger rail vehicle seating.

B The Contractor will be responsible for executing the reupholstery process in compliance with applicable industry standards, safety regulations, and durability requirements. This project aims to:

- Ensure the reupholstery process meets ergonomic, safety, and aesthetic considerations while maintaining high passenger comfort and long-term performance.
- Enhance the appearance and lifespan of seating materials while adhering to FRA fire, smoke, and toxicity (FST) regulations.
- Ensure project delivery aligns with UTA schedule and budget requirements.

The Contractor will work closely with the procurement team and project managers to ensure smooth execution, minimal service disruption, and compliance with all contractual obligations.

C UTA is in the process of procuring the materials for the seat covering and the seating foam, with the intention of providing the following materials to the reupholstery Contractor to complete the reupholstery work:

i. Seat covering
ii. Seating foam
iii. Seating cushion assembly cores and headrest cores

D The Contractor shall provide all necessary additional materials to complete the reupholstery work, including new clips, Velcro, rivets, etc., as applicable.

E UTA will provide complete car sets of seating insert and headrest cores to the Contractor for reupholstery. A minimum of two car sets of cores will be in circulation for the reupholstery process, provided by UTA, to facilitate this process.

F The project is planned to be conducted in two phases:

i. Phase 1: Prototyping and first article inspection (FAI)
   - Prototyping shall include the reupholstery of one of each type of seating insert and headrest for UTA inspection.
   - FAI shall include the reupholstery of 1 of each car set (4 car sets total) for verification of workmanship and material quantities.
   - The FAI is designed to be coordinated with the foam and seat covering supply requirements.

ii. Phase 2: Production
   - Reupholstery shall be completed and returned to UTA as complete car sets.
   - In addition to the complete car sets, UTA also requires the reupholstery of UTA's inventory of additional cores, as described in Table 6.

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G The removal of the seat cushion assembly cores and reinstallation of the rebuilt seat cushion assemblies will be performed by UTA personnel at UTA's facility. The seat foam removal and installation, covering material removal and pattern design, and all other upholstery work will be completed by the Contractor at the Contractor's facility.

2.00 Scope of Work

2.01 System Overview

A UTA's Bombardier Bi-Level Cars have two separate car builds; designated as 233 and 246.

B The 233 build was the original build for UTA and consisted of two car types. The two types are cab cars and coach cars. There are twelve (12) 233 cab cars and eight (8) 233 coach cars. The seating between the two 233 car types is slightly different due to the addition of the cab and other various changes.

C The 246 build was the second build for UTA and consisted of two car types. The two types are cab cars and coach cars. There are ten (10) 246 cab cars and Eight (8) 246 coach cars. The seating between the two 246 car types is slightly different due to the addition of the cab, the exclusion of a bathroom on the coaches and other various changes.

D The seat arrangement is divided in four categories:

i. High Back to Back seats,
ii. High Back seats,
iii. Folding seats, and
iv. Low Back seats.

E The High Back to Back seats, the High Back seats, and the Low Back seats are comprised of a frame, a thermoplastic shell, a bottom cushion, and a back cushion.

F All of the seats, except for the Folding seats use the same removable bottom and back cushions.

G The High Back to Back seats are equipped with a double headrest and the High Back Seats with a single headrest. All other seats have no headrests.

H A summary of UTA's Bi-Level fleet seating is provided in Table 1 below. A detailed breakdown of all materials is provided in Table 2 to Table 5. Additional seating information is provided in section 12.00.

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Table 1 – UTA Bi-Level Seating Configuration Summary				
Vehicle Type	Year Built	# of vehicles	Seating configuration unique to build	# of seats
233 Cab	2006	12	Cab car seating with some ADA aisle facing seats	121
233 Coach	2006	8	Converted to bike car – only seats on one side of lower level. Has restroom.	119
246 Cab	2011	10	Lower level A-end seating. Has a restroom.	134
246 Coach	2011	8	No restroom – extra seating in the lower level ends, bike car – only seats on one side of lower level	128

2.02 General Requirements

A The Contractor shall be responsible for the following:

i. Development of the seat covering material patterns for each seat cushion and headrest assembly.

ii. Careful removal of existing upholstery and foam without damaging seat frames.

iii. Proper disposal of old materials in accordance with applicable laws and regulations.

iv. Assessing the cores for damage and required repairs.

v. Performing minor repairs.

- The Contractor shall notify UTA at the earliest possible opportunity when a core with pre-existing damage beyond repair is identified. UTA will provide replacement materials for cores with pre-existing damage beyond economical repair. The Contractor shall be responsible for the cost of damage and repairs caused by mishandling during the reupholstery process.

vi. Replacement of the seat hardware and mounting pieces, including but not limited to Velcro, screws, rivets, brackets, etc. Re-using any of the previously listed components is prohibited unless authorized by UTA.

vii. Installation of new foam and fabric, ensuring a secure and wrinkle-free fit.

viii. Precision stitching and finishing to maintain the original design and integrity.

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ix. Upon completion of the work, finished surfaces shall be free of tool marks, scratches, blemishes and stains.

x. Quality check of each reupholstered seating assembly

xi. The Contractor shall maintain an efficient production process to minimize turnaround time.

B All materials introduced in the reupholstery process shall be compliant with 49 CFR Part 238. The Contractor shall provide laboratory testing documentation satisfying the smoke, flame, and toxicity (SFT) requirements of 49 CFR Part 238 as applicable. Note: This requirement is not applicable to the UTA provided materials (seat covering and seating foam), SFT testing and certification will be provided to UTA by the material vendor.

C The Contractor shall be responsible for verifying the accuracy of any drawings, dimensions, or other information provided by UTA.

D The Contractor shall be responsible for the development of all needed material patterns and material pattern layouts.

i. The Contractor shall design the material layouts to optimize bulk seat covering usage, effectively minimizing waste.

ii. Upon completion of the FAI car sets, the Contractor shall provide the following documentation: [CDRL 03]

- Documentation detailing the pattern layout to allow UTA to review the approach to utilizing the seat covering bulk material.
- A revised material requirement to inform UTA of the quantities of seat covering to provide with each remaining production car set.
- Fully dimensioned pattern drawings, or equivalent, for each seat covering pattern. The pattern drawings shall clearly indicate which part number the pattern is associated with. The format of the drawings is subject to UTA review and approval.
- This documentation must be reviewed and approved by UTA prior to initiating the reupholstery work for the production car sets.

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2.03 Prototype and First Article Inspection

A Prototyping shall include the reupholstery of one of each type of seating insert and headrest for UTA inspection, test fitment, review, and approval. [CDRL 01]

B Following completion of UTA review and approval of the prototypes, the Contractor shall initiate the reupholstery of the FAI car sets for UTA inspection, test fitment, review, and approval. [CDRL 02]

C Following completion of UTA review and approval of the FAI car sets, the Contractor shall initiate the reupholstery of the production car sets.

D Any necessary re-work of the prototype, FAI, and production car sets shall be at the contractors expense. The re-work process will be repeated until a satisfactory product is produced.

E The Contractor may provide a qualified representative at UTA's facility to document feedback of work related to FAI assembly installation, FAI car set installation and production QC fitment testing.

3.00 Materials and Workmanship

A The Contractor shall perform all work at their facilities in accordance with all Federal, State and Local regulatory requirements.

B The Contractor shall ensure that the materials were inspected, measured, and assembled according to industry best practices and standards.

C The Contractor shall label each component with the part number and part description in a location that will not be visible following installation.

D Materials and workmanship standards for upholstery shall be submitted to UTA for review and approval with the Quality Plan.

4.00 Shipment and Material Storage

A UTA will be responsible for providing seating cores, seat covering, and seat foam, on a complete car set basis.

B UTA will be responsible for packaging the cores and preparing the shipment from UTA's facility. The Contractor shall be responsible for providing all necessary crates, pallets, and other shipping materials required to package the cores.

C UTA will be responsible for packaging the foam and seat covering and preparing the shipment from UTA's facility. The Contractor shall be responsible for providing all necessary crates, pallets, and other shipping materials required to package the foam and seat covering.

i. Direct shipment of seat covering and seating foam from UTA's vendor to the Contractor shall be accommodated upon UTA request.

D Following completion of the reupholstery process, the seat assemblies shall be prepared for shipping by car kit and securely packaged to prevent damage during shipping.

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i. Partial shipments will not be accepted by UTA, unless previously approved.

E All containers, including those contained in others, shall be indelibly labeled on the outside with item description(s) per title and contract number with Contractor and UTA contact information.

F The Contractor shall deliver the seat assemblies to UTA's Warm Springs Rail Service Center at 900 North 500 West, Salt Lake City, 84116, unless otherwise advised by UTA.

G Any damage incurred in shipping to UTA is the sole responsibility of the Contractor.

H Shipping costs of all materials, equipment, or other shipments during the course of the project to and from UTA's facility shall be the responsibility of the Contractor.

I Shipment and pickup shall be coordinated to minimize disruption at UTA's facility.

5.00 Project Documentation Requirements

A Prior to the commencement of work the Contractor shall submit the following documentation in a UTA approved format:

i. Project Schedule [CDRL 04] – NTP + 30 days
ii. Quality Assurance Plan [CDRL 05] – NTP + 30 days
iii. Receiving Inspection Procedures [CDRL 06]– NTP + 60 days
iv. Pre-shipment Inspection Procedures [CDRL 07]– NTP + 60 days
v. Shipping preparation and securement procedures [CDRL 08] – NTP + 60 days
vi. Inspection and Test Reports [CDRL 09] – 10 days prior to Shipment to UTA

6.00 Project Schedule

A A detailed project schedule shall be developed by UTA and the Contractor [CDRL 04]. **B** All work shall be completed and invoiced by 5/30/20 7

7.00 Quality Requirements

A UTA shall have the right to inspect the Contractor's facility and processes at any time. UTA shall also have the right to witness any step of the manufacturing, adjustment, testing, commissioning, or any other project processes.

8.00 Program Management Requirements

A A monthly progress report shall be submitted no later than 10 working days after the end of the reported month. Reports shall be based upon actual progress of the work, including any problems that have been identified and material affecting the project schedule. The monthly progress report shall include two schedules. The first schedule is the baseline project schedule in the form of a Gantt chart with all current project schedule deviations shown, and the second a current and up-to-date schedule. The monthly progress report shall include

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photographic progress of the work and include all work sign-offs, engineering activities, quality inspection documentation, and other work completed during the reporting period.

CDRL 10 Monthly Progress Reports

B Project Review Meetings shall be held as required to review progress, respond to open action items, discuss design problems and issues, to witness tests and discuss their results, to review fabrication and assembly status, and to conduct equipment and/or facility inspections as required. Meetings shall be held monthly at a minimum, unless otherwise directed by UTA. Progress meetings may be held more frequently if requested by UTA. The Contractor shall submit meeting minutes including the meeting agenda, discussion notes, and actions and assignments at a minimum.

CDRL 11 Project Review Meetings

9.00 Warranty

A Additional warranty information is covered under the standard contract terms.

B The Contractor shall warrant that all labor and materials supplied under the Contract shall:

i. Conform to the Specifications and all other requirements of the Contract.

ii. Fulfill their design function and be fit for both their ordinary and intended purposes.

iii. Be free of all patent and latent defects in design, materials, and workmanship.

iv. Perform satisfactorily.

v. Be of the quality specified, or of the best grade if no quality specified.

C Unless a longer warranty period is identified in the RFP or the Contract, The Contractor warrants all Materials furnished and Work performed by the Contractor to be free of defects and faults for a period of two (2) years from UTA's approval of the commissioning and acceptance test following installation at UTA's facility.

D The Contractor's warranty shall apply regardless of any lesser period of warranty provided by the manufacturer of Materials furnished by Contractor.

E UTA shall not be required to perform unusual or extraordinary maintenance or overhauls to keep warranties in effect.

F Defects shall include, but not be limited to noisy, rough or substandard operation, loose, damaged, and missing parts, and abnormal deterioration of finish, stitching or adhesives.

G Warranty shall include materials and labor necessary to correct defects.

H All parts shall be readily available in a reasonable amount of time, not to exceed 30 days.

I The Contractor shall provide a clear process, including names and contact information, for UTA to submit warranty claims. This process shall be delivered to UTA prior to equipment delivery [CDRL 12].

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J Fleet wide defect is triggered if any batch or kit of assemblies of a same material pattern and/or part number that is rejected during production QC testing or any other time during the warranty period that meet or exceed 5% defects of that batch or kit of assemblies.

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10.00 CDRL List

CDRL#	Title	Reference
01	Reupholstery Prototype	2.03 (A)
02	Reupholstery FAI	2.03 (B)
03	Material Patterns, Layout Documentation, Material Quantities	2.02 (D)
04	Project Schedule	5.00 (A) (i)
05	Quality Assurance Plan	5.00 (A) (ii)
06	Receiving Inspection Procedures	5.00 (A) (iii)
07	Pre-Shipment Inspection Procedures	5.00 (A) (iv)
08	Shipping and Preparation and Securement Procedures	5.00 (A) (v)
09	Inspection and Test Reports	5.00 (A) (vi)
10	Monthly Progress Reports	8.00 (A)
11	Project Review Meetings	8.00 (B)
12	Warranty Process	9.00 (I)

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11.00 Car Batch Information

A The Twelve (12) 233 Cab Car has 8 separate part numbers.

Table 2 Bilevel 233 Cab Car Passenger Seating Kit A				
Item Number	**Bombardier Part Number**	**Description**	**QTY**	**Notes**
1.	64061145S	SEAT CUSHION BACK Upper Section SEAT CUSHION BACK Lower Section	107	
2.	64061147S	SEAT CUSHION BOTTOM	107	
3.	64061146S	EXTENDED BACK TO BACKHEADREST (Modified)	40	This headrest has been modified from OEM to remove the extended "fin" on top of the head rest base frame
4.	64061248S	HEADREST CUSHION SINGLE	3	
5.	53407007S	FLIP UP 2 PASSENGER SEAT CUSHION HEAD REST	12	
6.	53407006S	FLIP UP 2 PASSENGER SEAT CUSHION BACK	12	
7.	53408006S	FLIP UP 2 PASSENGER SEAT CUSHION BOTTOM	12	
8.	64070297S	FOLDING SEAT 2P UTAH 233 SEAT BACK FOLDING SEAT 2P UTAH 233 SEAT BOTTOM	2	

B The Eight (8) 233 Coach Car has 7 separate part numbers.

Table 3 Bi-level 233 Coach Car Passenger Seating Kit B				
Item Number	**Bombardier Part Number**	**Description**	**QTY**	**Notes**
1.	64061145S	SEAT CUSHION BACK Upper Section SEAT CUSHION BACK Lower Section	112	

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Table 3 Bi-level 233 Coach Car Passenger Seating Kit B				
Item Number	**Bombardier Part Number**	**Description**	**QTY**	**Notes**
2.	64061147S	SEAT CUSHION BOTTOM	112	
3.	64061146S	EXTENDED BACK TO BACKHEADREST (Modified)	44	This headrest has been modified from OEM to remove the extended "fin" on top of the head rest base frame
4.	53407007S	FLIP UP 2 PASSENGER SEAT CUSHION HEAD REST	6	
5.	53407006S	FLIP UP 2 PASSENGER SEAT CUSHION BACK	6	
6.	53408006S	FLIP UP 2 PASSENGER SEAT CUSHION BOTTOM	6	
7.	64070297S	FOLDING SEAT 2P UTAH 233 SEAT BACK FOLDING SEAT 2P UTAH 233 SEAT BOTTOM	1	

C The Ten (10) 246 Cab Car has 7 separate part numbers.

Table 4 Bi-level 246 Cab Car Passenger Seating Kit C				
Item Number	**Bombardier Part Number**	**Description**	**QTY**	**Notes**
1.	64061145S	SEAT CUSHION BACK Upper Section SEAT CUSHION BACK Lower Section	130	
2.	64061147S	SEAT CUSHION BOTTOM	130	
3.	64061146S	EXTENDED BACK TO BACKHEADREST (Modified)	48	This headrest has been modified from OEM to remove the extended "fin" on top of the head rest base frame
4.	64061248S	HEADREST CUSHION SINGLE	11	
5.	53407007S	FLIP UP 2 PASSENGER SEAT CUSHION HEAD REST	4	

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Table 4 Bi-level 246 Cab Car Passenger Seating Kit C				
Item Number	**Bombardier Part Number**	**Description**	**QTY**	**Notes**
6.	53407006S	FLIP UP 2 PASSENGER SEAT CUSHION BACK	4	
7.	53408006S	FLIP UP 2 PASSENGER SEAT CUSHION BOTTOM	4	

D The Eight (8) 246 Coach Car has 7 Separate part numbers.

Table 5 Bi-level 246 Coach Car Passenger Seating Kit D				
Item Number	**Bombardier Part Number**	**Description**	**QTY**	**Notes**
1.	64061145S	SEAT CUSHION BACK Upper Section SEAT CUSHION BACK Lower Section	126	
2.	64061147S	SEAT CUSHION BOTTOM	126	
3.	64061146S	EXTENDED BACK TO BACKHEADREST (Modified)	48	This headrest has been modified from OEM to remove the extended "fin" on top of the head rest base frame
4.	64061248S	HEADREST CUSHION SINGLE	4	
5.	53407007S	FLIP UP 2 PASSENGER SEAT CUSHION HEAD REST	2	
6.	53407006S	FLIP UP 2 PASSENGER SEAT CUSHION BACK	2	
7.	53408006S	FLIP UP 2 PASSENGER SEAT CUSHION BOTTOM	2	

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E The Inventory Cores has 9 separate part numbers.

Table 6 Bi-level Passenger Seating Kit E				
Item Number	**Bombardier Part Number**	**Description**	**QTY**	**Notes**
1.	64061145S	SEAT CUSHION BACK Upper Section SEAT CUSHION BACK Lower Section	260	
2.	64061147S	SEAT CUSHION BOTTOM	260	
3.	64061146S	EXTENDED BACK TO BACKHEADREST (Modified)	96	This headrest has been modified from OEM to remove the extended "fin" on top of the head rest base frame
4.	64061248S	HEADREST CUSHION SINGLE	22	
5.	53407007S	FLIP UP 2 PASSENGER SEAT CUSHION HEAD REST	24	
6.	53407006S	FLIP UP 2 PASSENGER SEAT CUSHION BACK	24	
7.	53408006S	FLIP UP 2 PASSENGER SEAT CUSHION BOTTOM	24	
8.	64070297S	FOLDING SEAT 2P UTAH 233 SEAT BACK	4	
9.	64070297S	FOLDING SEAT 2P UTAH 233 SEAT BOTTOM	4	

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12.00 Seat Assembly Information

A 64061145S SEAT CUSHION BACK Upper Section & Lower Section.



Figure 1 64061145S SEAT CUSHION BACK Upper Section & Lower Section.

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B 64061147S SEAT CUSHION BOTTOM.



Figure 2 64061147S SEAT CUSHION BOTTOM.

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C 64061146S EXTENDED BACK TO BACK HEADREST (Modified).



Figure 3 64061146S EXTENDED BACK TO BACK HEADREST (Modified)

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D 64061248S HEADREST CUSHION SINGLE.



Figure 4 64061248S HEADREST CUSHION SINGLE

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E 53407007S FLIP UP 2 PASSENGER SEAT CUSHION HEAD REST.



Figure 5 53407007S FLIP UP 2 PASSENGER SEAT CUSHION HEAD REST

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F 53407006S FLIP UP 2 PASSENGER SEAT CUSHION BACK.



Figure 6 53407006S FLIP UP 2 PASSENGER SEAT CUSHION BACK

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G 3408006S FLIP UP 2 PASSENGER SEAT CUSHION BOTTOM.



Figure 7 3408006S FLIP UP 2 PASSENGER SEAT CUSHION BOTTOM

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H 64070297S FOLDING SEAT 2P UTAH 233 SEAT BACK & BOTTOM.



Figure 8 64070297S FOLDING SEAT 2P UTAH 233 SEAT BACK & BOTTOM

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UTA

Proposer's Bidders Name: Sedia, Inc.

Price Proposal Bid Sheet Form

Bi-Level Passenger Seating Foam IFB

Kit#	Description	QTY	Unit Price	Total Price
NA	Prototype: See section 2.03	1	$900.00	$900.00
Kit A	FAI Carset: Bi-Level 233 Cab Car Seating Kit (see Table 2)	1	$23,553.24	$23,553.24
Kit B	FAI Carset: Bi-Level 233 Coach Car Seating Kit (See Table 3)	1	$23,013.33	$23,013.33
Kit C	FAI Carset: Bi-Level 246 Cab Car Seating Kit (See Table 4)	1	$26,065.27	$26,065.27
Kit D	FAI Carset: Bi-Level 246 Coach Car Seating Kit (See Table 5)	1	$24,671.92	$24,671.92
Kit A	Bi-Level 233 Cab Car Seating Kit (see Table 2)	11	$23,553.24	$259,085.64
Kit B	Bi-Level 233 Coach Car Seating Kit (See Table 3)	7	$23,013.33	$161,093.31
Kit C	Bi-Level 246 Cab Car Seating Kit (See Table 4)	9	$26,065.27	$234,587.43
Kit D	Bi-Level 246 Coach Car Seating Kit (See Table 5)	7	$24,671.92	$172,703.44
Kit E	Bi-Level Seating Spare Materials (See Table 6)	1	$56,433.22	$56,433.22
			Total	$982,106.80

This is a NOT TO EXCEED Amount.

Document	FE.CR.031725.01	Revision	
File Name	FE.CR.031725.01 01.00 Bi-Level Passenger Seat Upholstery Technical Specifications	01.00	

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Exhibit C

Delivery Schedule

Potential Schedule		2026											2027					
		FAI	Delivery 1			Delivery 2				Delivery 3			Deilvery 4					
Kit	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Total
A - 233 Cab		1	1	1	1	1	1	1		1	1	1		1	1			12
B - 233 Coach		1		1	1		1		1		1		1			1		8
C - 246 Cab		1	1	1		1		1		1		1		1	1	1		10
D - 246 Coach		1	1	1			1		1		1		1				1	8
E - Float All configurations					2													2
Total	0	4	3	4	4	2	3	2	2	2	3	2	2	2	2	2	1	40

Note: Kit E to deliver Feb 2026 with FAI.

ACCESS TO RECORDS AND REPORTS

1. Record Retention. The Contractor will retain, and will require its subcontractors of all tiers to retain, complete and readily accessible records related in whole or in part to the contract, including, but not limited to, data, documents, reports, statistics, leases, subcontracts, arrangements, other third party Contracts of any type, and supporting materials related to those records. (a) A bid guarantee from each bidder equivalent to five percent of the bid price. The "bid guarantee" must consist of a firm commitment such as a bid bond, certified check, or other negotiable instrument accompanying a bid as assurance that the bidder will, upon acceptance of the bid, execute such contractual documents as may be required within the time specified.

2. Retention Period. The Contractor agrees to comply with the record retention requirements in accordance with 2 C.F.R. § 200.334. The Contractor shall maintain all books, records, accounts and reports required under this Contract for a period of at not less than three (3) years after the date of termination or expiration of this Contract, except in the event of litigation or settlement of claims arising from the performance of this Contract, in which case records shall be maintained until the disposition of all such litigation, appeals, claims or exceptions related thereto.

3. Access to Records. The Contractor agrees to provide sufficient access to FTA and its contractors to inspect and audit records and information, including such records and information the contractor or its subcontractors may regard as confidential or proprietary, related to performance of this contract in accordance with 2 CFR § 200.337.

4. Access to the Sites of Performance. The Contractor agrees to permit FTA and its contractors access to the sites of performance under this contract in accordance with 2 CFR § 200.337.

AMERICANS WITH DISABILITIES ACT(ADA)

The contractor agrees to comply with all applicable requirements of section 504 of the Rehabilitation Act of 1973, as amended, 29 U.S.C. § 794, which prohibits discrimination on the basis of handicaps, with the Americans with Disabilities Act of 1990 (ADA), as amended, 42 U.S.C. §§ 12101 et seq., which requires that accessible facilities and services be made available to persons with disabilities, including any subsequent amendments to that Act, and with the Architectural Barriers act of 1968, as amended, 42 U.S.C. §§ 4151 et seq., which requires that buildings and public accommodations be accessible to persons with disabilities, including any subsequent amendments to that Act. In addition, the contractor agrees to comply with any and all applicable requirements issued by the FTA, DOT, DOJ, U.S. GSA, U.S. EEOC, U.S. FCC, any subsequent amendments thereto and any other nondiscrimination statute(s) that may apply to the Project.

CHARTER SERVICE

The contractor agrees to comply with 49 U.S.C. 5323(d), 5323(r), and 49 C.F.R. part 604, which provides that Recipients and subrecipients of FTA assistance are prohibited from providing charter service using federally funded equipment or facilities if there is at least one private charter operator willing and able to provide the service, except as permitted under: 1. Federal transit laws, specifically 49 U.S.C. § 5323(d); 2. FTA regulations, "Charter Service," 49 C.F.R. part 604; 3. Any other federal Charter Service regulations; or 4. Federal guidance, except as FTA determines otherwise in writing.

The contractor agrees that if it engages in a pattern of violations of FTA's Charter Service regulations, FTA may require corrective measures or impose remedies on it. These corrective measures and remedies may include: 1. Barring it or any subcontractor operating public transportation under its Award that has provided prohibited charter service from receiving federal assistance from FTA; 2. Withholding an amount of federal assistance as provided by Appendix D to part 604 of FTA's Charter Service regulations; or 3. Any other appropriate remedy that may apply. The contractor should also include the substance of this clause in each subcontract that may involve operating public transit services.

CHANGES TO FEDERAL REQUIREMENTS

Federal requirements that apply to the Recipient or the Award, the accompanying Underlying Agreement, and any Amendments thereto may change due to changes in federal law, regulation, other requirements, or guidance, or changes in the Recipient's Underlying Agreement including any information incorporated by reference and made part of that Underlying Agreement; and

Applicable changes to those federal requirements will apply to each Third Party Agreement and parties thereto at any tier.

CIVIL RIGHTS LAWS AND REGULATIONS

The following Federal Civil Rights laws and regulations apply to all contracts.

The Contractor and any subcontractor agree to comply with all the requirements prohibiting discrimination on the basis of race, color, or national origin of the Title VI of the Civil Rights Action of 1964, as amended 52 U.S.C 2000d, and U.S. DOT regulation "Nondiscrimination in Federally-Assisted Programs of the Department of Transportation – Effectuation of the Title VI of the Civil rights Act, "49 C.F. R. Part 21 and any implementing requirement FTA may issue.

1 Federal Equal Employment Opportunity (EEO) Requirements. These include, but are not limited to:

a) Nondiscrimination in Federal Public Transportation Programs. 49 U.S.C. § 5332, covering projects, programs, and activities financed under 49 U.S.C. Chapter 53, prohibits discrimination on the basis of race, color, religion, national origin, sex (including sexual orientation), disability, or age, and prohibits discrimination in employment or business opportunity.

b) Prohibition against Employment Discrimination. Title VII of the Civil Rights Act of 1964, as amended, 42 U.S.C. § 2000e, Title VI of the Civil Rights Act of 1964," 49 CFR Part 21, and 49 U.S.C. § 5332, prohibits discrimination in employment on the basis of race, color, religion, sex, or national origin.

2 Nondiscrimination on the Basis of Sex. Title IX of the Education Amendments of 1972, as amended, 20 U.S.C. § 1681 et seq. and implementing Federal regulations, "Nondiscrimination on the Basis of Sex in Education Programs or Activities Receiving Federal Financial Assistance," 49 C.F.R. part 25 prohibit discrimination on the basis of sex.

3 Nondiscrimination on the Basis of Age. The "Age Discrimination Act of 1975," as amended, 42 U.S.C. § 6101 et seq., and Department of Health and

Human Services implementing regulations, "Nondiscrimination on the Basis of Age in Programs or Activities Receiving Federal Financial Assistance," 45 C.F.R. part 90, prohibit discrimination by participants in federally assisted programs against individuals on the basis of age. The Age Discrimination in Employment Act (ADEA), 29 U.S.C. § 621 et seq., and Equal Employment Opportunity Commission (EEOC) implementing regulations, "Age Discrimination in Employment Act," 29 C.F.R. part 1625, also prohibit employment discrimination against individuals age 40 and over on the basis of age.

4 Federal Protections for Individuals with Disabilities. The Americans with Disabilities Act of 1990, as amended (ADA), 42 U.S.C. § 12101 et seq., prohibits discrimination against qualified individuals with disabilities in programs, activities, and services, and imposes specific requirements on public and private entities. Third party contractors must comply with their responsibilities under Titles I, II, III, IV, and V of the ADA in employment, public services, public accommodations, telecommunications, and other provisions, many of which are subject to regulations issued by other Federal agencies.

Civil Rights and Equal Opportunity
The Agency is an Equal Opportunity Employer. As such, the Agency agrees to comply with all applicable Federal civil rights laws and implementing regulations. Apart from inconsistent requirements imposed by Federal laws or regulations, the Agency agrees to comply with the requirements of 49 U.S.C. § 5323(h) (3) by not using any Federal assistance awarded by FTA to support procurements using exclusionary or discriminatory specifications. Under this Contract, the Contractor shall at all times comply with the following requirements and shall include these requirements in each subcontract entered into as part thereof.

1. Nondiscrimination. In accordance with Federal transit law at 49 U.S.C. § 5332, the Contractor agrees that it will not discriminate against any employee or applicant for employment because of race, color, religion, national origin, sex, disability, or age. In addition, the Contractor agrees to comply with applicable Federal implementing regulations and other implementing requirements FTA may issue.

2. Equal Employment Opportunity. In accordance with Title VII of the Civil Rights Act, as amended, 42 U.S.C. § 2000e et seq., Title I of the Americans with Disabilities Act of 1990, as amended, 42 U.S.C. §§ 12101, et seq.; and Federal transit laws at 49 U.S.C. § 5332, the Contractor agrees to comply with all applicable equal employment opportunity requirements, without regard to their race, color, religion, national origin, or sex (including sexual orientation). In addition, the Contractor agrees to comply with any implementing requirements FTA may issue.

3. Age. In accordance with the Age Discrimination in Employment Act, 29 U.S.C. §§ 621-634, U.S. Equal Employment Opportunity Commission (U.S. EEOC) regulations, "Age Discrimination in Employment Act," 29 C.F.R. part 1625, the Age Discrimination Act of 1975, as amended, 42 U.S.C. § 6101 et seq., U.S. Health and Human Services regulations, "Nondiscrimination on the Basis of Age in Programs or Activities Receiving Federal Financial Assistance," 45 C.F.R. part 90, and Federal transit law at 49 U.S.C. § 5332, the Contractor agrees to refrain from discrimination against present and prospective employees for reason of age. In addition, the Contractor agrees to comply with any Implementing requirements FTA may issue.

4.Disabilities. In accordance with section 504 of the Rehabilitation Act of 1973, as amended, 29 U.S.C. § 794, the Americans with Disabilities Act of 1990, as amended, 42 U.S.C. § 12101 et seq., the Architectural Barriers Act of 1968, as amended, 42 U.S.C. § 4151 et seq., and Federal transit law at 49 U.S.C. § 5332, the Contractor agrees that it will not discriminate against individuals on the basis of disability. In addition, the Contractor agrees to comply with any implementing requirements FTA may issue.

5. Federal Law and Public Policy Requirements. The Contractor shall ensure that Federal funding is expended in full accordance with the U.S. Constitution, Federal Law, and statutory and public policy requirements: including, but not limited to, those protecting free speech, religious liberty, public welfare, the environment, and prohibiting discrimination; and the Recipient will cooperate with Federal officials in the enforcement of Federal law, including cooperating with and not impeding U.S. Immigration and Customs Enforcement (ICE) and other Federal offices and components of the Department of Homeland Security in the enforcement of Federal immigration law.

CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT

The Contractor agrees to comply with all applicable standards, orders, or regulations issued pursuant to the Clean Air Act (42 U.S.C. § 7401-7671q) and the Federal Water Pollution Control Act as amended (33 U.S.C. § 1251-1387). Violations must be reported to FTA and the Regional Office of the Environmental Protection Agency. The following applies for contracts of amounts in excess of $150,000:

Clean Air Act

(1) The contractor agrees to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act, as amended, 42 U.S.C. § 7401 et seq.

(2) The contractor agrees to report each violation to the Agency and understands and agrees that the Agency will, in turn, report each violation as required to assure notification to the Agency, Federal Emergency Management Agency, and the appropriate Environmental Protection Agency Regional Office.

(3) The contractor agrees to include these requirements in each subcontract exceeding $150,000 financed in whole or in part with Federal assistance provided by FTA.

Federal Water Pollution Control Act

(1) The contractor agrees to comply with all applicable standards, orders or regulations issued pursuant to the Federal Water Pollution Control Act, as amended, 33 U.S.C. 1251 et seq.

(2) The contractor agrees to report each violation to the Agency and understands and agrees that the Agency will, in turn, report each violation as required to assure notification to the Agency, Federal Emergency Management Agency, and the appropriate Environmental Protection Agency Regional Office.

(3) The contractor agrees to include these requirements in each subcontract exceeding $150,000 financed in whole or in part with Federal assistance provided by FTA."

CONTRACT WORK HOURS AND SAFETY STANDARDS ACT

a. Applicability: This requirement applies to all FTA grant and cooperative agreement programs.

b. Where applicable (see 40 U.S.C. § 3701), all contracts awarded by the non-Federal entity in excess of $100,000 that involve the employment of mechanics or laborers must include a provision for compliance with 40 U.S.C. §§ 3702 and 3704, as supplemented by Department of Labor regulations at 29 C.F.R. Part 5. See 2 C.F.R. Part 200, Appendix II.

c. Under 40 U.S.C. § 3702, each contractor must be required to compute the wages of every mechanic and laborer on the basis of a standard work week of 40 hours. Work in excess of the standard work week is permissible provided that the worker is compensated at a rate of not less than one and a half times the basic rate of pay for all hours worked in excess of 40 hours in the work week.

d. The requirements of 40 U.S.C. § 3704 are applicable to construction work and provide that no laborer or mechanic must be required to work in surroundings or under working conditions which are unsanitary, hazardous or dangerous. These requirements do not apply to the purchases of supplies or materials or articles ordinarily available on the open market, or contracts for transportation or transmission of intelligence.

e. The regulation at 29 C.F.R. § 5.5(b) provides the required contract clause concerning compliance with the Contract Work Hours and Safety Standards Act:

Compliance with the Contract Work Hours and Safety Standards Act.

(1) Overtime requirements. No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic in any workweek in which he or she is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek.

(2) Violation; liability for unpaid wages; liquidated damages. In the event of any violation of the clause set forth in paragraph (1) of this section the contractor and any subcontractor responsible therefor shall be liable for the unpaid wages. In addition, such contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or mechanic, including watchmen and guards, employed in violation of the clause set forth in paragraph (1) of this section, in the sum of $10 for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph (1) of this section.

(3) Withholding for unpaid wages and liquidated damages. The agency shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld, from any moneys payable on account of work performed by the contractor or subcontractor under any such contract or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime contractor, such sums as may be determined to be necessary to satisfy any liabilities of such contractor or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in paragraph (2) of this section.

(4) Subcontracts. The contractor or subcontractor shall insert in any subcontracts the clauses set forth in paragraph (1) through (4) of this section and also a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in paragraphs (1) through (4) of this section."

DEBARMENT AND SUSPENSION

Debarment and Suspension (Executive Orders 12549 and 12689). A covered transaction (see 2 C.F.R. §§ 180.220 and 1200.220) must not be entered into with any party listed on the governmentwide exclusions in the System for Award Management (SAM), in accordance with the OMB guidelines at 2 C.F.R. 180 that implement Executive Orders 12549 (31 U.S.C. § 6101 note, 51 Fed. Reg. 6370,) and 12689 (31 U.S.C. § 6101 note, 54 Fed. Reg. 34131), "Debarment and Suspension." SAM Exclusions contains the names of parties debarred, suspended, or otherwise excluded by agencies, as well as parties declared ineligible under statutory or regulatory authority other than Executive Order 12549. The Recipient agrees to include, and require each Third Party Participant to include, a similar provision in each lower tier covered transaction, ensuring that each lower tier Third Party Participant:

(1) Complies with federal debarment and suspension requirements; and

(2) Reviews the SAM at https://www.sam.gov, if necessary to comply with U.S. DOT regulations, 2 CFR Part 1200.

DISADVANTAGED BUSINESS ENTERPRISE (DBE)

(Does not apply to projects fully funded by the Tribal Transportation Program (TTP).)

It is the policy of the Agency and the United States Department of Transportation ("DOT") that Disadvantaged Business Enterprises ("DBE's"), as defined herein and in the Federal regulations published at 49 C.F.R. part 26, shall have an equal opportunity to participate in DOT-assisted contracts.

The contractor or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 C.F.R. part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the Agency deems appropriate, which may include, but is not limited to:

(1) Withholding monthly progress payments;

(2) Assessing sanctions;

(3) Liquidated damages; and/or

(4) Disqualifying the contractor from future bidding as non-responsible. 49 C.F.R. § 26.13(b).

Prime contractors are required to pay subcontractors for satisfactory performance of their contracts no later than 30 days from receipt of each payment the Agency makes to the prime contractor. 49 C.F.R. § 26.29(a).

Finally, for contracts with defined DBE contract goals, the contractor shall utilize the specific DBEs listed unless the contractor obtains the Agency's written consent; and that, unless the Agency's consent is provided, the contractor shall not be entitled to any payment for work or material unless it is performed or supplied by the listed DBE. 49 C.F.R. § 26.53(f) (1).

ENERGY CONSERVATION

The contractor agrees to comply with mandatory standards and policies relating to energy efficiency, which are contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act (42 U.S.C.§ 6201).

FLY AMERICA

a) Definitions. As used in this clause—
1) "International air transportation" means transportation by air between a place in the United States and a place outside the United States or between two places both of which are outside the United States. 2) "United States" means the 50 States, the District of Columbia, and outlying areas. 3) "U.S.-flag air carrier" means an air carrier holding a certificate under 49 U.S.C. Chapter 411.

b) When Federal funds are used to fund travel, Section 5 of the International Air Transportation Fair Competitive Practices Act of 1974 (49 U.S.C. 40118) (Fly America Act) requires contractors, Agencys, and others use U.S.-flag air carriers for U.S. Government-financed international air transportation of personnel (and their personal effects) or property, to the extent that service by those carriers is available. It requires the Comptroller General of the United States, in the absence of satisfactory proof of the necessity for foreign-flag air transportation, to disallow expenditures from funds, appropriated or otherwise established for the account of the United States, for international air transportation secured aboard a foreign-flag air carrier if a U.S.-flag air carrier is available to provide such services.

c) If available, the Contractor, in performing work under this contract, shall use U.S.-flag carriers for international air transportation of personnel (and their personal effects) or property.

d) In the event that the Contractor selects a carrier other than a U.S.-flag air carrier for international air transportation, the Contractor shall include a statement on vouchers involving such transportation essentially as follows:

Statement of Unavailability of U.S.-Flag Air Carriers
International air transportation of persons (and their personal effects) or property by U.S.-flag air carrier was not available or it was necessary to use foreign-flag air carrier service for the following reasons. See FAR § 47.403. [State reasons]:

e) Contractor shall include the substance of this clause, including this paragraph (e), in each subcontract or purchase under this contract that may involve international air transportation.

INCORPORATION OF FEDERAL TRANSIT ADMINISTRATION (FTA) TERMS

The provisions within include, in part, certain Standard Terms and Conditions required under the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR § 200), whether or not expressly set forth in the preceding contract provisions. All contractual provisions required by DOT, detailed in 2 CFR § 200 or as amended by 2 CFR § 1201, or the most recent version of FTA Circular 4220.1 are hereby incorporated by reference. Anything to the contrary herein notwithstanding, all mandated terms shall be deemed to control in the event of a conflict with other provisions contained in this Contract. The Contractor shall not perform any act, fail to perform any act, or refuse to comply with any request which would cause a violation of the FTA terms and conditions.

NO GOVERNMENT OBLIGATION TO THIRD PARTIES

The Recipient and Contractor acknowledge and agree that, notwithstanding any concurrence by the Federal Government in or approval of the solicitation or award of the underlying Contract, absent the express written consent by the Federal Government, the Federal Government is not a party to this Contract and shall not be subject to any obligations or liabilities to the Recipient, Contractor or any other party (whether or not a party to that contract) pertaining to any matter resulting from the underlying Contract. The Contractor agrees to include the above clause in each subcontract financed in whole or in part with Federal assistance provided by the FTA. It is further agreed that the clause shall not be modified, except to identify the subcontractor who will be subject to its provisions.

NOTICE TO FTA AND U.S. DOT INSPECTOR GENERAL OF INFORMATION RELATED TO FRAUD, WASTE, ABUSE, OR OTHER LEGAL MATTERS

If a current or prospective legal matter that may affect the Federal Government emerges, the Recipient must promptly notify the FTA Chief Counsel and FTA Regional Counsel for the Region in which the Recipient is located. The Recipient must include a similar notification requirement in its Third Party Agreements and must require each Third Party Participant to include an equivalent provision in its subagreements at every tier, for any agreement that is a "covered transaction" according to 2 C.F.R. §§ 180.220 and 1200.220.

(1) The types of legal matters that require notification include, but are not limited to, a major dispute, breach, default, litigation, or naming the Federal Government as a party to litigation or a legal disagreement in any forum for any reason.

(2) Matters that may affect the Federal Government include, but are not limited to, the Federal Government's interests in the Award, the accompanying Underlying Agreement, and any Amendments thereto, or the Federal Government's administration or enforcement of federal laws, regulations, and requirements.

(3) The Recipient must promptly notify the U.S. DOT Inspector General in addition to the FTA Chief Counsel or Regional Counsel for the Region in which the Recipient is located, if the Recipient has knowledge of potential fraud, waste, or abuse occurring on a Project receiving assistance from FTA. The notification provision applies if a person has or may have submitted a false claim under the False Claims Act, 31 U.S.C. § 3729 et seq., or has or may have committed a criminal or civil violation of law pertaining to such matters as fraud, conflict of interest, bribery, gratuity, or similar misconduct. This responsibility occurs whether the Project is subject to this Agreement or another agreement between the Recipient and FTA, or an agreement involving a principal, offi

employee, agent, or Third Party Participant of the Recipient. It also applies to subcontractors at any tier. Knowledge, as used in this paragraph, includes, but is not limited to, knowledge of a criminal or civil investigation by a Federal, state, or local law enforcement or other investigative agency, a criminal indictment or civil complaint, or probable cause that could support a criminal indictment, or any other credible information in the possession of the Recipient.

PROGRAM FRAUD AND FALSE OR FRAUDULENT STATEMENTS AND RELATED ACTS

The Contractor acknowledges that the provisions of the Program Fraud Civil Remedies Act of 1986, as amended, 31 U.S.C. § 3801 et seq. and U.S. DOT regulations, "Program Fraud Civil Remedies," 49 C.F.R. part 31, apply to its actions pertaining to this Project. Upon execution of the underlying contract, the Contractor certifies or affirms the truthfulness and accuracy of any statement it has made, it makes, it may make, or causes to be made, pertaining to the underlying contract or the FTA assisted project for which this contract work is being performed. In addition to other penalties that may be applicable, the Contractor further acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification, the Federal Government reserves the right to impose the penalties of the Program Fraud Civil Remedies Act of 1986 on the Contractor to the extent the Federal Government deems appropriate.

The Contractor also acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification to the Federal Government under a contract connected with a project that is financed in whole or in part with Federal assistance originally awarded by FTA under the authority of 49 U.S.C. chapter 53, the Government reserves the right to impose the penalties of 18 U.S.C. § 1001 and 49 U.S.C. § 5323(l) on the Contractor, to the extent the Federal Government deems appropriate.

The Contractor agrees to include the above two clauses in each subcontract financed in whole or in part with Federal assistance provided by FTA. It is further agreed that the clauses shall not be modified, except to identify the subcontractor who will be subject to the provisions.

PROHIBITION ON CERTAIN TELECOMMUNICATIONS AND VIDEO SURVEILLANCE SERVICES OR EQUIPMENT.

a) Recipients and subrecipients are prohibited from obligating or expending loan or grant funds to:

1) Procure or obtain covered telecommunications equipment or services;
2) Extend or renew a contract to procure or obtain covered telecommunications equipment or services; or
3) Enter into a contract (or extend or renew a contract) to procure or obtain covered telecommunications equipment or services.

(b) As described in section 889 of Public Law 115-232, "covered telecommunications equipment or services" means any of the following:

(1) Telecommunications equipment produced by Huawei Technologies Company or ZTE Corporation (or any subsidiary or affiliate of such entities);

(2) For the purpose of public safety, security of government facilities, physical security surveillance of critical infrastructure, and other national security purposes, video surveillance and telecommunications equipment produced by Hytera Communications Corporation, Hangzhou Hikvision Digital Technology Company, or Dahua Technology Company (or any subsidiary or affiliate of such entities);

(3) Telecommunications or video surveillance services provided by such entities or using such equipment;

(4) Telecommunications or video surveillance equipment or services produced or provided by an entity that the Secretary of Defense, in consultation with the Director of the National Intelligence or the Director of the Federal Bureau of Investigation, reasonably believes to be an entity owned or controlled by, or otherwise connected to, the government of a covered foreign country;

(c) For the purposes of this section, "covered telecommunications equipment or services" also include systems that use covered telecommunications equipment or services as a substantial or essential component of any system, or as critical technology as part of any system.

(d) In implementing the prohibition under section 889 of Public Law 115-232, heads of executive agencies administering loan, grant, or subsidy programs must prioritize available funding and technical support to assist affected businesses, institutions and organizations as is reasonably necessary for those affected entities to transition from covered telecommunications equipment or services, to procure replacement equipment or services, and to ensure that communications service to users and customers is sustained.

(e) When the recipient or subrecipient accepts a loan or grant, it is certifying that it will comply with the prohibition on covered telecommunications equipment and services in this section. The recipient or subrecipient is not required to certify that funds will not be expended on covered telecommunications equipment or services beyond the certification provided upon accepting the loan or grant and those provided upon submitting payment requests and financial reports.

(f) For additional information, see section 889 of Public Law 115-232 and 200.471.

PUBLIC TRANSPORTATION EMPLOYEE PROTECTIVE ARRANGEMENTS

The Contractor agrees to comply with the following employee protective arrangements of 49 U.S.C. § 5333(b):

1.U.S. DOL Certification. Under this Contract or any Amendments thereto that involve public transportation operations that are supported with federal assistance, a certification issued by U.S. DOL is a condition of the Contract.

2.Special Warranty. When the Contract involves public transportation operations and is supported with federal assistance appropriated or made available for 49 U.S.C. § 5311, U.S. DOL will provide a Special Warranty for its Award, including its Award of federal assistance under the Tribal Transit Program. The U.S. DOL Special Warranty is a condition of the Contract.

3.Special Arrangements. The conditions of 49 U.S.C. § 5333(b) do not apply to Contractors providing public transportation operations pursuant to 49 U.S.C. § 5310. FTA reserves the right to make case-by-case determinations of the applicability of 49 U.S.C. § 5333(b) for all transfers of funding authorized under title 23, United States Code (flex funds), and make other exceptions as it deems appropriate, and, in those instances, any special arrangements required by FTA will be incorporated herein as required.

PROMPT PAYMENT

(Does not apply to projects fully funded by the Tribal Transportation Program (TTP).)

The contractor is required to pay its subcontractors performing work related to this contract for satisfactory performance of that work no later than 30 days after the contractor's receipt of payment for that work. In addition, the contractor is required to return any retainage payments to those subcontractors within 30 days after the subcontractor's work related to this contract is satisfactorily completed.

The contractor must promptly notify the Agency, whenever a DBE subcontractor performing work related to this contract is terminated or fails to complete its work and must make good faith efforts to engage another DBE subcontractor to perform at least the same amount of work. The contractor may not terminate any DBE subcontractor and perform that work through its own forces or those of an affiliate without prior written consent of the Agency.

RESTRICTIONS ON LOBBYING

Conditions on use of funds.

(a) No appropriated funds may be expended by the recipient of a Federal contract, grant, loan, or cooperative agreement to pay any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with any of the following covered Federal actions: the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(b) Each person who requests or receives from an agency a Federal contract, grant, loan, or cooperative agreement shall file with that agency a certification, that the person has not made, and will not make, any payment prohibited by paragraph (a) of this section.

(c) Each person who requests or receives from an agency a Federal contract, grant, loan, or a cooperative agreement shall file with that agency a disclosure form if such person has made or has agreed to make any payment using nonappropriated funds (to include profits from any covered Federal action), which would be prohibited under paragraph (a) of this section if paid for with appropriated funds.

(d) Each person who requests or receives from an agency a commitment providing for the United States to insure or guarantee a loan shall file with that agency a statement, whether that person has made or has agreed to make any payment to influence or attempt to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with that loan insurance or guarantee.

(e) Each person who requests or receives from an agency a commitment providing for the United States to insure or guarantee a loan shall file with that agency a disclosure form if that person has made or has agreed to make any payment to influence or attempt to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with that loan insurance or guarantee.

Certification and disclosure.

(a) Each person shall file a certification, and a disclosure form, if required, with each submission that initiates agency consideration of such person for:

(1) Award of a Federal contract, grant, or cooperative agreement exceeding $100,000; or

(2) An award of a Federal loan or a commitment providing for the United States to insure or guarantee a loan exceeding $150,000.

(b) Each person shall file a certification, and a disclosure form, if required, upon receipt by such person of:

(1) A Federal contract, grant, or cooperative agreement exceeding $100,000; or

(2) A Federal loan or a commitment providing for the United States to insure or guarantee a loan exceeding $150,000,

Unless such person previously filed a certification, and a disclosure form, if required, under paragraph (a) of this section.

(c) Each person shall file a disclosure form at the end of each calendar quarter in which there occurs any event that requires disclosure or that materially affects the accuracy of the information contained in any disclosure form previously filed by such person under paragraphs (a) or (b) of this section. An event that materially affects the accuracy of the information reported includes:

(1) A cumulative increase of $25,000 or more in the amount paid or expected to be paid for influencing or attempting to influence a covered Federal action; or

(2) A change in the person(s) or individual(s) influencing or attempting to influence a covered Federal action; or,

(3) A change in the officer(s), employee(s), or Member(s) contacted to influence or attempt to influence a covered Federal action.

(d) Any person who requests or receives from a person referred to in paragraphs (a) or (b) of this section:

(1) A subcontract exceeding $100,000 at any tier under a Federal contract;

(2) A subgrant, contract, or subcontract exceeding $100,000 at any tier under a Federal grant;

(3) A contract or subcontract exceeding $100,000 at any tier under a Federal loan exceeding $150,000; or,

(4) A contract or subcontract exceeding $100,000 at any tier under a Federal cooperative agreement,

Shall file a certification, and a disclosure form, if required, to the next tier above.

(e) All disclosure forms, but not certifications, shall be forwarded from tier to tier until received by the person referred to in paragraphs (a) or (b) of this section. That person shall forward all disclosure forms to the agency.

(f) Any certification or disclosure form filed under paragraph (e) of this section shall be treated as a material representation of fact upon which all receiving tiers shall rely. All liability arising from an erroneous representation shall be borne solely by the tier filing that representation and shall not be shared by any tier to which the erroneous representation is forwarded. Submitting an erroneous certification or disclosure constitutes a failure to file the required certification or disclosure, respectively. If a person fails to file a required certification or disclosure, the United States may pursue all available remedies, including those authorized by section 1352, title 31, U.S. Code.

(g) For awards and commitments in process prior to December 23, 1989, but not made before that date, certifications shall be required at award or commitment, covering activities occurring between December 23, 1989, and the date of award or commitment. However, for awards and commitments in process prior to the December 23, 1989 effective date of these provisions, but not made before December 23, 1989, disclosure forms shall not be required at time of award or commitment but shall be filed within 30 days.

(h) No reporting is required for an activity paid for with appropriated funds if that activity is allowable under either subpart B or C.

SAFE OPERATION OF MOTOR VEHICLES

Seat Belt Use
The Contractor is encouraged to adopt and promote on-the-job seat belt use policies and programs for its employees and other personnel that operate company-owned vehicles, company rented vehicles, or personally operated vehicles. The terms “company-owned” and “company-leased” refer to vehicles owned or leased either by the Contractor or Agency.

Distracted Driving
The Contractor agrees to adopt and enforce workplace safety policies to decrease crashes caused by distracted drivers, including policies to ban text messaging while using an electronic device supplied by an employer, and driving a vehicle the driver owns or rents, a vehicle Contactor owns, leases, or rents, or a privately-owned vehicle when on official business in connection with the work performed under this Contract.

The contractor agrees to comply with 49 U.S.C. 5323(f), and 49 C.F.R. part 604, and not engage in school bus operations using federally funded equipment or facilities in competition with private operators of school buses, except as permitted under:

1. Federal transit laws, specifically 49 U.S.C. § 5323(f);
2. FTA regulations, "School Bus Operations," 49 C.F.R. part 605
3. Any other Federal School Bus regulations; or
4. Federal guidance, except as FTA determines otherwise in writing.

If Contractor violates this School Bus Agreement, FTA may:
1. Bar the Contractor from receiving Federal assistance for public transportation; or
2. Require the contractor to take such remedial measures as FTA considers appropriate.

When operating exclusive school bus service under an allowable exemption, the contractor may not use federally funded equipment, vehicles, or facilities.

The Contractor should include the substance of this clause in each subcontract or purchase under this contract that may operate public transportation services.

SIMPLIFIED ACQUISITION THRESHOLD

Contracts for more than the simplified acquisition threshold, which is the inflation adjusted amount determined by the Civilian Agency Acquisition Council and the Defense Acquisition Regulations Council (Councils) as authorized by 41 U.S.C. § 1908, or otherwise set by law, must address administrative, contractual, or legal remedies in instances where contractors violate or breach contract terms, and provide for such sanctions and penalties as appropriate. (Note that the simplified acquisition threshold determines the procurement procedures that must be employed pursuant to 2 C.F.R. §§ 200.317–200.327. The simplified acquisition threshold does not exempt a procurement from other eligibility or processes requirements that may apply. For example, Buy America's eligibility and process requirements apply to any procurement in excess of $150,000. 49 U.S.C. § 5323(j)(13).

SOLID WASTES (RECOVERED MATERIALS)

(a) A Recipient or subrecipient that is a State agency or agency of a political subdivision of a State and its contractors must comply with section 6002 of the Solid Waste Disposal Act, as amended by the Resource Conservation and Recovery Act of 1976 as amended, 42 U.S.C. 6962. The requirements of Section 6002 include procuring only items designated in the guidelines of the Environmental Protection Agency (EPA) at 40 CFR Part 247 that contain the highest percentage of recovered materials practicable, consistent with maintaining a satisfactory level of competition, where the purchase price of the item exceeds $10,000 or the value of the quantity acquired during the preceding fiscal year exceeded $10,000; procuring solid waste management services in a manner that maximizes energy and resource recovery; and establishing an affirmative procurement program for procurement of recovered materials identified in the EPA guidelines.

(b) The recipient or subrecipient should, to the greatest extent practicable and consistent with law, purchase, acquire, or use products and services that can be reused, refurbished, or recycled; contain recycled content, are biobased, or are energy and water efficient; and are sustainable. This may include purchasing compostable items and other products and services that reduce the use of single-use plastic products. See Executive Order 14057, section 101, Policy.

SPECIAL NOTIFICATION REQUIREMENTS FOR STATES

Applies to States –

a. To the extent required under federal law, the State, as the Recipient, agrees to provide the following information about federal assistance awarded for its State Program, Project, or related activities:

(1) The Identification of FTA as the federal agency providing the federal assistance for a State Program or Project;
(2) The Catalog of Federal Domestic Assistance Number of the program from which the federal assistance for a State Program or Project is authorized; and
(3) The amount of federal assistance FTA has provided for a State Program or Project.

b. Documents - The State agrees to provide the information required under this provision in the following documents:

(1) applications for federal assistance,
(2) requests for proposals or solicitations,
(3) forms,
(4) notifications,
(5) press releases,
(6) other publications.

SUBSTANCE ABUSE REQUIREMENTS

The Contractor agrees to establish and implement a drug and alcohol testing program that complies with 49 C.F.R. part 655, produce any documentation necessary to establish its compliance with part 655, and permit any authorized representative of the United States Department of Transportation or its operating administrations, the State Oversight Agency, or Agency, to inspect the facilities and records associated with the implementation of the drug and alcohol testing program as required under 49 C.F.R. part 655 and review the testing process. The Contractor agrees further to certify annually its compliance with part 655 and to submit the Management Information System (MIS) reports to the Agency.

TERMINATION

Termination for Convenience (General Provision)
The Agency may terminate this contract, in whole or in part, at any time by written notice to the Contractor when it is in the Agency's best interest. The Contractor shall be paid its costs, including contract close-out costs, and profit on work performed up to the time of termination. The Contractor shall promptly submit its termination claim to Agency to be paid the Contractor. If the Contractor has any property in its possession belonging to Agency, the Contractor will account for the same, and dispose of it in the manner Agency directs.

Termination for Default [Breach or Cause] (General Provision)
If the Contractor does not deliver supplies in accordance with the contract delivery schedule, or if the contract is for services, the Contractor fails to perform in the manner called for in the contract, or if the Contractor fails to comply with any other provisions of the contract, the Agency may terminate this contract for default. Termination shall be effected by serving a Notice of Termination on the Contractor setting forth the manner in which the Contractor is in default. The Contractor will be paid only the contract price for supplies delivered and accepted, or services performed in accordance with the manner of performance set forth in the contract. If it is later determined by the Agency that the Contractor had an excusable reason for not performing, such as a strike, fire, or flood, events which are not the fault of or are beyond the control of the Contractor, the Agency, after setting up a new delivery of performance schedule, may allow the Contractor to continue work, or treat the termination as a Termination for Convenience.

Opportunity to Cure (General Provision)
The Agency, in its sole discretion may, in the case of a termination for breach or default, allow the Contractor [an appropriately short period of time] in which to cure the defect. In such case, the Notice of Termination will state the time period in which cure is permitted and other appropriate conditions

If Contractor fails to remedy to Agency's satisfaction the breach or default of any of the terms, covenants, or conditions of this Contract within [10 days] after receipt by Contractor of written notice from Agency setting forth the nature of said breach or default, Agency shall have the right to terminate the contract without any further obligation to Contractor. Any such termination for default shall not in any way operate to preclude Agency from also pursuing all available remedies against Contractor and its sureties for said breach or default.

Waiver of Remedies for any Breach
In the event that Agency elects to waive its remedies for any breach by Contractor of any covenant, term or condition of this contract, such waiver by Agency shall not limit Agency's remedies for any succeeding breach of that or of any other covenant, term, or condition of this contract.

Termination for Convenience (Professional or Transit Service Contracts)
The Agency, by written notice, may terminate this contract, in whole or in part, when it is in the Agency's interest. If this contract is terminated, the Agency shall be liable only for payment under the payment provisions of this contract for services rendered before the effective date of termination.

Termination for Default (Supplies and Service)
If the Contractor fails to deliver supplies or to perform the services within the time specified in this contract or any extension, or if the Contractor fails to comply with any other provisions of this contract, the Agency may terminate this contract for default. The Agency shall terminate by delivering to the Contractor a Notice of Termination specifying the nature of the default. The Contractor will only be paid the contract price for supplies delivered and accepted, or services performed in accordance with the manner or performance set forth in this contract. If, after termination for failure to fulfill contract obligations, it is determined that the Contractor was not in default, the rights and obligations of the parties shall be the same as if the termination had been issued for the convenience of the Agency.

Termination for Default (Transportation Services)
If the Contractor fails to pick up the commodities or to perform the services, including delivery services, within the time specified in this contract or any extension, or if the Contractor fails to comply with any other provisions of this contract, the Agency may terminate this contract for default. The Agency shall terminate by delivering to the Contractor a Notice of Termination specifying the nature of default. The Contractor will only be paid the contract price for services performed in accordance with the manner of performance set forth in this contract.

If this contract is terminated while the Contractor has possession of Agency goods, the Contractor shall, upon direction of the Agency, protect and preserve the goods until surrendered to the Agency or its agent. The Contractor and Agency shall agree on payment for the preservation and protection of goods. Failure to agree on an amount will be resolved under the Dispute clause.

If, after termination for failure to fulfill contract obligations, it is determined that the Contractor was not in default, the rights and obligations of the parties shall be the same as if the termination had been issued for the convenience of the Agency.

Termination for Default (Construction)
If the Contractor refuses or fails to prosecute the work or any separable part, with the diligence that will ensure its completion within the time specified in this contract or any extension or fails to complete the work within this time, or if the Contractor fails to comply with any other provision of this contract, Agency may terminate this contract for default. The Agency shall terminate by delivering to the Contractor a Notice of Termination specifying the nature of the default. In this event, the Agency may take over the work and compete it by contract or otherwise, and may take possession of and use any materials, appliances, and plant on the work site necessary for completing the work. The Contractor and its sureties shall be liable for any damage to the Agency resulting from the Contractor's refusal or failure to complete the work within specified time, whether or not the Contractor's right to proceed with the work is terminated. This liability includes any increased costs incurred by the Agency in completing the work.

The Contractor's right to proceed shall not be terminated nor shall the Contractor be charged with damages under this clause if: 1. The delay in completing the work arises from unforeseeable causes beyond the control and without the fault or negligence of the Contractor. Examples of such causes include: acts of God, acts of Agency, acts of another contractor in the performance of a contract with Agency, epidemics, quarantine restrictions, strikes, freight embargoes; and 2. The Contractor, within [10] days from the beginning of any delay, notifies Agency in writing of the causes of delay. If, in the judgment of Agency, the delay is excusable, the time for completing the work shall be extended. The judgment of Agency shall be final and conclusive for the parties, but subject to appeal under the Disputes clause(s) of this contract. 3. If, after termination of the Contractor's right to proceed, it is determined that the Contractor was not in default, or that the delay was excusable, the rights and obligations of the parties will be the same as if the termination had been issued for the convenience of Agency.

Termination for Convenience or Default (Architect and Engineering)
The Agency may terminate this contract in whole or in part, for the Agency's convenience or because of the failure of the Contractor to fulfill the contract obligations. The Agency shall terminate by delivering to the Contractor a Notice of Termination specifying the nature, extent, and effective date of the termination. Upon receipt of the notice, the Contractor shall (1) immediately discontinue all services affected (unless the notice directs otherwise), and (2) deliver to the Agency 's Contracting Officer all data, drawings, specifications, reports, estimates, summaries, and other information and materials accumulated in performing this contract, whether completed or in process. Agency has a royalty-free, nonexclusive, and irrevocable license to reproduce, publish or otherwise use, all such data, drawings, specifications, reports, estimates, summaries, and other information and materials.

If the termination is for the convenience of the Agency, the Agency's Contracting Officer shall make an equitable adjustment in the contract price but shall allow no anticipated profit on unperformed services.

If the termination is for failure of the Contractor to fulfill the contract obligations, the Agency may complete the work by contact or otherwise and the Contractor shall be liable for any additional cost incurred by the Agency.

If, after termination for failure to fulfill contract obligations, it is determined that the Contractor was not in default, the rights and obligations of the parties sl

be the same as if the termination had been issued for the convenience of Agency

Termination for Convenience or Default (Cost-Type Contracts)
The Agency may terminate this contract, or any portion of it, by serving a Notice of Termination on the Contractor. The notice shall state whether the termination is for convenience of Agency or for the default of the Contractor. If the termination is for default, the notice shall state the manner in which the Contractor has failed to perform the requirements of the contract. The Contractor shall account for any property in its possession paid for from funds received from the Agency, or property supplied to the Contractor by the Agency. If the termination is for default, the Agency may fix the fee, if the contract provides for a fee, to be paid the Contractor in proportion to the value, if any, of work performed up to the time of termination. The Contractor shall promptly submit its termination claim to the Agency and the parties shall negotiate the termination settlement to be paid the Contractor.

If the termination is for the convenience of Agency, the Contractor shall be paid its contract close-out costs, and a fee, if the contract provided for payment of a fee, in proportion to the work performed up to the time of termination.

If, after serving a Notice of Termination for Default, the Agency determines that the Contractor has an excusable reason for not performing, the Agency, after setting up a new work schedule, may allow the Contractor to continue work, or treat the termination as a Termination for Convenience.

VIOLATION AND BREACH OF CONTRACT

Disputes:
Disputes arising in the performance of this Contract that are not resolved by agreement of the parties shall be decided in writing by the authorized representative of the agency. This decision shall be final and conclusive unless within [10] days from the date of receipt of its copy, the Contractor mails or otherwise furnishes a written appeal to the agencies authorized representative. In connection with any such appeal, the Contractor shall be afforded an opportunity to be heard and to offer evidence in support of its position. The decision of the agencies authorized representative shall be binding upon the Contractor and the Contractor shall abide be the decision.

Performance during Dispute:
Unless otherwise directed by the agencies authorized representative, contractor shall continue performance under this contract while matters in dispute are being resolved.

Claims for Damages:
Should either party to the contract suffer injury or damage to person or property because of any act or omission of the party or of any of his employees, agents or others for whose acts he is legally liable, a claim for damages therefore shall be made in writing to such other party within a reasonable time after the first observance of such injury or damage.

Remedies:
Unless this contract provides otherwise, all claims, counterclaims, disputes and other matters in question between the agencies authorized representative and contractor arising out of or relating to this agreement or its breach will be decided by arbitration if the parties mutually agree, or in a court of competent jurisdiction within the State in which the Agency is located.

Rights and Remedies:
Duties and obligations imposed by the contract documents and the rights and remedies available thereunder shall be in addition to and not a limitation of any duties, obligations, rights and remedies otherwise imposed or available by law. No action or failure to act by the Agency or contractor shall constitute a waiver of any right or duty afforded any of them under the contract, nor shall any such action or failure to act constitute an approval of or acquiescence in any breach thereunder, except as may be specifically agreed in writing.

OTHER RECOMMENDED CONTRACT REQUIREMENTS

CONFORMANCE WITH ITS NATIONAL ARCHITECTURE

Intelligent Transportation Systems (ITS) projects shall conform to the National ITS Architecture and standards pursuant to 23 CFR § 940. Conformance with the National ITS Architecture is interpreted to mean the use of the National ITS Architecture to develop a regional ITS architecture in support of integration and the subsequent adherence of all ITS projects to that regional ITS architecture. Development of the regional ITS architecture should be consistent with the transportation planning process for Statewide and Metropolitan Transportation Planning (49 CFR Part 613 and 621).

FEDERAL TAX LIABILITY AND RECENT FELONY CONVICTIONS

(1) The contractor certifies that it:

(a) Does not have any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability; and

(b) Was not convicted of the felony criminal violation under any Federal law within the preceding 24 months.

If the contractor cannot so certify, the Recipient will refer the matter to FTA and not enter into any Third Party Agreement with the Third Party Participant without FTA's written approval.

(2) Flow-Down. The Recipient agrees to require the contractor to flow this requirement down to participants at all lower tiers, without regard to the value of any subagreement.

SEVERABILITY

The Contractor agrees that if any provision of this agreement or any amendment thereto is determined to be invalid, then the remaining provisions thereof that conform to federal laws, regulations, requirements, and guidance will continue in effect.

TRAFFICKING IN PERSONS

The contractor agrees that it and its employees that participate in the Recipient's Award, may not:

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(a) Engage in severe forms of trafficking in persons during the period of time that the Recipient's Award is in effect;

(b) Procure a commercial sex act during the period of time that the Recipient's Award is in effect; or

(c) Use forced labor in the performance of the Recipient's Award or subagreements thereunder.

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 2/25/2026

TO:	Board of Trustees
THROUGH:	Jay Fox, Executive Director
FROM:	Viola Miller, Chief Financial Officer
PRESENTER(S):	Jared Scarbrough, Director of Capital Design and Construction

TITLE:

Contract: Meadowbrook Battery Electric Bus Charger Design-Build (Winn-Marion Companies)

AGENDA ITEM TYPE:
Procurement Contract/Change Order

RECOMMENDATION:
Approve and authorize the Executive Director to execute contract 25-03985 for Meadowbrook Battery Electric Bus (BEB) Charger Design Build, and associated disbursements, on the Design Build with Winn-Marion Companies in the amount of $952,970 to design and install 5 BEB chargers at the Meadowbrook depot.

BACKGROUND:
UTA is planning to install 5 electric bus charging stations (20 dispensers) at the Meadowbrook Bus depot. This contract would allow Winn-Marion Companies to design and build these bus charging stations. The totality of this contract is expected to take place in the year 2026.

DISCUSSION:
UTA staff is requesting approval of the contract with Winn-Marion Companies to complete the design and installation of 5 electric bus chargers (20 dispensers) at the Meadowbrook Depot. The total contract value is $952,970. These new battery electric bus chargers will allow for the expanded electric bus fleet to be charged appropriately.

CONTRACT SUMMARY:

Contractor Name:	Winn-Marion Companies
Contract Number:	25-03985

Base Contract Effective Dates:	Effective after last signature received through November 19, 2026.
Extended Contract Dates:	N/A
Existing Contract Value:	N/A
Amendment Amount:	N/A
New/Total Contract Value:	$952,970
Procurement Method:	RFP
Budget Authority:	Approved 2026 Capital Budget

ALTERNATIVES:

UTA would need to find an alternative method to charge the buses that are currently on order.

FISCAL IMPACT:

The 2026 amounts are included in the capital project budget for FMA693 and MSP253

- FMA 693: $20,270 - 40-1693.68000.8002
- FMA 693: $568,498 - 40-1693.63000.3002
- MSP253: $364,202 - 40-3253.63000.3002

2026 -Contract Total: $952,970

ATTACHMENTS:

- Contract: Meadowbrook Battery Electric Bus Charger Design-Build (Winn-Marion Companies)

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25-03985VW Meadowbrook BEB Design Build

DESIGN-BUILD AGREEMENT

This Design-Build Agreement is entered into and made effective as of the date of last signature below (the "Effective Date") by and between UTAH TRANSIT AUTHORITY, a public transit district organized under the laws of the State of Utah ("UTA"), and Winn-Marion Companies ("Contractor").

UTA and Design Builder hereby agree as follows:

ARTICLE 1 WORK

Design Builder shall provide all work required by the Contract Documents (the "Scope of Work") contained in Exhibit A. Design Builder agrees to do additional Work arising from changes ordered by the UTA pursuant to Article 7 of the General Conditions. The Work will be performed in Phases identified as follows:

Phase 1 – Design Development Documents

Phase 2 – Construction Documents

Phase 3 – Construction

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Milestone	Target Date	Duration
Phase 1		
Contract Award/Design Start	Feb 27, 2026	-
Preliminary Design Submittal	March 29, 2026	30 days
Phase 2		
Final Design Completion / Construction Documents	30 days from Preliminary Design Acceptance	30 days from acceptance
Phase 3		
Construction Notice to Proceed (NTP)	TBD based on acceptance	-
RMP Service Energization (Critical Path)	July 20, 2026	115 days from NTP
Substantial Completion	Sep 19, 2026	176 days from construction NTP
Final Completion	Oct 30, 2026	190 days from construction NTP
Contractual Completion Deadline	Nov 19, 2026	47-day buffer

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Project Phase Timeline

The schedule is organized into four sequential phases with deliberate overlaps to maintain progress:
Phase 1 (Weeks 1-8): Electrical Yard and Utility Coordination - Construction begins with electrical infrastructure along 900 West, outside active bus operations. This phase includes coordination with Rocky Mountain Power, duct bank installation, excavation and foundations, contractor-furnished switchgear installation, RMP transformer/service installation, and conduit stub-outs. Underground and concrete work proceeds during winter months with appropriate cold-weather protection measures.

Phase 2 (Weeks 6-12): Charging Cabinet Installation and Distribution - Overlaps with Phase 1 for non-electrical work. Upon UTA delivery of ABB cabinets (expected early 2026), this phase includes cabinet foundations and mounting, setting of five ABB 360kW cabinets, trenching and duct banks for underground feeders, pulling of AC/DC power cables, and communications infrastructure installation. Trenching is sequenced to minimize parking area disruption.

Phase 3 (Weeks 10-14): Dispenser Installation and Site Restoration - Final installation including pedestal bases and bollards, setting and connection of UTA-supplied dispensers, termination of all circuits, final grounding and bonding, and site restoration. Weather-sensitive activities (paving, striping) are scheduled for late spring/summer to mitigate winter weather risks.

Phase 4 (Weeks 14-18): Testing, Commissioning, and Training - Comprehensive component testing, system integration testing, commissioning protocol execution with UTA buses, ABB CMS integration demonstration, punch list resolution, and personnel training.
Detailed installation methodology for each phase is provided in Section 1.1.2.

ARTICLE 2 CONTRACT DOCUMENTS

"Contract Documents" means the Request for Proposals, Design Builder's Proposal, Notice of Selection As Apparent Best Value Proposal, this Agreement, General Conditions, Supplementary Conditions, Exhibits, Specifications, List of Drawings, Drawings, Addenda, Notice to Proceed, Change Orders, Notice of Completion, and all other documents identified in this Agreement that together form the contract between UTA and Design Builder for the Work (the "Contract"). The Contract constitutes the complete agreement between UTA and Design Builder and supersedes any previous agreements or understandings.

ARTICLE 3 CONTRACT SUM

Subject to payment provisions described in Exhibit B for Pricing.

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ARTICLE 4 CONTRACT TIME

Design Builder shall commence the Work for Phase 1 and Phase 2 on the date specified in the Notice to Proceed for Phase 1 and fully complete the work within 60 days (30 days for Preliminary Design Submittal plus 30 days from Preliminary Design Acceptance for Final Design Completion), the "Phase 1 & Phase 2 Time." The Contract Time at contract award is the Phase 1 Time.

The time allowed for the completion of Phases 3 shall be as follows:

Phase 3 – The Design Builder shall commence the Work for Phase 3 on the date specified in the Construction Notice to Proceed for Phase 3 and fully complete the Work for Phase 3 within 190 days, the "Phase 3 Time."

Excusable Utility Delays – notwithstanding any other provision of this Agreement, Contractor shall not be liable for any delay in achieving the Phase 1 & Phase 2 Time, Phase 3 Time, or any other milestone to the extent such delay is caused by: (a) Rocky Mountain Power's or other utility provider's failure to timely provide service design information, interconnection approval, or utility-side construction; (b) changes to utility requirements after Contractor's design submittal; or (c) other utility-related conditions beyond Contractor's reasonable control. Upon occurrence of any such delay, Contractor shall promptly notify UTA in writing, and the affected milestone dates shall be extended by the duration of such delay. Contractor shall use reasonable efforts to mitigate the impact of any utility delays but shall not be required to incur extraordinary costs to do so.

By signing this agreement, Design Builder represents to UTA that i) the Phase 1 Time, Phase 2 Time, and Phase 3 Time are reasonable for completion of the Work of the respective Phase; ii) the Contract Time (as defined above) is reasonable for completion of the Work of all the Phases; and iii) Design Builder will complete the Work within the Contract Time.

ARTICLE 5 LIQUIDATED DAMAGES

If Design Builder fails to achieve **Final Completion of the Work** within the Contract Time, Design Builder shall pay to UTA, as liquidated damages and not as a penalty, the amount indicated below as the **Liquidated Damages Daily Rate** for each calendar day after expiration of the Contract Time that **Final Completion remains unachieved**.
Liquidated damages shall **apply solely to Final Completion**. Failure to meet interim milestones—including but not limited to design submissions, design approval, commencement of construction, Substantial Completion, or commissioning—shall **not give rise to liquidated damages**, but shall remain enforceable through schedule compliance requirements, recovery schedules, progress reporting, and other remedies available under the Contract Documents.

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Liquidated damages shall be **tolled and shall not accrue** for any period of delay to Final Completion that is **caused by or results from acts or omissions of UTA**, its consultants, other contractors, utility providers, regulatory authorities, or other events beyond the reasonable control of Design Builder, including but not limited to delays in approvals, access to the site, permits, utility coordination, inspections, force majeure events, or changes directed by UTA.

Design Builder shall provide **written notice** of such delay to UTA within a reasonable time after becoming aware of the delaying event. Upon mutual agreement by the parties as to the existence and duration of the delay, the Contract Time shall be equitably adjusted, and **liquidated damages shall be suspended for the agreed period of delay**.

Such suspension of liquidated damages shall apply only to the extent the delay affects the critical path to Final Completion.

Nothing herein shall relieve Design Builder of its obligation to mitigate delays or to proceed with unaffected portions of the Work.

UTA and Design Builder acknowledge that damages resulting from failure to achieve Final Completion within the Contract Time would be difficult or impracticable to determine with certainty, and that the Liquidated Damages Daily Rate represents a reasonable estimate of such damages and is not intended as a penalty.

Liquidated damages shall be $2,500 per day capped at **ten percent (10%) of the total Contract Price**. UTA may deduct assessed liquidated damages from amounts otherwise due to Design Builder under the Contract Documents.

Nothing in this Article shall limit UTA's rights or remedies for defaults **other than failure to achieve Final Completion within the Contract Time**.

ARTICLE 6 ASSIGNMENT

If this Agreement is terminated prior to the exercise of the UTA's issuance of a Notice to Proceed for Phase 3, the Design Builder shall execute an assignment to the UTA of all contracts with Design Professionals for work to be performed on Phases 1 and 2.

ARTICLE 7 DUE AUTHORIZATION

The person or persons signing this Agreement on behalf of Design Builder hereby represent and warrant to UTA that this Agreement is duly authorized, signed, and delivered by Design Builder.

ARTICLE 8 DESIGN BUILDER'S COVENANTS AND REPRESENTATIONS

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Without superseding, limiting, or restricting any other representation or warranty set forth elsewhere in the Contract Documents, or implied by operation of law, the Design Builder makes the following covenants and representations to UTA:

8.1 Design Builder and all of its Design Professionals and subcontractors are properly certificated, licensed and qualified to perform the Work required by the Contract Documents.

8.2 Design Builder accepts the relationship of trust and confidence with the UTA established by the Contract Documents. Design Builder will cooperate with UTA.

8.3 Design Builder and its Design Professionals have carefully examined the site of the Project and the adjacent areas, have suitably investigated the nature and location of the Construction Work and have satisfied themselves as to the general and local conditions which will be applicable, including but not limited to: (1) conditions related to site access and to the transportation, disposal, handling and storage of materials; (2) the availability of labor, water, power and roads; (3) normal weather conditions; (4) observable physical conditions at the site and existing site conditions including: size, utility capacities and connection options of external utilities; (5) the surface conditions of the ground and (6) the character and availability of the equipment and facilities which will be needed prior to and during the performance of Construction Work.

8.4 Design Builder and its Design Professionals have suitably reviewed the site survey, record documents, seismic data, preliminary geotechnical and other test reports, environmental documents and any other documentation furnished by UTA in the Exhibits.

8.5 Design Builder and its Design Professionals have carefully reviewed the following exhibits to the Design Build Contract: (1) Scope of Work (including Applicable Codes, Rules and Regulations, Energy Requirements, etc.); (2) the Performance Specifications; (3) Project Program; and (4) Schematic Drawings. Design Builder acknowledges that these Exhibits establish the scope, level of quality, design intent and the procedures for the development of the design to a state of 100% completion.

Design Builder agrees that (1) the Exhibits depict and describe a design for the Project which is partially complete and may vary in degree of completion from 5% to 95% depending on the particular Project; (2) it will manage, coordinate and fully complete the design; (3) Design Builder will cause its Design Professionals to describe and depict the final design for the Project, as approved by the UTA, in Construction Documents which will include all information required by the building trades to complete the construction (other than such details customarily developed by others during construction) and (4) it will manage and timely construct the Project in consideration for the UTA's payment of the Contract Sum.

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8.6 Design Builder and its Design Professionals have reviewed the Preliminary Schedule attached to the Request for Proposals and agree that the design and construction tasks and milestones are reasonable and feasible, except as modified by Design Builder's Proposed Contract Schedule, approved by UTA. Design Builder also agrees that time is of importance for the performance of the Work.

8.7 Design Builder agrees that all Construction Documents will be complete, coordinated, and accurate.

8.8 Design Builder agrees that all materials, equipment and furnishings incorporated into or used in the Construction Work will be of good quality, new (unless otherwise required or permitted by the Contract Documents) and free of liens, claims and security interests of third parties. If required by the UTA, Design Builder will furnish satisfactory evidence as to the kind and quality of the materials, equipment and furnishings.

8.9 Design Builder agrees that the Work will be of good quality, free of defects and will conform with the requirements of the Contract Documents. Work not conforming to the requirements of the Contract Documents, including substitutions in design or construction not specifically approved or authorized by the UTA in advance, may be considered defective.

8.10 Design Builder agrees to correct any error(s), omission(s), or deficiencies in the Contract Documents or Construction Documents at no additional cost to UTA; however, this provision in no way limits the liability of Design Builder.

ARTICLE 9 ORDER OF PRECEDENCE

The Order of Precedence for this contract is as follows:

1. UTA Contract including all terms and conditions, exhibits and attachments.
2. Addendum 1 Supplemental Terms and Conditions for Construction Services
3. UTA Solicitation Terms
4. Contractor's Bid or Proposal including proposed terms or conditions

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

ARTICLE 10 INVOICING PROCEDURES

a. Contractor shall submit invoices to UTA's Project Manager for processing and payment in accordance with Exhibit B. If Exhibit B does not specify invoice instructions, then Contractor

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shall invoice UTA after delivery of all Software and satisfactory performance of all Services. Invoices shall be provided in the form specified by UTA. Reasonable supporting documentation including cost and pricing data demonstrating Contractor's entitlement to the requested payment must be submitted with each invoice.

b. Contractor shall invoice UTA after delivery of all Goods and satisfactory performance of all Services. Contractor shall submit invoices to Project Manager Greg Thurston at greg.thurston@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

c. Total Dollar Amount Due UTA shall have the right to disapprove (and withhold from payment) specific line items of each invoice to address non-conforming Goods 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 within thirty (30) calendar days of invoice submittal.

d. 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 within thirty (30) calendar days of invoice submittal to Project Manager greg.thurston@rideuta.com. Invoices not submitted electronically shall be paid thirty (30) calendar days from date of receipt by UTA's accounting department.

e. 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 Project Manager Greg Thurston at greg.thurston@rideuta.com.

ARTICLE 11 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 Goods and 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

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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.

ARTICLE 12 USE OF SUBCONTRACTORS

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 subcontractors, 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 provide for payment on a cost-plus-percentage-of-cost basis. Contractor further agrees that all subcontracts shall comply with all applicable laws.

ARTICLE 13 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.

1. Dan Blanchard

2. Joshua Cole

3. Pritam Mazumder

ARTICLE 14 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. Copies of requested records shall be furnished to UTA or designated audit parties upon request. 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.

ARTICLE 15 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,

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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:
    1. Information already in the public domain.
    2. Information disclosed to Contractor by a third party who is not under a confidentiality obligation.
    3. Information developed by or in the custody of Contractor before entering into this Contract.
    4. Information developed by Contractor through its work with other clients; and
    5. Information required to be disclosed by law or regulation including, but not limited to, subpoena, court order or administrative order.

ARTICLE 16 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.

ARTICLE 17 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.

ARTICLE 18 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

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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 subcontractors and Contractor is free to purchase additional insurance as may be determined necessary.

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

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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 34A-2-103, 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.

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.

5. Contractors' Pollution Legal Liability and/or Asbestos Legal Liability (if project involves environmental hazards) with limits no less than $1,000,000 per occurrence or claim, and $2,000,000 policy aggregate. *(NOTE: Projects over $10,000,000 will require limits of $2,000,000 per occurrence and $4,000,000 aggregate; Projects over $40,000,000 will require limits of $5,000,000 per occurrence and $5,000,000 aggregate)*

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.

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,

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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.

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. SUBCONTRACTORS: Contractors' certificate(s) shall include all subcontractors as additional insureds 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 UTA Legal Services, whose decision shall be final. Such action will not require a formal Contract amendment but may be made by administrative action.

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ARTICLE 19 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 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.

ARTICLE 20 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 to provide and pay the cost of all its employees' benefits.

ARTICLE 21 PROHIBITED INTEREST

No member, officer, agent, or employee of UTA during his or her tenure or for one year thereafter shall have any interest, direct or indirect, including prospective employment by Contractor in this Contract or the proceeds thereof without specific written authorization by UTA.

ARTICLE 22 CLAIMS/DISPUTE RESOLUTION

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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:

Level of Authority	Time Limit
UTA's Project Manager/Contractor's Business Development Manager	Five calendar days
UTA's Director/Contractor's Compliance officer	Five calendar days
UTA's Chief Officer/Contractor's President	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, then 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 the venue and governing law provisions of this contract.

ARTICLE 23 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.

ARTICLE 24 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.

ARTICLE 25 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,

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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.

ARTICLE 26 NOTICES OR DEMANDS

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:

If to UTA:

Utah Transit Authority
ATTN: Vicki Woodward
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:
Winn-Marion Companies
Lisa Feeney, Sr. Account Manager -EV Charging
lisafeeney@winn-arion.com
7151 S Blackhawk St. Ste 900
Centennial, CO 80112-4823

a. 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.
b. Notwithstanding Section 23.1, 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.

ARTICLE 27 CONTRACT ADMINISTRATOR

UTA's Contract Administrator for this Contract is Vicki Woodward, or designee. All questions and correspondence relating to the contractual aspects of this Contract should be directed to said Contract Administrator, or designee.

ARTICLE 28 INSURANCE COVERAGE REQUIREMENTS FOR CONTRACTOR EMPLOYEES

a. The following requirements apply to the extent that: (i) the initial value of this Contract is equal

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to or in excess of $2 million; (ii) this Contract, with subsequent modifications, is reasonably anticipated to equal or exceed $2 million; (iii) Contractor has a subcontract at any tier that involves a sub-Contractor that has an initial subcontract equal to or in excess of $1 million; or (iv) any subcontract, with subsequent modifications, is reasonably anticipated to equal or exceed $1 million:

b. Contractor shall, prior to the effective date of this Contract, demonstrate to UTA that Contractor has and will maintain an offer of qualified health insurance coverage (as defined by Utah Code Ann. § 17B-2a-818.5) for the Contractor's employees and the employee's dependents during the duration of this Contract.
c. Contractor shall also demonstrate to UTA that subcontractors meeting the above-described subcontract value threshold have and will maintain an offer of qualified health insurance coverage (as defined by Utah Code Ann. § 17B-2a-818.5for the subcontractor's employees and the employee's dependents during the duration of the subcontract.

ARTICLE 29 COSTS AND ATTORNEYS FEES

If any party to this Agreement brings an action to enforce or 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

ARTICLE 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.

ARTICLE 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.

ARTICLE 32 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.

ARTICLE 33 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.

ARTICLE 34 ENTIRE AGREEMENT

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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 provisions that may be preprinted on Vendor's work plans, cost estimate forms, receiving tickets, invoices, or any other related standard forms or documents of Vendor 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.

ARTICLE 35 AMENDMENTS

Any amendment to this Contract must be in writing and executed by the authorized representatives of each party.

ARTICLE 36 COUNTERPARTS

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.

ARTICLE 37 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, 11, 14, 15, 17, 18, 19,,22, 23, 28,29 and ,34.

UTAH TRANSIT AUTHORITY:

By: Date:
Jay Fox
Executive Director

By: Date:
Jon Larsen
Chief Capital Services Officer

Approved as to Content and Form

By: Signed by: David M. Wilkins 0F6F046DE4724A2... Date: 2/2/2026

Winn-Marion Companies

By: DocuSigned by: Dan Blanchard 340256F10FA44C7... Date: 2/2/2026
Dan Blanchard,
EV Business Development Manager
Fed ID#68-0511614

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Mike Bell, AAG State of Utah
And UTA Legal Counsel

David Wilkins signing for Mike Bell

Reviewed & Recommended

By: Date:
Greg Thurston,
UTA Project Manager

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Design and/or Construction Special Provisions

(To be used for RFPs and Contracts)

ARTICLE 1

General

1.1 **Cooperation.** UTA and Contractor commit at all times to cooperate fully with each other and proceed on the basis of trust and good faith, so as to permit each party to realize the benefits afforded under the Contract Documents.

1.2 **Professional Standards.** Contractor shall perform the Work in a good and workmanlike manner, and shall use reasonable skill, care, and diligence. If the Work includes professional services, Contractor shall perform those services in a professional manner, using at least that standard of care, skill and judgment that can reasonably be expected from similarly situated professionals.

1.3 **Definitions.** Terms that are defined in the Agreement have the same definition in all the Contract Documents, including in these General Conditions. Unless expressly modified by the Agreement, the following definitions shall also apply to all Contract Documents:

"Agreement" means the document signed by Contractor and UTA to which these General Conditions are attached as an exhibit or into which these General Conditions are incorporated by reference.

"Application for Payment" shall mean an invoice for a progress or final payment made in accordance with the requirements of Article 4.

"Basis of Design Documents" means those preliminary drawings, concept design drawings, technical requirements, performance requirements, project criteria, or other documents that are (i) included in the Contract Documents, and (ii) serve as the basis or starting point for design services to be performed by Contractor, if any.

"Claim" has the meaning indicated in Section 8.1 of these General Conditions.

"Construction Documents" means the final drawings and specifications that set forth in detail the requirements for construction of the Project.

"Contract Documents" means those documents designated as Contract Documents in the Agreement.

"Contract Times" means the guaranteed dates for Substantial Completion, Final Completion (if applicable), and any other deadlines for completion of the Work, or a part thereof, all as set forth in the Agreement.

"Contractor" means the entity that has entered into a contract with UTA to perform construction and other services as detailed in the Contract Documents. The Contractor may be a Design-Builder, general contractor, Construction Manager/General Contractor, or other type of entity.

"Day" means a calendar day unless otherwise specifically noted in the Contract Documents.

"Differing Site Condition" has the meaning indicated in Section 3.2 of these General Conditions.

"Final Completion" has the meaning indicated in Section 4.7 of these General Conditions.

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"Final Design Completion" means the submission of Construction Documents prepared in accordance with Sections 2.2.3 and 2.2.4, consisting of: (a) engineering drawings at 90% completion (with 10% reserved for revisions resulting from UTA review comments or field conditions discovered during construction); (b) design documentation sufficient for permitting process submission; and (c) utility coordination documentation reflecting Rocky Mountain Power's service design (to the extent such information has been provided by RMP at time of submission). Final Design Completion marks the conclusion of Phase 1 and Phase 2 design services and enables issuance of the Construction Notice to Proceed.

"Force Majeure Event" means a delay caused by any national or general strikes, fires, riots, acts of God, acts of the public enemy, floods, acts of terrorism, unavoidable transportation accidents or embargoes, or other events: (i) which are not reasonably foreseeable as of the date the Agreement was executed; (ii) which are attributable to a cause beyond the control and without the fault or negligence of the party incurring such delay; and (iii) the effects of which cannot be avoided or mitigated by the party claiming such Force Majeure Event through the use of commercially reasonable efforts. The term Force Majeure Event does not include a delay caused by seasonal weather conditions, inadequate construction forces, general economic conditions, changes in the costs of goods, or Contractor's failure to place orders for equipment, materials, construction equipment or other items sufficiently in advance to ensure that the Work is completed in accordance with the Contract Documents.

"General Conditions" means this document.

"Legal Requirements" means all applicable federal, state, and local laws, codes, ordinances, rules, regulations, orders and decrees of any government or quasi-government entity having jurisdiction over the Project or Site, the practices involved in the Project or Site, or any Work including, without limitation, those related to safety and environmental protection. The terms Legal Requirements shall also include any requirements or conditions included in a permit required for, or issued in conjunction with, the Project.

"Preliminary Design Submittal" means an interim design submission prepared in accordance with Section 2.2.2, consisting of: (a) completed site visit and field verification; (b) single-line electrical drawings; (c) charger location and orientation layout; (d) identification of utility coordination requirements with Rocky Mountain Power; and (e) review of original plans for accuracy. The Preliminary Design Submittal is intended to establish design direction and confirm site conditions prior to development of Construction Documents.

"Potential Change Notice" has the meaning indicated in Section 7.3 of these General Conditions.

"Project" means the construction project described in the Agreement.

"Punchlist" means shall mean a schedule of Work items (developed in accordance with the procedures described in Article 4) which remain to be completed prior to Final Completion, but which do not adversely affect the performance, operability, capacity, efficiency, reliability, cost effectiveness, safety or use of the Project after Substantial Completion.

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"Schedule of Values" means the detailed statement furnished by Contractor and approved by UTA in accordance with Section 4.1, which statement outlines the various components of the Contract Price and allocates values for all such components in a manner that can be used for preparing and reviewing invoices.

"Site" means the land or premises on which the Project is located, as more particularly defined and described in the Contract Documents.

"Subcontractor" means any person or entity (including subcontractors at any tier, design engineers, laborers and materials suppliers) retained by Contractor or any other Subcontractor to perform a portion of Contractor's obligations under the Contract Documents.

"Substantial Completion" or "Substantially Complete" has the meaning indicated in Section 4.6 of these General Conditions.

"Work" means all obligations, duties, requirements, and responsibilities for the successful completion of the Project by Contractor, including furnishing of all services and/or equipment (including obtaining all applicable licenses and permits to be acquired by Contractor) in accordance with the Contract Documents.

ARTICLE 2

Contractor's Services

2.1 **General Services.**

2.1.1 Contractor's Project Manager shall be reasonably available to UTA and shall have the necessary expertise and experience required to supervise the Work. Contractor's Project Manager shall communicate regularly with UTA and shall be vested with the authority to act on behalf of Contractor.

2.1.2 Contractor shall provide UTA with a monthly status report detailing the progress of the Work, including: (i) whether the Work is proceeding according to schedule; (ii) whether discrepancies, conflicts, or ambiguities exist in the Contract Documents that require resolution; (iii) whether unusual health and safety issues exist in connection with the Work; and (iv) other items that require resolution so as not to jeopardize Contractor's ability to complete the Work for the Contract Price and within the Contract Time(s).

2.1.3 Unless a schedule for the execution of the Work has been attached to the Agreement as an exhibit at the time the Agreement is executed, Contractor shall prepare and submit, within seven (7) Days of the execution of the Agreement, a schedule for the execution of the Work for UTA's review and response. The schedule must indicate the dates for the start and completion of the various stages of Work, including the required dates when UTA obligations must be completed to enable Contractor to achieve the Contract Time(s). Such UTA obligation dates may include (where contemplated in the Contract Documents): (i) Site availability requirements; and/or (ii) dates when UTA information or approvals are required. The schedule shall be revised as required by conditions and progress of the Work, but such revisions shall not

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relieve Contractor of its obligations to complete the Work within the Contract Time(s), as such dates may be adjusted in accordance with the Contract Documents. UTA's review of, and response to, the schedule shall not be construed as relieving Contractor of its complete and exclusive control over the means, methods, sequences and techniques for executing the Work.

2.2 **Design Services.** If the Work includes any design services, provisions 2.2.1 through 2.2.8 apply.

2.2.1 Contractor shall provide the necessary design services, including architectural, engineering and other design professional services, for the preparation of the required drawings, specifications and other design submittals to permit Contractor to complete the Work consistent with the Contract Documents. Contractor shall ensure that design services are performed by qualified, licensed design professionals employed by Contractor, or by qualified, independent licensed design contractors procured by Contractor.

2.2.2 Contractor and UTA shall, consistent with any applicable provision of the Contract Documents, agree upon any interim design submissions that UTA may wish to review, which interim design submissions may include design criteria, drawings, diagrams, and specifications setting forth the Project requirements. Interim design submissions must be consistent with the Basis of Design Documents, as the Basis of Design Documents may have been changed through the design process set forth in this Section 2.2.2. On or about the time of the scheduled submissions, Contractor and UTA shall meet and confer about the submissions, with Contractor identifying during such meetings, among other things, the evolution of the design and any changes to the Basis of Design Documents, or, if applicable, previously submitted design submissions. Changes to the Basis of Design Documents shall be processed in accordance with Article 7. Minutes of the meetings, including a full listing of all changes, will be maintained by Contractor and provided to all attendees for review. Following the design review meeting, UTA will be entitled to at least ten (10) Days to review and approve the interim design submissions and meeting minutes.

2.2.3 To the extent not prohibited by the Contract Documents or Legal Requirements, and with the approval of UTA, Contractor may prepare interim design submissions and Construction Documents for a portion of the Work to permit construction to proceed on that portion of the Work prior to completion of the Construction Documents for the entire Work.

2.2.4 Contractor shall submit proposed Construction Documents to UTA, which must be consistent with the latest set of interim design submissions, as such submissions may have been modified in a design review meeting and recorded in the meeting minutes. The parties shall have a design review meeting to discuss, and UTA shall review and approve, the Construction Documents in accordance with the procedures set forth in Section 2.2.2 above. Contractor shall submit one set of approved Construction Documents to UTA prior to commencement of construction

2.2.5 UTA's review and approval of interim design submissions, meeting minutes, and Construction Documents is for the purpose of mutually establishing a conformed set of Contract Documents compatible with the requirements of the Work. Neither UTA's review nor approval of any interim design submissions, meeting minutes, and Construction Documents shall be deemed to:

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(i) relieve Contractor from its obligations to comply with the Contract Documents; (ii) relieve Contractor from its obligations with respect to the accuracy of the design submittals; or (iii) transfer any design liability from Contractor to UTA.

2.2.6 Upon completion of the Work, and as a condition to receiving final payment pursuant to Section 4.7, Contractor shall prepare and provide to UTA a final set of as-built drawings, depicting the Project as completed, including all changes to the Project made subsequent to the approval of the Construction Documents.

2.2.7 All drawings, specifications, interim design submissions, Construction Documents, and other documents furnished by Contractor to UTA pursuant to the Contract Documents (those documents, the "Work Product") are deemed to be instruments of service and Contractor shall retain the ownership and intellectual property rights therein.

2.2.8 Once UTA has made a corresponding payment for the Work required for Contractor to prepare any Work Product, Contractor will be deemed to have granted to UTA a license to use that Work Product in connection with the construction, occupancy, and maintenance of the Project, or any other UTA project or facility.

2.3 **Government Approvals, Permits, and Legal Requirements.**

2.3.1 Except where the Contract Documents expressly state that UTA will be responsible for a specific entitlement, Contractor shall obtain and pay for all necessary permits, approvals, licenses, government charges and inspection fees required for the prosecution of the Work by any government or quasi-government entity having jurisdiction over the Project or Site. Contractor shall provide reasonable assistance to UTA in obtaining any permits, approvals, and licenses that the Contract Documents expressly specify to be a UTA responsibility.

2.3.2 Contractor shall perform the Work in accordance with all Legal Requirements and shall provide all notices applicable to the Work as required by the Legal Requirements.

2.3.2 Contractor shall file a notice of commencement, a notice of completion, and other notices required by Utah Code Title 38 (Liens). Contractor shall file such notices in the manner and within the time periods required by law.

2.3.3 The Contract Price and/or Contract Time(s) will be adjusted to compensate Contractor for the effects of any changes in the Legal Requirements provided that such changes: (i) materially increase Contractor's cost of, or time required for, the performance of the Work; and (ii) are enacted after the effective date of the Agreement.

2.4 **Construction Services.**

2.4.1 Contractor shall proceed with construction in accordance with the approved Construction Documents.

2.4.2 Except to the extent that the Contract Documents expressly identify UTA obligations related to the Work, Contractor shall provide through itself or Subcontractors the necessary supervision, labor, inspection, testing, start-up, material, equipment, machinery, temporary

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utilities and other temporary facilities (whether or not expressly stated or depicted in the Contract Documents or Construction Drawings) to permit Contractor to complete construction of the Project consistent with the Contract Documents.

2.4.3 Contractor is responsible for securing the Site until UTA issues a Certificate of Substantial Completion.

2.4.4 Contractor shall perform all construction activities efficiently and with the requisite expertise, skill and competence to satisfy the requirements of the Contract Documents. Contractor shall at all times exercise complete and exclusive control over the means, methods, sequences, techniques and procedures of construction.

2.4.5 Contractor shall be solely responsible for initiating, maintaining and supervising all safety precautions and programs in connection with the Work. Contractor shall take necessary precautions for the safety of, and shall provide necessary protection to prevent damage, injury or loss to the following: (i) all Contractor, Subcontractor, UTA employees, the public and other persons who may be affected thereby; (ii) all Work and all equipment and materials to be incorporated into the Work; and (iii) other property at the Site or adjacent thereto. Contractor shall comply with the minimum standards imposed by UTA's Construction Safety and Security Program Manual, as updated from time to time (UTA's Construction Safety and Security Program Manual is incorporated into the Contract Documents by reference). However, Contractor shall be responsible for all additional as necessary to comply protect persons and property and comply with applicable Legal Requirements related to safety.

2.4.6 Contractor shall employ only Subcontractors who are duly licensed and qualified to perform the Work consistent with the Contract Documents. UTA may require Contractor to remove from the Project a Subcontractor or anyone employed directly or indirectly by any Subcontractor, if UTA reasonably concludes that the Subcontractor is creating safety risks at the Site or quality risks to the Project.

2.4.7 Contractor is responsible for the proper performance of the Work by Subcontractors and for any acts and omissions in connection with such performance. Nothing in the Contract Documents is intended or deemed to create any legal or contractual relationship between UTA and any Subcontractor, including but not limited to any third-party beneficiary rights.

2.4.8 Contractor shall coordinate the activities of all of its Subcontractors. If UTA performs other work on the Project or at the Site with separate contractors under UTA's control, Contractor agrees to reasonably cooperate and coordinate its activities with those of such separate contractors so that the Project can be completed in an orderly and coordinated manner without unreasonable disruption.

2.4.9 Contractor shall keep the Site reasonably free from debris, trash and construction wastes to permit Contractor to perform its construction services efficiently, safely and without interfering with the use of adjacent land areas. Upon Substantial Completion of the Work, or a portion of the Work, Contractor shall remove all debris, trash, construction wastes,

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materials, equipment, machinery and tools arising from the Work or applicable portions thereof to permit UTA to occupy the Project or a portion of the Project for its intended use.

2.5 **Quality Control, Quality Assurance, Inspection, Rejection and Correction of Work.**

2.5.1 Contractor shall develop a Project-specific construction quality control plan as contemplated in UTA's Quality Management Plan and Construction Quality Plan. The Contractor's plan shall satisfy the minimum requirement imposed by UTA's Construction Quality Plan and shall be sufficient to ensure that Work is performed in compliance with the Contract Documents. If the Work includes any design services, Contractor shall also develop and thereafter comply with a design quality plan that meets the minimum requirements set forth in the UTA Design Quality Plan. The UTA Quality Management Plan, Construction Quality Plan and Design Quality Plan are incorporated into the Contract Documents by reference. The Contractor's plans shall be subject to UTA's review and approval.

2.5.2 Contractor shall comply with the approved quality control plan(s). Responsibilities shall include inspection and testing and related activities including administration, management, supervision, reports, record keeping and use of independent testing agencies and laboratories. Contractor shall provide evidence of compliance with the Contract Documents.

2.5.3 UTA will have the right to audit and spot check the Contractor's quality control procedures and documentation. This will include the Company's right to inspect and test all Work at reasonable times. Contractor shall cooperate with any inspection and testing performed by UTA. All contractor-furnished materials and supplies shall be subject to inspection at the point of manufacture.

2.5.2 Any inspection and testing performed by UTA shall be for the sole and exclusive benefit of UTA. Neither inspection and testing of Work, nor the lack of same nor acceptance of the Work by UTA, nor payment therefore shall relieve Contractor from any of its obligations under the Contract Documents.

2.5.3 At any time prior to Substantial Completion, UTA may reject Work which fails to conform to the Contract Documents. Contractor shall, at its sole expense, promptly re-perform or correct any Work so as to conform to the requirements of the Contract. Contractor shall not be entitled to an adjustment to the Contract Price and/or Contract Times with respect to any corrective action necessary to rectify non-conforming Work.

2.5.4 If Contractor fails to promptly remedy rejected Work, UTA may, without limiting or waiving any other rights or remedies it may have, self-perform (through its own forces or through other contractors) the necessary corrective action(s) and deduct all amounts so incurred from any amount then or thereafter due Contractor.

2.6 **Contractor's Warranty.**

2.6.1 Contractor warrants to UTA that all Work, including all materials and equipment furnished as part of the Work, shall be: (i) of good quality conforming to generally recognized industry standards; (ii) in conformance with the Contract Documents; (iii) free of defects in materials

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and workmanship; and (iv) consistent with applicable Legal Requirements. Without limiting the generality of the forgoing, Contractor also specifically warrants that any design, engineering or other professional services provided by Contractor shall be shall satisfy applicable professional standards of care and that all materials and that any equipment furnished as part of the construction shall be new (unless otherwise specified in the Contract Documents). This provision is not intended to limit any manufacturer's warranty that provides UTA with greater warranty rights than set forth in this Section 2.6. Contractor shall provide UTA with all manufacturers' warranties upon Substantial Completion. Similarly, nothing in this Article is intended to limit any other express warranties set forth in the Contract Documents or to limit any other warranties implied by law, custom or usage of trade.

2.6.2 If Contractor becomes aware of any defect in the Work, or non-conformance with the Contract Documents, Contractor shall give prompt written notice of that defect or non-conformance to UTA.

2.6.3 Except as otherwise stated in the Agreement, Contractor shall correct any Work that does not comply with the warranties provided above for a period of two years following the date of Substantial Completion.

2.6.4 Contractor shall, within seven (7) Days of receipt of written notice from UTA that the Work does not comply with the warranties provided above, take meaningful steps to commence corrective action, including the correction, removal, replacement or re-performance of the nonconforming Work and the repair of any damage to other property caused the warranty failure. If Contractor fails to commence the necessary corrective action within such seven (7) Day period (or thereafter fails to continuously and diligently pursue such corrective action to completion), UTA may (in addition to any other remedies provided under the Contract Documents) provide Contractor with written notice that UTA will self-perform (through its own forces or through other contractors) correction of the warranty failure at Contractor's expense. If UTA performs (or causes to be performed) such corrective action, UTA may collect from Contractor all amounts so incurred. If the nonconforming Work creates an emergency requiring an immediate response, the seven (7) Day period identified above shall be deemed inapplicable.

2.6.5 The two-year period referenced in Section 2.6.3 above only applies to Contractor's obligation to correct nonconforming Work and is not intended to constitute a period of limitations for any other rights or remedies UTA may have regarding Contractor's other obligations under the Contract Documents

ARTICLE 3

Bond Requirements

3.1 The contract value exceeds the small purchase threshold, contractor shall provide the following bonds:

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3.1.1 A Bid Bond (or equivalent guaranty in the form of a letter of credit, certified check or other negotiable instrument deemed to be equivalent by the Authority) equal to five percent of the proposed Contract price securing performance in accordance with the Bid or Proposal provided with submission of bid or proposal.

3.1.2 A Performance Bond equal to 100% of the Contract price provided prior to formal contract execution; and

3.1.3 A Payment Bond equal to 100% of the Contract price provided prior to formal contract execution.

ARTICLE 4.0

Site Conditions

4.1 **Hazardous Materials.**

4.1.1 Unless otherwise expressly provided in the Contract Documents to be part of the Contractor's Work, Contractor is not responsible for any Hazardous Materials encountered at the Site. "Hazardous Materials" means any substance that: (i) is deemed a hazardous waste or substance under any environmental law; or (ii) might endanger the health of people exposed to it.

4.1.2 If Contractor discovers at the Site any substance the Contractor reasonably believes to be a Hazardous Material, Contractor shall immediately stop Work in the area of the discovery and immediately report the discovery to the UTA Project Manager. UTA shall determine how to deal with the Hazardous Material, and Contractor shall resume Work in the area when directed to do so by the UTA Project Manager.

4.1.3 Contractor will be entitled to an adjustment to the Contract Price and/or Contract Time(s) to the extent Contractor's cost and/or time of performance have been adversely impacted by the presence of Hazardous Materials.

4.1.4 The risk allocation and change provisions of Sections 3.1.1 through 3.1.3 do not apply to any Hazardous Materials introduced to the Site by Contractor, its Subcontractors, or anyone for whose acts Contractor is responsible. Those provisions also exclude Hazardous Materials that were properly stored and/or contained at the Site but thereafter released as a result of the Contractor's negligent performance of the Work. To the extent that Hazardous Materials are introduced and/or released at the Site by Contractor as described above in this Section 3.1.4, then: (i) to the fullest extent permitted by law, Contractor shall defend and indemnify UTA from and against all claims, losses, damages, liabilities and expenses, including attorneys' fees and expenses, arising out of or resulting from such Hazardous Materials; and (ii) Contractor shall not be entitled to and extension of Contract Price and/or Contract Time(s).

4.2 **Differing Site Conditions.**

4.2.1 If Contractor encounters a Differing Site Condition, Contractor will be entitled to an adjustment to the Contract Price and/or Contract Time(s) to the extent Contractor's cost

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and/or time of performance have been adversely impacted by the Differing Site Condition. "Differing Site Condition" means concealed or latent physical conditions at the Site that: (i) materially differ from the conditions indicated in the Contract Documents; and (ii) are of an unusual nature, differing materially from the conditions ordinarily encountered and generally recognized as inherent in the Work.

4.2.2 Upon encountering a Differing Site Condition, Contractor shall provide prompt written notice to UTA of such condition, which notice shall not be later than five (5) Days after such condition has been encountered. Contractor shall, to the extent reasonably possible, provide such notice before the Differing Site Condition has been substantially disturbed or altered.

ARTICLE 5

Payment

5.1 **Schedule of Values (Applicable where payment is made on the basis of progress, milestones, or on a periodic basis.)**

5.1.1 Unless required by UTA upon execution of this Agreement, within ten (10) Days of execution of the Agreement, Contractor shall submit for UTA's review and approval a Schedule of Values for all of the Work. The Schedule of Values will: (i) subdivide the Work into its respective parts; (ii) include values for all items comprising the Work; and (iii) serve as the basis for monthly progress payments made to Contractor throughout the Work.

5.1.2 UTA will timely review and approve the Schedule of Values so as not to delay the submission of the Contractor's first application for payment. UTA and Contractor shall timely resolve any differences so as not to delay the Contractor's submission of its first application for payment.

5.2 **Application for Payment.**

5.2.1 To receive payment, Contractor shall submit to UTA an Application for Payment requesting payment to which contractor is entitled depending on the type of payment specified in Article 5 and Exhibit B. Contractor shall not submit Applications for Payment more often than once per month. The Application for Payment must be accompanied by supporting documentation sufficient to establish, to UTA's reasonable satisfaction, Contractor's entitlement to receive payment.

5.2.2 The Application for Payment may request payment for equipment and materials not yet incorporated into the Project, provided that: (i) UTA is satisfied that the equipment and materials are suitably stored at either the Site or another acceptable location; (ii) the equipment and materials are protected by suitable insurance; and (iii) upon payment, UTA will receive the equipment and materials free and clear of all liens and encumbrances.

5.2.3 The Application for Payment will constitute Contractor's representation that the Work described therein has been performed consistent with the Contract Documents, has

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progressed to the point indicated in the Application for Payment, and that title to all materials and equipment will pass to UTA free and clear of all claims, liens, encumbrances, and security interests upon the incorporation of the materials and equipment into the Project, or upon Contractor's receipt of payment, whichever occurs earlier.

5.3 **Invoicing Procedures**

5.31. Contractor shall invoice UTA after achievement of contractual milestones or after delivery of all Goods and satisfactory performance of all Services. Contractor shall submit invoices to PM Greg Thurston at greg.thurston@rideuta.com for processing and payment. 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

5.3.2 UTA shall have the right to disapprove (and withhold from payment) specific line items of each invoice to address non-conforming Goods 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 within thirty (30) calendar days of invoice submittal.

5.4 Sales Tax Exemption

5.4.1 Purchases of certain materials are exempt from Utah sales tax. UTA will provide a sales tax exemption certificate to Contractor upon request. UTA will not pay Contractor for sales taxes for exempt purchases, and such taxes should not be included in Contractor's Application for Payment.

5.5 **UTA's Payment Obligations.**

5.5.1 UTA shall pay Contractor all amounts properly requested and documented within thirty (30) Days of receipt of an Application for Payment.

5.5.2 Notwithstanding Section 5.5.1, UTA may withhold up to 5% of each payment as retention in accordance with Utah Code Ann. § 13-8-5.

5.5.3 Notwithstanding Section 5.5.1, UTA may offset from such Application for Payment amounts any owed to UTA by Contractor pursuant to the Contract Documents.

5.5.4 If UTA determines that Contractor is not entitled to all or part of an Application for Payment as a result of Contractor's failure to meet its obligations under the Contract Documents,

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UTA will notify Contractor of the specific amounts UTA has withheld (or intends to withhold), the reasons and contractual basis for the withholding, and the specific actions Contractor must take to qualify for payment under the Contract Documents. If the Contractor disputes UTA's bases for withholding, Contractor may pursue its rights under the Contract Documents, including those under Article 8.

5.6 **Contractor's Payment Obligations.**

5.6.1 Contractor shall pay Subcontractors, in accordance with its contractual obligations to such parties, all the amounts Contractor has received from UTA on account of their work. Contractor shall indemnify and defend UTA against any claims for payment and mechanics' liens as set forth in Section 6.2 hereof. Contractor may withhold up to 5% of each payment as retention corresponding to retentions withheld by UTA, but must pay the subcontractor all retained monies within 30 days of receipt from UTA by the Contractor. All retentions must be in compliance with Utah Code Ann. § 13-8-5.

5.6.2 Contractor shall pay its employees also ensure its sub-tier contractors at every level pay their eligible employees the prevailing wage rate as established by the Utah State Labor Commission.

5.6.3 If the Contract Documents include Federal Clauses, the terms of those Federal Clauses pertaining to payment of Subcontractors supersede any conflicting terms of this Article 5.

5.7 **Substantial Completion.**

5.7.1 Contractor shall notify UTA when it believes the entire Work is Substantially Complete. As used in the Contract Documents, "Substantially Complete" or "Substantial Completion" refers to the Contractor's satisfactory completion of all Work in accordance with the Contract Documents (excluding Punchlist items) to point such that UTA may safely start-up, occupy or otherwise fully use the Project for its intended purposes in compliance with applicable Legal Requirements. The terms "Substantially Complete" or "Substantial Completion" also require the completion of any items of Work specifically set forth as conditions precedent to Substantial Completion in the Agreement. Within five (5) Days of UTA's receipt of Contractor's notice, UTA and Contractor will jointly inspect such Work to verify that it is Substantially Complete in accordance with the requirements of the Contract Documents. If such Work is Substantially Complete, UTA shall prepare and issue a Certificate of Substantial Completion that will set forth: (i) the date of Substantial Completion of the Work or portion thereof; (ii) the remaining Punchlist items that have to be completed before Final Completion and final payment; and (iii) provisions (to the extent not already provided in the Contract Documents) establishing UTA's and Contractor's responsibility for the Project's security, maintenance, utilities and insurance pending Final Completion and final payment.

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5.7.2 Promptly after issuing the Certificate of Substantial Completion, UTA shall release to Contractor all retained amounts, less an amount equal to two times the reasonable value of all remaining Punchlist items noted in the Certificate of Substantial Completion.

5.7.3 Upon Contractor's request or upon UTA's own initiative, UTA may, in its sole discretion, deem a discrete segment of the Project to be Substantially Complete. The provisions of Sections 5.6.1 and 5.6.2 will apply to that discrete segment of the Project. In addition, before UTA may take possession of a discrete segment of the Project, UTA and Contractor shall obtain the consent of their sureties, insurers, and any government authorities having jurisdiction over the Project.

5.7.4 Following Substantial Completion, UTA may restrict Contractor's access to the Site. UTA shall allow Contractor reasonable access to the Site in order for the Contractor to achieve Final Completion.

5.8 **Final Payment.**

5.8.1 When Contractor has achieved Final Completion of the Work, Contractor shall submit a Final Application for Payment. As used in the Contract Documents, "Final Completion" refers to the Contractor's satisfactory completion of all Work in accordance with the Contract Documents including completion of Punchlist items, demobilization from the Site and the transmittal of all deliverables required by the Contract Documents. The Final Application for Payment shall include (at a minimum) the items set forth below.

5.8.1.1 An affidavit that there are no claims, obligations or liens outstanding or unsatisfied for labor, services, materials, equipment, taxes or other items performed, furnished or incurred for or in connection with the Work which will in any way affect UTA's interests;

5.8.1.2 A general release executed by Contractor waiving, upon receipt of final payment, all claims, except those claims previously made in writing to UTA and remaining unsettled at the time of final payment;

5.8.1.3 All as-built drawings, redlined drawings, operating manuals, warranty assignments and other deliverables required by the Contract Documents; and

5.8.1.4 Certificates of insurance confirming that required coverages will remain in effect consistent with the requirements of the Contract Documents.

5.8.2 Deficiencies in the Work discovered after Substantial Completion, whether such deficiencies would have been included on the Punchlist if discovered earlier, will be deemed warranty Work. Contractor shall correct such deficiencies pursuant to Section 2.6, and UTA may withhold from the final payment the reasonable value of completion of the deficient work until that work is completed.

ARTICLE 6

Indemnification and Loss

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6.1 **Patent and Copyright Infringement**. If the Work includes any design services, provisions 6.1.1 through 6.1.3 apply.

6.1.1 Contractor shall defend any action or proceeding brought against UTA based on any claim that the Work, or any part thereof, or the operation or use of the Work or any part thereof, constitutes infringement of any United States patent or copyright, now or hereafter issued. UTA shall give prompt written notice to Contractor of any such action or proceeding and will reasonably provide authority, information and assistance in the defense of same. Contractor shall indemnify UTA from and against all damages and costs, including but not limited to attorneys' fees and expenses awarded against UTA or Contractor in any such action or proceeding. Contractor shall keep UTA informed of all developments in the defense of such actions.

6.1.2 If UTA is enjoined from the operation or use of the Work, or any part thereof, as the result of any patent or copyright suit, claim, or proceeding, Contractor shall at its sole expense take reasonable steps to procure the right to operate or use the Work. If Contractor cannot procure such right within a reasonable time, Contractor shall promptly, at Contractor's expense, either: (i) modify the Work so as to avoid infringement of any such patent or copyright; or (ii) replace said Work with Work that does not infringe or violate any such patent or copyright.

6.1.3 Sections 6.1.1 and 6.1.2 above shall not be applicable to any suit, claim or proceeding based on infringement or violation of a patent or copyright: (i) relating solely to a particular process or product of a particular manufacturer specified by UTA and not offered or recommended by Contractor to UTA; or (ii) arising from modifications to the Work by UTA or its agents after acceptance of the Work

6.2 **Payment Claim Indemnification.** Provided that UTA is not in breach of its contractual obligation to make payments to Contractor for the Work, Contractor shall indemnify, defend and hold harmless UTA from any claims or mechanic's liens brought against UTA or against the Project as a result of the failure of Contractor, its Subcontractors, or others for whose acts Contractor is responsible, to pay for any services, materials, labor, equipment, taxes or other items or obligations furnished or incurred for or in connection with the Work. Within three (3) Days of receiving written notice from UTA that such a claim or mechanic's lien has been filed, Contractor shall commence to take the steps necessary to discharge said claim or lien, including, if necessary, the furnishing of a mechanic's lien bond. If Contractor fails to do so, UTA will have the right to discharge the claim or lien and hold Contractor liable for costs and expenses incurred, including attorneys' fees.

6.3 **Contractor's General Indemnification.**

6.3.1 Contractor, to the fullest extent permitted by law, shall indemnify, hold harmless and defend UTA, its officers, trustees, and employees from and against claims, losses, damages, liabilities, including attorneys' fees and expenses, for bodily injury, sickness or death, and

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property damage or destruction resulting from or arising out of the negligent acts or omissions of Contractor, Subcontractors, anyone employed directly or indirectly by any of them or anyone for whose acts any of them may be liable.

6.3.2 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 has a claim against UTA, its officers, directors, employees, or agents, Contractor's indemnity obligation set forth in Section 5.3.1 above will not be limited by any limitation on the amount of damages, compensation or benefits payable by or for Contractor, Subcontractors, or other entity under any employee benefit acts, including workers' compensation or disability acts.

6.4 Risk **of Loss.** Contractor bears all risk of loss to the Project, including materials and equipment not yet incorporated into the Project, until final payment is made by UTA. The insurance requirements herein are minimum requirements for this Contract and in no way limit the indemnity covenants contained in this Contract. UTA is 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 subcontractors and Contractor is free to purchase additional insurance as may be determined necessary.

ARTICLE 7

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 subcontractors and Contractor is free to purchase additional insurance as may be determined necessary.

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, medical expenses, 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

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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".
b. The policy must also contain the following endorsement, WHICH MUST BE STATED ON THE CERTIFICATE OF INSURANCE: “Contractual Liability Railroads” ISO from CG 24 17 10 01 (or a substitute form providing equivalent coverage) showing “Utah Transit Authority Property” as the Designated Job Site

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

b. 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.

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.

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5. Contractors' Pollution Legal Liability and/or Asbestos Legal Liability (if project involves environmental hazards) with limits no less than $1,000,000 per occurrence or claim, and $2,000,000 policy aggregate. *(NOTE: Projects over $10,000,000 will require limits of $2,000,000 per occurrence and $4,000,000 aggregate; Projects over $40,000,000 will require limits of $5,000,000 per occurrence and $5,000,000 aggregate)*

6. Builder's Risk**:** Builder's risk (course of construction) insurance, covering the risk of loss for any damage or loss to the building or structure by any means or occurrence until the final completion of the contract work. Coverage shall utilize an "All Risk" (Special Perils) coverage form, with limits equal to the completed value of the project and no coinsurance penalty provisions. The coverage shall include mechanical breakdown, property in transit, property at temporary storage locations, earthquake damage and flood damage insuring the interests of UTA, SLCDA and their respective subcontractors of any tier providing equipment, materials or services for the project.

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. **SUBCONTRACTORS**: Contractors' certificate(s) shall include all subcontractors as additional insureds 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.

Article 8.0

Health Insurance

Insurance Coverage for Employees.

8.1 If the Contract Price is $2,000,000 or more, Contractor shall, prior to the effective date of the Agreement, demonstrate to UTA that Contractor has and will maintain an offer of qualified health insurance coverage (as defined by Utah Code Ann. § 17B-2a-818.5) for the Contractor's employees and the employee's dependents during the duration of the Contract.

8.2 If the Contractor enters into any subcontracts under the Contract Documents in an amount of $1,000,000 or more, then Contractor shall also demonstrate to UTA that such subcontractor(s) have and will maintain an offer of qualified health insurance coverage for the subcontractor's employees and the employee's dependents during the duration of the subcontract

Article 9.0
TIMELINESS

9.1 **Obligation to Achieve the Contract Times.** Contractor shall commence performance of the Work and achieve the Contract Time(s) in accordance with the Contract Documents. The Contract Documents

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specify critical completion milestones with which Contractor must comply. All time and schedule requirements included within the Contract Documents are of importance. By executing the Agreement, Contractor confirms that the completion milestones in the Contract Documents are reasonable for the performance of the Work. Unless otherwise excused by the terms of the Contract Documents, Contractor's failure to timely perform the Work in accordance with the completion milestones shall result in the assessment of liquidated damages (if, and to the extent, set forth in the Agreement) and (where no liquidated damages are provided under the Agreement or where the maximum liquidated damages available under the Agreement have been incurred) an event of default.

9.2 **Excusable Delays.** The Contract Time(s) for performance shall be equitably adjusted by Change Order to the extent that Contractor is actually and demonstrably delayed in the performance of the Work because of: (i) Differing Site Conditions (as provided in Section 3.2); (ii) Hazardous Materials (as provided in Section 3.1); (iii) Force Majeure Events (as defined in Section 1.3); (iv) changes in the Work directed by UTA (as provided in Section 7.2); (v) constructive changes (as provided in Section 7.3); (vi) changes in Legal Requirements (as provided in Section 2.3.3); (viii) a suspension without cause (as provided in Section 9.1); or (viii) UTA's unexcused delay in performing any UTA obligation specified in the Contract Documents in accordance with the completion milestones indicated in the approved schedule.

9.3 **Excusable and Compensable Delays.** In addition to Contractor's right to a time extension for those events set forth in Section 6.2 above, Contractor will also be entitled to an appropriate adjustment of the Contract Price provided, however, that the Contract Price will not be adjusted for delays caused by Force Majeure Events.

ARTICLE 10

Changes

10.1 **Change Orders.**

10.1.1 Contractor shall not undertake any activity that materially changes the Work, or materially deviates from the requirements of the Contract Documents, except as authorized in this Article 10. Any costs incurred by Contractor without authorization as provided in this Article 10 will be considered non-compensable.

10.1.2 A Change Order is a written instrument, signed by UTA and Contractor, issued after execution of the Agreement, stating their agreement on a change in: (i) the scope of the Work; (ii) the Contract Price; and/or (iii) the Contract Time(s).

10.1.3 All changes in the Work authorized by applicable Change Orders shall be performed under the applicable conditions of the Contract Documents. UTA and Contractor shall negotiate in good faith and as expeditiously as possible the appropriate adjustments for such changes.

10.2 **UTA-Directed Changes.** UTA may direct changes in the Work. Upon receipt of such direction, Contractor shall prepare an estimate of the cost and schedule impact of the change (if any). Upon agreement between UTA and Contractor on the scope of the change to the Work, and the adjustment,

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if any, to the Contract Price and/or Contract Times, UTA and Contractor shall execute a written Change Order.

10.3 **Constructive Changes.**

10.3.1 To the extent that Contractor: (i) receives a written or verbal direction or proceeding from UTA that Contractor believes to constitute a material change to the nature, character or schedule of the Work; and/or (ii) becomes aware of any circumstance or condition that expressly provides Contractor a right to a Change Order under the terms of the Contract Documents, then (in either case) Contractor shall deliver to UTA's Project Manager written notice (hereinafter a "Potential Change Notice") within ten (10) Days after Contractor becomes aware of (or should have reasonably become aware) the facts and circumstances which Contractor believes to give rise to a Change Order.

10.3.2 Contractor's failure to deliver a Potential Change Notice in a timely manner shall constitute a waiver of all of Contractor's rights to a Change Order.

10.3.3 In conjunction with the Potential Change Notice or not longer than 30 days after delivery of notice, Contractor shall submit to UTA all supporting information and documentation necessary for UTA to evaluate the contractual basis for the Potential Change Notice and to also evaluate the relief claimed by Contractor. Contractor shall promptly respond to all UTA inquiries about the Potential Change Notice and the supporting information and documentation.

10.3.4 To the extent UTA concludes that the Potential Change Notice demonstrates Contractor's entitlement to a Contract adjustment, and provided that the parties are able to negotiate mutually agreeable adjustments to the Contract Documents, then UTA and Contractor shall execute a written Change Order.

10.4 Direction or Authorization to Proceed.

10.4.1 Prior to final agreement with respect to a Change Order, UTA may issue a Direction or Authorization to Proceed ("DAP"). A DAP is a written order unilaterally prepared and signed by UTA directing the Contractor to proceed with specified Work while Change Order negotiations or Claim resolution discussions continue. UTA may issue a DAP at any time, and Contractor shall undertake the Work as set forth in the DAP, and in accordance with the Contract Documents.

10.4.2 After issuance of a DAP, UTA and Contractor shall continue to negotiate in good faith to resolve outstanding issues expeditiously.

10.5 **Requests for Information.** UTA shall have the right, from time to time, to issue clarifications to the Work of a non-material nature at any time. Contractor shall have the corresponding right to seek clarification with respect to ambiguous or conflicting provisions of the Contract Documents. Such clarifications or conflicts shall be confirmed, implemented and documented through a Request for Information ("RFI") process to be developed for the Project. The RFI process may also be used to document minor changes in the Work do not involve an adjustment in the Contract Price and/or

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Contract Time(s) and do not materially and adversely affect the Work, including the design, quality, performance and workmanship required by the Contract Documents.

10.6 **Contract Price Adjustments.**

10.6.1 The increase or decrease in Contract Price resulting from a change in the Work will be determined by one or more of the following methods:

10.6.1.1 Unit prices set forth in the Agreement or as subsequently agreed to between the parties;

10.6.1.2 A mutually accepted lump sum, properly itemized and supported by sufficient substantiating data to permit evaluation by UTA;

10.6.1.3 Costs, fees and any other markup rates set forth in the Agreement; or

10.6.1.4 If an increase or decrease cannot be agreed to as set forth in items 10.6.1.1 through 10.6.1.3 above and UTA issues a DAP, the cost of the change of the Work shall be determined by the reasonable expense and savings in the performance of the Work resulting from the change, including a reasonable overhead and profit rate, as may be set forth in the Agreement.

10.6.2 If unit prices are set forth in the Contract Documents or are subsequently agreed to by the parties, but application of such unit prices will cause substantial inequity to UTA or Contractor because of differences in the character or quantity of such unit items as originally contemplated, such unit prices shall be equitably adjusted.

10.6.3 Negotiations over changes in the Contract Price will be conducted using an open-book cost-estimating process. UTA defines "open-book" to include all elements of Contractor's costs, including labor hours and rates, units and estimated quantities, unit prices, equipment estimates, material costs, and subcontractor costs. Contractor shall openly share its detailed cost estimate, material and subcontractor quotations and any other information used to compile its cost estimate.

10.7 **Disputes Regarding Change Orders.** If the parties are not able to agree as to whether a Change Order is warranted under the Contract Documents, or cannot agree upon the extent of relief to be granted under a Change Order after good faith negotiations, either party may refer the dispute to the Claim resolution provisions of Article 11. Pending resolution of such Claim, Contractor shall proceed with the Work as directed by UTA under a reservation of rights. UTA shall continue to pay any undisputed payments related to such Claim.

10.8 **Emergencies**. In any emergency affecting the safety of persons and/or property, Contractor shall act, at its discretion, to prevent threatened damage, injury or loss. Any change in the Contract Price and/or Contract Time(s) on account of emergency work shall be determined as provided in this Article 7.

ARTICLE 11

Claims and Dispute Resolution

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11.1 Claims**.**

11.1.1 "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 8. Claims must be made by written notice. The responsibility to substantiate claims rests with the party making the claim.

11.1.2 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.

11.2 **Dispute Resolution.**

11.2.1 The parties shall attempt in good faith to resolve promptly through negotiation any Claim arising out of or relating to the Contract Documents. If a Claim should arise, UTA's Project Manager and Contractor's Project Manager will meet at least once to attempt to resolve the Claim. For such purpose, either may request the other to meet within seven (7) Days of the date the Claim is made, at a mutually agreed upon time and place.

11.2.2 If UTA's Project Manager and Contractor's Project Manager are not able to resolve the Claim within fourteen (14) Days after their first meeting (or such longer period of time as may be mutually agreed upon), either party may request that UTA's Senior Representative and the Contractor's management representative ("Contractor's Management Representative") meet at least once to attempt to resolve the Claim.

11.2.3 If the Claim has not been resolved within sixty (60) Days of the date the Claim is made, either party may refer the Claim to non-binding mediation by sending a written mediation request to the other party. In the event that such a request is made, the Parties agree to participate in the mediation process. Non-binding mediation of claims or controversies under the Contract Documents shall be conducted by a professional mediator that is mutually acceptable to and agreed upon by both parties (the "Mediator"). The parties and the Mediator may join in the mediation any other party necessary for a mutually acceptable resolution of the Claim. The mediation procedure shall be determined by the Mediator in consultation with the parties. The fees and expenses of the Mediator shall be borne equally by the parties.

11.2.4 If the Claim is not resolved within thirty (60) days after the commencement of mediation, or if no mediation has been commenced within one hundred and twenty (120) days of the date the Claim is made, either party may commence litigation to resolve the Claim. The exclusive forum for any such litigation is the Third District Court in and for Salt Lake County, Utah.

ARTICLE 12

Suspension and Termination

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12.1 **UTA's Right to Stop Work.**

12.1.1 UTA may, without cause and for its convenience, order Contractor in writing to stop and suspend the Work. Such suspension shall not exceed one hundred and twenty (120) consecutive Days or aggregate more than two hundred and forty (240) Days during the duration of the Project. In the event a suspension continues longer than the above-referenced periods, Contractor shall have the right to terminate the Agreement. Any such termination shall be considered to be a termination for convenience by UTA.

12.1.2 If a suspension is directed by UTA without cause, Contractor shall be entitled to seek an adjustment of the Contract Price and/or Contract Time(s) if its cost or time to perform the Work has been adversely impacted by any suspension or stoppage of the Work by UTA.

12.1.3 In addition to its rights under Section 12.1.1, UTA shall have the right to order a suspension for cause if the Work at any time ceases to comply with the workmanship, safety, quality or other requirements of the Contract Documents or any Legal Requirements. Contractor shall not be entitled to seek an adjustment the Contract Price and/or Contract Time(s) with regard to any such suspension.

12.2 **UTA's Right to Terminate for Convenience.** Upon written notice to Contractor, UTA may, for its convenience and without cause, elect to terminate this Agreement. In such event, UTA shall pay Contractor for the following:

12.2.1 All Work satisfactorily completed or commenced and in process as of the effective date of termination;

12.2.2 The reasonable and demonstrable costs and expenses attributable to such termination, including demobilization costs and amounts due in settlement of terminated contracts with Subcontractors; and

12.2.3 The fair and reasonable sums for overhead and profit on the sum of items 12.2.1 and 12.2.2 above. UTA shall not be liable for anticipated profits, costs or overhead based upon Work not yet performed as of the date of termination.

12.3 **UTA's Right to Terminate for Cause; Other Remedies for Default.**

12.3.1 Subject to the cure provision of Section 12.3.2 below and other limitations set forth in these General Conditions, Contractor shall be in default of its obligations under the Contract Documents if Contractor: (i) fails to provide a sufficient number of skilled workers; (ii) fails to supply the materials required by the Contract Documents; (iii) fails to comply with applicable Legal Requirements; (iv) fails to timely pay its Subcontractors without proper cause; (v) makes a materially false or misleading representation or certification in conjunction with the Contract Documents; (vi) fails to prosecute the Work with promptness and diligence to ensure that the Work is completed by the Contract Time(s), as such times may be adjusted; (vii) fails to satisfy any guaranteed interim or completion milestone set forth in the Contract Documents; or (viii) fails to

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perform any other material obligations under the Contract Documents. In any such event, UTA (in addition to any other rights and remedies provided in the Contract Documents or by law) shall have the rights set forth in Sections 12.3.2 through 12.3.5 below.

12.3.2 Upon the occurrence of an event of default set forth in Section 12.3.1 above, UTA may provide written notice to Contractor that it intends to terminate the Agreement (in whole or in part) or pursue other available remedies unless the grounds for default are cured within ten (10) Days of Contractor's receipt of such notice. If Contractor fails to cure the grounds for default within such period, then UTA may declare the Agreement, or portions of the Agreement, terminated for default by providing written notice to Contractor of such declaration; provided, however, that to the extent that an item included is the notice of default and demand for cure is capable of cure, but not within the ten-Day cure period, then the Agreement shall not be terminated so long as Contractor commences actions to reasonably cure such breach within the 10-Day cure period and thereafter continuously and diligently proceeds with such curative actions until completion (such additional period not to exceed 45 Days). UTA may terminate the Agreement without opportunity to cure if the breach involves the Contractor's material failure to comply with any Legal Requirements pertaining to safety or environmental compliance.

12.3.3 Upon the continuance of a breach described in Section 12.3.1 for more than ten (10) Days following delivery of written notice to Contractor (and regardless of whether the Agreement, or any portion hereof, has been terminated as provided above), UTA shall be entitled to self-perform (through its own forces or through other contractors) the corrective action necessary to cure Contractor's event of default and deduct all costs so incurred from any amount then or thereafter due to Contractor.

12.3.4 Upon the continuance of a breach described in Section 12.3.1 for more than ten (10) Days following delivery of written notice to Contractor (and regardless of whether the Agreement, or any portion hereof, has been terminated as provided above), UTA shall be entitled to seek performance by any guarantor of Contractor's obligations hereunder or draw upon any surety or security provided for in the Contract Documents.

12.3.5 Upon declaring the Agreement terminated pursuant to Section 12.3.2 above, UTA may enter upon the premises and take possession, for the purpose of completing the Work, of all materials, equipment, scaffolds, tools, appliances and other items thereon, which have been purchased or provided for the performance of the Work, all of which Contractor hereby transfers, assigns and sets over to UTA for such purpose, and to employ any person or persons to complete the Work and provide all of the required labor, services, materials, equipment and other items. In the event of such termination, Contractor shall not be entitled to receive any further payments under the Contract Documents until the Work shall be finally completed in accordance with the Contract Documents. At such time, if the unpaid balance of the Contract Price exceeds the cost and expense incurred by UTA in completing the Work, such excess shall be paid by UTA

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to Contractor. If UTA's cost and expense of completing the Work exceeds the unpaid balance of the Contract Price, then Contractor shall pay the difference to UTA. Such costs and expenses include not only the cost of completing the Work, but also losses, damages, costs and expenses, including attorneys' fees and expenses, incurred by UTA in connection with the reprocurement and defense of claims arising from Contractor's default.

12.3.6 All rights and remedies set forth in the Contract Documents are cumulative, and unless otherwise specifically provided in the Contract Documents are not exclusive of any other rights or remedies that may be available, whether provided by law, equity, statute, in any other agreement between the Parties or otherwise. Upon the occurrence of any such default, following the applicable process described in this Article, UTA shall be entitled to pursue any and all other rights and remedies, including without limitation damages, that UTA may have against Contractor under the Contract Documents or at law or in equity.

12.3.7 If UTA improperly terminates the Agreement for cause, the termination for cause will be converted to a termination for convenience in accordance with the provisions of Section 12.2 above.

12.4 **Bankruptcy of Contractor.**

12.4.1 If Contractor institutes or has instituted against it a case under the United States Bankruptcy Code, such event may impair or frustrate the Contractor's ability to perform its obligations under the Contract Documents. Accordingly, should such event occur:

12.4.1.1 Contractor, its trustee or other successor, shall furnish, upon request of UTA, adequate assurance of the ability of the Contractor to perform all future material obligations under the Contract Documents, which assurances shall be provided within ten (10) Days after receiving notice of the request; and

12.4.1.2 Contractor shall file an appropriate action within the bankruptcy court to seek assumption or rejection of the Agreement within sixty (60) Days of the institution of the bankruptcy filing and shall diligently prosecute such action. If Contractor fails to comply with its foregoing obligations, UTA shall be entitled to request the bankruptcy court to reject the Agreement, declare the Agreement terminated and pursue any other recourse available to the UTA under this Article 12.

12.4.2 The rights and remedies under Section 12.4.1 above shall not be deemed to limit the ability of UTA to seek any other rights and remedies provided by the Contract Documents or by law, including its ability to seek relief from any automatic stays under the United States Bankruptcy Code.

ARTICLE 13

Value Engineering

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13.1 **Value Engineering Change Proposals.**

13.1.1 A Value Engineering Change Proposal ("VECP") is a proposal developed, prepared, and submitted to UTA by the Contractor, which reduces the cost of the Work without impairing essential functions or characteristics of the Project, as determined by UTA in its sole discretion. UTA encourages Contractor to submit VECPs whenever it identifies potential savings or improvements. UTA may also request the Contractor to develop and submit a specific VECP.

13.1.2 In determining whether a VECP will impair essential functions or characteristics of the Project, UTA may consider: (i) relative service life; (ii) maintenance effort and frequency; (iii) environmental and aesthetic impacts; (iv) system service; (v) effect of other system components; and (vi) other issues as UTA deems relevant. A VECP must not be based solely on a change in quantities.

13.1.3 Contractor must include the following information in any VECP:

13.1.3.1 A narrative description of the proposed change,

13.1.3.2 A discussion of differences between existing requirements and the proposed change, together with advantages and disadvantages of each changed item;

13.1.3.3 A complete cost analysis, including the cost estimate of any additional rights-of-way or easements required for implementation of the VECP;

13.1.3.4 Justification for changes in function or characteristics of each item and effect of the change on the performance on the end item;

13.1.3.5 A description of any previous use or testing of the proposed approach and the conditions and results. If the VECP was previously submitted on another UTA project, the Contractor shall indicate the date, contract number, and the action taken by UTA;

13.1.3.6 Costs of development and implementation; and

13.1.3.7 Any additional information requested by UTA, which must be provided in a timely manner.

13.2 **Review and Approval of VECPs**

13.2.1 Upon receipt of a VECP, UTA shall process it expeditiously, but will not be liable for any delay in acting upon any VECP. Contractor may withdraw all or part of any VECP at any time prior to approval by UTA, but shall, in any case, be liable for costs incurred by UTA in reviewing the withdrawn VECP, or part thereof. In all other situations, each party will bear its own costs in connection with preparation and review of VECPs.

13.2.2 UTA may approve in whole or in part any VECP submitted. The decision of UTA regarding rejection or approval of any VECP will be at the sole discretion of UTA and will

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be final and not subject to appeal. Contractor will have no claim for any additional costs or delays resulting from the rejection of a VECP, including development costs, loss of anticipated profits, or increased material or labor costs

13.3 **Cost Savings.** Except as otherwise stated in the Agreement, any savings resulting from an approved VECP will accrue to the benefit of UTA and Contractor on a 50/50 cost sharing basis. Nevertheless, a Contractor shall not be eligible to share in cost savings where the Contractor had responsibility under its scope of work for drafting, reviewing or approving the designs or processes involved in the VECP.

13.4 **Ownership of VECPs.** All approved or disapproved VECPs will become the property of UTA and must contain no restrictions imposed by Contractor on their use or disclosure. UTA retains the right to use, duplicate, and disclose, in whole or in part, any data necessary for the utilization of the VECP on any other projects without any obligation to Contractor. This provision is not intended to deny rights provided by law with respect to patented materials or processes.

ARTICLE 14

Miscellaneous

14.1 **Confidential Information:** "Confidential Information" means information that is determined by the transmitting party to be of a confidential or proprietary nature and: (i) the transmitting party identifies in writing as either confidential or proprietary; (ii) the transmitting party takes steps to maintain the confidential or proprietary nature of the information; and (iii) the document is not otherwise available in or considered to be in the public domain. To the extent permitted by law (including specifically UCA Title 63G Chapter 2), the receiving party shall maintain the confidentiality of the Confidential Information and shall use the Confidential Information solely in connection with the Project. The parties agree that the Agreement itself (including all incorporated Contract Documents) does not constitute Confidential Information.

14.2 **PUBLIC INFORMATION:** Vendor acknowledges that the Contract and related materials (invoices, orders, etc.) will be public documents under the Utah Government Records Access and Management Act (GRAMA). Vendor'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.

14.3 **Prohibited Interest.** No member, officer, agent, or employee of UTA during his or her tenure or for one year thereafter shall have any interest, direct or indirect, including prospective employment by, Contractor or the proceeds under the Contract Documents without specific written authorization by UTA.

14.4 **Assignment.** Contractor acknowledges that the Work to be performed by Contractor is considered personal by UTA. Contractor shall not assign or transfer its interest in the Contract Documents without prior written approval by UTA.

14.5 **Successors.** Contractor and UTA intend that the provisions of the Contract Documents are binding upon the parties, their employees, agents, heirs, successors and permitted assigns.

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14.6 **Governing Law.** The Agreement and all Contract Documents are governed by the laws of the State of Utah, without giving effect to its conflict of law principles. Actions to enforce the terms of this Agreement may only be brought in the Third District Court for Salt Lake County, Utah.

14.7 **Attorneys Fees and Costs**. If any party to this Agreement brings an action to enforce or 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.

14.8 **Severability.** If any provision or any part of a provision of the Contract Documents is finally determined to be superseded, invalid, illegal, or otherwise unenforceable pursuant to any applicable Legal Requirements, such determination shall not impair or otherwise affect the validity, legality, or enforceability of the remaining provision or parts of the provision of the Contract Documents, which shall remain in full force and effect as if the unenforceable provision or part were deleted.

14.9 **No Waiver.** The failure of either Contractor or UTA to insist, in any one or more instances, on the performance of any of the obligations required by the other under the Contract Documents shall not be construed as a waiver or relinquishment of such obligation or right with respect to future performance.

14.10 **Headings.** The headings used in these General Conditions, or any other Contract Document, are for ease of reference only and shall not in any way be construed to limit or alter the meaning of any provision.

14.11 **Amendments.** The Contract Documents may not be changed, altered, or amended in any way except in writing signed by a duly authorized representative of each party.

14. 12 **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.

14.13 **ENTIRE AGREEMENT:** The Contract constitutes the entire agreement between the parties with respect to the subject matter, and supersedes any and all other prior and contemporaneous agreements and understandings between the parties, whether oral or written. The terms of the Contract supersede any additional or conflicting terms or provisions that may be preprinted on Vendor's work plans, cost estimate forms, receiving tickets, invoices, or any other related standard forms or documents of Vendor 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.

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Exhibit A – Scope of Work

A. OVERVIEW OF THE PROJECT

UTA is planning for charging capabilities of twenty (20) battery electric buses with at the existing Meadowbrook Campus. The project will utilize five (5) 360 kW charging cabinets to energize ground-mounted dispensers in the existing parking area. The chargers will be configured and operated in a 1:4 configuration (1 charging cabinet to 4 depot connections) for a total of 20 connections. UTA will be supplying the remote charging cabinets and plug-in pedestal dispensers. The Contractor will be responsible for all other design and construction work as outlined in this Scope of Work.

UTA intends to work with a contractor design-build team to perform the design, supply, and installation of the following items to allow for charging of up to 20 BEB's at the Meadowbrook site:

A. Coordination with Rocky Mountain Power (RMP) to provide new secondary service to the Meadowbrook site via a new electrical feed to meet the needs of this project's maximum charging demand.
    a. UTA intends to expand the zero-emission fleet at the Meadowbrook site in subsequent years to an eventual fully zero-emission fleet. This project is intended to provide a design which does not preclude further expansion in the electrical yard to afford an eventual 100% BEB deployment.

B. Design, Supply, and Installation for all ductwork, civil improvements, and electrical infrastructure as required by RMP to accept the new feed and house utility-owned disconnects, interrupters, utility-owned 480-volt transformers, and UTA owned low voltage switchboards to feed the BEB chargers. The electrical yard is expected to be located on the east side of the Meadowbrook site at approximately 900 West. All electrical yard improvements must be aligned to RMP requirements as dictated by RMP design standards.

C. Design and Installation of remote charging cabinets based on a minimum performance of 360 kW unit capable of serving up to 4 charging positions simultaneously via remote island mounted plug-in dispensers.

    a. Dispensers will be located between parking berths on raised islands with bollard protection against vehicle strikes and a cable management solution to keep dispenser cables out of harm's way. Dispensers will be designed to minimize special impacts to existing bus parking and operations.

    b. All trenching, distribution, and repaving required to feed electricity and data between all Chargers, and Dispensers.

D. Commissioning and Testing Plan of each individual component (electrical infrastructure yard, distribution throughout the site, chargers and dispensers) coordinated combined

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commissioning of the complete charging setup inclusive of all items to ensure all charging positions can complete a 25% to 95+% SOC for all connected buses, up to twenty total, during a single 7 hour nightly service cycle.

a. Commissioning and Testing of the complete charging setup will also be required to demonstrate integration with UTA's existing CMS EV charging platform provided by ABB.

B. DELIVERABLES

Contractor will provide a project schedule including deliverables for each type of product and service and anticipated due date in-line with the design, construction, and final completion timeline outlined in Section F. UTA will review and approve the project schedule.

C. DESIGN REQUIREMENTS FOR COMMERICAL ELECTRIC VEHICLE CHARGING UNIT FOR TRANSIT FACILITIES

This section of the Scope of Work defines the design requirements for the facility and identifies design concepts and strategies proposed to meet these requirements. The concepts included in these specifications will be identified at a conceptual level and serve as the basis for the design builder to develop a final design including the project plans and technical memos.

PART 1 – GENERAL

The General Provisions of the Contract, including General and Special Conditions and the requirements of Division 1, apply to the Work in this Section.

1.01 WORK INCLUDED

A. Equipment items as listed below:

1. CHARGING CABINET, BATTERY ELECTRIC BUS, 360kW DC POWER OWNER FURNISHED CONTRACTOR INSTALLED (OFCI)

2. REMOTE PLUG-IN DISPENSER - OWNER FURNISHED CONTRACTOR INSTALLED (OFCI)

B. Installation of equipment with labor, services, and incidentals necessary for complete and operational equipment installation.

C. All processes as specified below are the responsibility of the respective Party.

D. Observe and witness testing and commissioning of equipment.

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E. Utilities to be roughed in at location recommended by manufacturer.

F. Coordination with other equipment and/or items shall include, but not necessarily be limited to, the following:

1. Ability to connect and communicate with a third-party charge management system adhering to OCPP 2.0.1 or higher to allow for yard management and data collection as noted below:

a. Charge management services (charge management solution) for the chargers shall be integrated with UTA's existing service provided by ABB (EV Charger Portal) and installed as an owner furnished contractor installed item. The charge management solution will be utilized to monitor and report operational data and to control installed EVSE to energize buses. The cloud service shall broadcast charging information from the Contractor's charging solution via the OCPP 1.6 or newer protocol as well as control and manage the connected charger cabinets and dispensers. The software provider shall provide the necessary data and integration requirements to capture charger operational data in real time for smart charging.

G. Coordination of equipment and vehicle to allow for remote operation and communication of the Remote Plug-In Dispenser with the Owner's battery electric bus fleet.

1.02 QUALITY ASSURANCE

A. Equipment shall be produced by a manufacturer of established reputation with a minimum of five years' experience supplying specified equipment.

B. Manufacturer's Representative:
1. Installation: Provide a qualified manufacturer's representative at site to supervise work related to equipment installation, check out and start up.

2. Training: Provide technical representative to train Owner's maintenance personnel in operation and maintenance of specified equipment.

3. Testing: Provide technical representative for final testing of equipment.

B. Installation of this equipment item requires initial mock-up and acceptance by design team and owner. Refer to Part 3.02 "INSTALLATION" of this specification for more details.

1.03 STANDARD AND REGULATORY REQUIREMENTS

A. Equipment indicated within this specification section shall comply with all applicable national, state and local codes and regulations, including seismic, fire, and racking codes

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and regulations. Additional, more specific compliance requirements may be listed under individual equipment headings.

1.04 SUBMITTALS

A. Submittal requirements for all equipment items included in this section are listed below.

B. Product Data:

1. Submit Product Data in accordance with Division 1 - General Requirements of these specifications.

2. All Product Data submittals shall identify proposed project specific items marked by arrow, circle, underline, reproducible highlight, or other markings clearly discernable by the reviewer, to show which specific items, parts and accessories are being submitted for the project product data review. Non-marked or generic product data submittals with no marks indicating specific items, parts and accessories will be a cause for rejection.

3. Restrict submitted material to pertinent data. For instance, do not include manufacturer's complete catalog when pertinent information is contained on a single page.

C. Operation and Maintenance Manual:

1. Provide a Complete parts list, operating instructions, and maintenance manual covering equipment at time of installation including, but not limited to:

   a. Description of system and components.

   b. Manufacturer's printed operating instructions.

   c. Printed listing of periodic preventive maintenance items and recommended frequency required to validate warranties. Failure to provide maintenance information will indicate that preventive maintenance is not a condition for validation of warranties.

   d. List of original manufacturer's parts, including suppliers' part numbers and cuts, manufacturer’s recommended spare parts stockage quantity and local parts and service source based on anticipated frequently replaced and or long lead (more than five workdays) components.

2. Assemble and provide copies of manual in 8-1/2 by 11-inch word format. Foldout diagrams and illustrations are acceptable. Manual to be reproducible by dry copy method. Provide copies per provisions of Division 1 - General Requirements.

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D. Shop Drawings: Submit shop drawings in accordance with Division 1 -General Requirements of these specifications.

1. Submitted shop drawings shall be project specific and shall include a minimum 1/8 inch to 1 foot scaled (or larger standard architectural imperial scale), dimensioned, graphical representation of the size, orientation, and location for all instances of submitted equipment in a floor plan view and reflected ceiling plan view for DC charging cabinets, dispenser and other system elements. The drawings shall further include dimensions from structural elements or architectural grid lines, to each major charging equipment item operational clearances, locations of any utility service connection points, power and communication output points, mounting requirements, and structural supports required for the submitted equipment. Indicate which specific dispensers are connected to and energized by which specific DC charging cabinet.

2. Manufacturer's standard installation drawings will be accepted and reviewed but are not considered as a replacement to project specific shop drawings.

E. Test Reports: Testing and Commissioning reports are required for all systems included in this specification and shall be included as part of the close-out documents. Provide to the equipment consultant a copy of all testing and commissioning reports for equipment specified herein. Refer to Part 3.03 "SYSTEM TESTING AND COMMISSIONING", of this specification.

F. Required Documents for Permit and Local Jurisdictional Approval: Where required by local jurisdiction and/or code officials, the contractor/supplier shall be responsible for producing and submitting all documentation required for obtaining all applicable approvals related to the specified equipment. This documentation may include, but may not be limited to, engineered signed and stamped plans, details, anchorage layouts for equipment on stands and as racks to show compliance with locally adopted ASCE, seismic, fire, and other codes. A copy of these required documents shall be included with the product submittal to the Design Team/consultant team for their review.

1.05 WARRANTY

A. Warranty work specified herein for two years from substantial completion against defects in materials, function, workmanship and charging system operational design.

B. Warranty shall include materials and labor necessary to correct defects including replacement of charging system operational elements with re-designed components.

C. Defects shall include, but not be limited to loose, damaged and missing parts and abnormal deterioration of finish, excessive cord wear.

D. Operational design defects for dispenser include failure or intermittent failure to instigate charging process or non-communications with vehicle properly connected to the plug-in

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dispenser and failure to complete charging process once initiated. Submit warranties in accordance with Division 1 - General Requirements of these specifications.

E. All parts shall be readily available locally in the United States.

1.06 PRODUCT DELIVERY, STORAGE, AND HANDLING

A. Deliver equipment in manufacturer's containers, appropriately packaged and/or crated for protection during shipment and storage in humid, dusty conditions. Equipment shall be stored per manufacturer's recommendation.

B. Indelibly label all containers, including those contained in others, on outside with item description(s) per title of this specification.

C. Provide equipment and materials specified complete in one shipment for each equipment item. Split or partial shipments are not permissible.

1.07 LABELING

A. Manufacturer shall securely attach in a prominent location on each major item of equipment a non-corrosive nameplate showing manufacturer's name, address, model number, serial number, and pertinent utility or operating data.

B. All electrical equipment and materials shall be new and shall be listed by Underwriter's Laboratories, Inc. (U.L.), or other US National Recognized Testing Laboratory (NRTL) acceptable to both the design team and local code officials, in categories for which standards have been set by that agency and labeled as such in the manufacturer's plant.

PART 2 - PRODUCTS

2.01 CHARGING CABINET, BATTERY ELECTRIC BUS, 360KW DC POWER – OWNER FURNISHED CONTRACTOR INSTALLED (OFCI)

A. General:

1. Description: Upright cabinet(s) connected to multiple charger dispensers including:
   a. Pedestal mounted remote plug-in dispensers, and capable of automatically charging the connected battery electric bus (BEB) utilizing direct current (DC) electrical power. Intended for long term charging of BEBs in overnight parking positions. Unit must be capable of operating in dense installation of multiple charging cabinet units located in same general area.

2. Coordination: Specification information indicated herein is intended as general requirement only. Final design of the system shall be by the manufacturer and shall

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be presented in the project specific shop drawings in coordination with the Remote Plug-In Dispenser as a fully coordinated, complete design.

3. Compliance: The equipment and final design shall comply with the most current editions of all applicable local, state, and federal codes and regulations, including, but not limited to, those listed below.

    a. SAE International Standard J1772, SAE Electric Vehicle and Plug in Hybrid Electric Vehicle Conductive Charge Coupler, most recent edition

    b. NFPA 70: National Electric Code (NEC), most recent edition.

    c. NFPA 70E: Standard for Electrical Safety in the Workplace, most recent edition

    d. Underwriter's Laboratory UL 2202, Standard for Electric Vehicle (EV) Charging System Equipment, most recent edition.

    e. Underwriter's Laboratory UL 2231-1, Standard for Safety for Personnel Protection Systems for Electric Vehicle (EV) Supply Circuits: General Requirements

    f. Underwriter's Laboratory UL 2231-2, Standard for Safety for Personnel Protection Systems for Electric Vehicle (EV) Supply Circuits: Particular Requirements for Protection Devices for Use in Charging Systems.

    g. ANSI/IEC 60529: Degrees of Protection Provided by Electrical Enclosures (IP Code), most recent edition.

    h. IEC 61851-1; 23; 24: Electric Vehicle Conductive Charging System, most recent edition.

    i. IEC 61000-6-2: Electromagnetic Compatibility (EMC) – Part 6-2: Generic Standards – Immunity Standard for Industrial Environment.

    j. ISO 15118: Road Vehicles – Vehicle to Grid Communication Interface.

    k. 29 CFR 1910.147: General Environmental Controls, The Control of Hazardous Energy (Lockout/Tagout), as enforced by OSHA, most recent edition.

    l. International Electrotechnical Commission (IEC) 60309, most recent edition.

    m. Federal Communications Commission (FCC) rules and regulations, as applicable.

    n. Open Charge Point Protocol OCPP 2.0.1 or higher to allow charger control and monitoring by a third-party charge management system.

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4. Components:

    a. Power Cabinet(s).

    b. All components, interconnecting cabling and conduits/ducts between components, software, and accessories for a fully and properly operational device.

B. Capacities and Dimensions:

1. Total output charge power, direct current (DC): Nominal 360 kilowatts (kW), minimum capable to charge a 520kWh battery electric bus (BEB) from a ten percent usable by vehicle state of charge to ninety five percent usable by vehicle state of charge in a consecutive four-hour period from a single dispenser.

    a. Systems that employee a single larger kW cabinet with multiple outputs to dispensers that produce the total output charge power of the nominal 360kW minimum and charger time are acceptable and considered equivalent to a single 360kW cabinet unit.

    b. Quantity of charging dispensers in bus parking areas, output charge power from entire DC charging system to be capable of charging full quantity of electrically charged vehicles identified on the project drawings in a single consecutive (8) eight-hour period minimum.

2. Output voltage range: 150-940 volts, DC.

3. Rated DC output current range: single output, 500 A, 360kW, dynamic output 90 / 180 / 270 / 360.

4. Operating temperature range: -31 degrees Fahrenheit (F) to 131 degrees F.

5. Input connections: L1, L2, L3, GND (no neutral)

6. Input power rating: nominal 391 kVa (full load)

7. Input AC line-line voltage range: 480 VAC +/-10%, 3-ph 60 Hz

8. Input AC phase current: nominal 470 A

9. Power factor, total harmonic distortion: 0.97, minimum, <5%.

10. Power conversion efficiency at full load: 94-96 percent

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11. Network connection: 4G / 3G / Ethernet, minimum, utilizing Open Charge Point Protocol (OCPP) 2.0.1 or later network communication.

12. Protection: IP-54 and IK-10 or equivalent NEMA 3R rating.

13. Operational noise level: 61 decibels at 1 meter, maximum.

14. Overall dimensions, power cabinet(s), maximum nominal:

    a. Width: 46.1 inches.

    b. Depth: 30.3 inches.

    c. Height: 85.8 inches.

    d. Weight: 2,094 pounds.

C. Features and Construction:

1. Each electrical cabinet to be a standalone unit capable of meeting the specification herein. The cabinet shall include capability for entry of alternating current (AC) electrical supply, main isolation transformer cabinet, AC to DC power conversion, AC grid coupling and protective devices, DC output coupling and protective devices, controller for charger circuit and the communication equipment, and forced-air over coolant chiller functions.

2. Capable of being connected to power supply grid or low voltage power distribution station.

3. Charge cabinet configurable to support multiple plug-in dispensers capable of concurrent charging across all connected dispensers.

4. Capable of being configured to operate dispenser configuration and energizing a minimum quantity of:

    a. Four (4) Remote Plug-In Dispensers and capable of providing charging power to each dispenser concurrently at a minimum. Includes all interconnecting electrical cabling, data cabling, conduit / ducts, distribution boxes, DC switches (internal to charging cabinet and external from charging cabinet) and all other components necessary for interconnection.

5. Capable of providing bi-directional charging to facilitate gird to vehicle (G2V) and vehicle to grid (V2G) power transfers.

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6. Intended for, and fully capable of, installation in an outdoor environment, with a thermal and water-resistant enclosure. Cabinet(s) shall include an integral raised base for protection of equipment and fastening to sub-structure. Raised base should allow for mounting to an elevated steel support frame and not require direct to concrete pad installations.

7. Includes an on-board transformer / rectifier, allowing the power cabinet to receive an alternating current (AC) input power connection from the facility electrical supply and convert it to direct current (DC) electrical output to the charge box and connected bus.

8. Includes a chiller unit capable of maintaining manufacturer's required temperature for power conversion components. Chiller shall include protective air intake grill(s) and fan(s).

9. Include internal DC distribution box / DC Switch to control and manage DC outputs within the charger cabinet enclosure.

    a. Charging cabinets relying on DC distribution boxes / DC switches that are external to the charging cabinet are acceptable but all components of the external multiple DC output control / management system are to be supplied and installed as part of the charging cabinet system including additional conduits, power and control wiring, DC distribution boxes / DC switches, mounting and supporting structural elements to locate the DC distribution boxes / DC switches from the building structure.

    1) All additional structural loading (weights and reactions), physical space requirements (sizes, clearances, requirements for manual interactions) of an external to charging cabinet DC distribution box / DC Switch to be included with initial approval submission of charging system by owner. Additional charging system components, installation labor, software, or physical controls added to approved charging cabinet system that were not presented as required in initial charging cabinet system review are grounds for negating original submission approval.

10. Unit is designed to be installed with multiple similar charging cabinet units in a dense location and vent locations of cabinets to facilitate close proximity installations between similar cabinets to sides and rear of unit.

11. Include forklift pockets at base of unit or lifting lugs on top and or side of unit. Units that utilize no mechanical connections for lifting and rely solely on wrapped / strapping connections around unit cabinet case to install, position or remove unit are not acceptable.

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12. Controller shall include the protective ground connection, the DC output voltage connections, and the supervisory control components.

13. Communications portion of the controller equipment shall be capable of being connected to other computer networks, including networks with charge management systems, through Ethernet and/or wireless connection. The power cabinet shall be capable of communicating to that charge management system by means of an open source, non-proprietary, communication protocol.

14. Includes a cellular antenna, 4G/LTE or better, enabling connection to cellular networks.

15. Includes on-board computer and/or programmable logic devices, software, and wireless communication devices that, at a minimum, also provide the following functionality to the power cabinet:

    a. Once communication is established with the bus, to communicate with, request and receive from the BEB the following information: bus identification and battery information such as charge status, temperature, etc.

    b. Information collected shall be stored, and able to be transmitted to a charge management system.

    c. To automatically start, stop, and regulate any charge to any bus battery connected by means of the charge connector.

    d. To request, receive, and store bus battery information such as ID, charge status, temperature, etc. from the bus by means of wireless communication with the bus being charged.

    e. To allow Owner's charge management system to control and report a minimum feature set of each charging cabinet in real time:

        1) Cabinet connected dispenser status – connected to a vehicle / not connected to a vehicle

        2) Cabinet on (allowing charging to occur) / off (not allow charging to occur)

        3) Total cabinet power output

        4) Report vehicle ID connected to each dispenser connected to DC charging cabinet

        5) Cabinet not operational / unit issuing trouble code

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16. Lock-out / Tag-out functions – preference is for AC input to charging cabinet to enter at a charging cabinet internally integrated disconnecting means compliant with NEC 625.42 and not require a separate external disconnect. Systems requiring external disconnects will be considered but requirement of need for separate disconnect means and inclusion of external disconnects are required on all submitted product data and project specific shop drawings and charger layouts. Lock-out / Tag-Out functions shall include, at a minimum, the following:

    a. AC supply entry cabinet shall not be allowed to open under live grid conditions and shall only be allowed to open only if the main power supply to the charger is locked out.

    b. Main transformer cabinet(s) and AC/DC converter cabinet shall not be allowed to open under live grid conditions and shall only be allowed to open if there are no live grid conditions to the charger and if the main power supply breaker is locked out.

    c. The chiller cabinet shall not be allowed to open while the charger is energized but shall only be allowed to open if the charger is de-energized and the auxiliary switch is locked out.

17. Emergency Stop Button directly accessible on the outside of the power cabinet. Allows for emergency stopping of the charger and de-energizing of the charging system.

18. Group Remote Emergency Stop Button capable. Allows for connections to auxiliary emergency stop buttons remotely located in the facility and connected to multiple charging cabinet units to stop / reset charging cabinet units as a group. Remote emergency stop reset should not require individual resetting of charging cabinet's factory installed cabinet integrated emergency stop button after remote emergency stop button reset.

19. Includes all other components for necessary and proper function of the unit including, but not necessarily limited to, metal support frame and protective panel enclosure, foundation support base, air intake and exhaust vents, forced air cooling fans, air filters, grounding devices and connections, cables, cords, connectors, etc.

D. Finish: Exterior panels of power cabinet to have protective finish to prevent corrosion of enclosure. Provide in Owner's choice of manufacturer's standard colors.

A. Accessories:

1. Plug-in dispenser as specified in section 2.02.

2. Coolant, in quantity and type as required by manufacturer.

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3. Emergency Stop Button (E-Stop) – directly accessible on the outside of the DC power cabinet. Allows for emergency stopping / de-energizing output of all remote dispenser units connected to a single DC power cabinet whose E-Stop button is activated

4. External DC Output Distribution Box / DC Output switches if required

F. Utilities:

1. Electrical: 480 VAC, 3 Phase, 60 Hz, nominal 470 amps maximum.

G. Manufacturers Reference:

1. Prime manufacturer: Specifications are based on equipment identified herein by manufacturer's name and model to establish acceptable standards of quality, performance, features, and construction.

a. ABB Installation Products 860 Ridge Lake Boulevard Memphis, TN 38120 Phone: (901) 252-5000 Fax: (800) 816-7809
Website: www.nw.abb.com

b. Model: HVC 360-4D UL

2. Other manufacturers: Contingent upon compliance with these specifications and documentation requirements set forth in SUBMITTALS, equipment produced by other manufacturers may be considered as equal.

a. Heliox
De Waal
24 5684 Best
Netherlands
Phone: 31-88-5016-300
Website: www.heliox.nl

2.02 REMOTE PLUG-IN DISPENSER - OWNER FURNISHED CONTRACTOR INSTALLED (OFCI)

A. General:

1. Description: A stationary upright a pedestal-mountable depot box with a flexible power cord and corded handheld plug (charge connector) capable of being manually connected to the charging port of buses in the Owner’s electric bus fleet, and then automatically charging the connected bus utilizing direct current (DC) electrical power output generated from a connected 360kW DC Power Cabinet.

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2. Compliance: The equipment and final design shall comply with the most current editions of all applicable local, state, and federal codes and regulations, including, but not limited to, those listed below.

    a. NFPA 70: National Electric Code (NEC), most recent edition.

    b. SAE J1772: SAE Electric Vehicle and Plug-in Hybrid Electric Vehicle Conductive Charge Coupler, most recent edition.

    c. ANSI/IEC 60529: Degrees of Protection Provided by Electrical Enclosures, most recent edition.

    d. Open Charge Point Protocol OCPP 2.0.1 or higher to allow charger control and monitoring by a third-party charge management system

    e. NFPA 70E: Standard for Electrical Safety in the Workplace, most recent edition.

    f. CFR 1910.147: Code of Federal Regulations, Occupational Safety and Health Standards, General Environmental Controls, The Control of Hazardous Energy (Lockout / Tagout), most recent edition.

B. Capacities and Dimensions:

1. Output voltage range at the remote dispenser, refer to 360 kW DC Power Cabinet

2. Output current at the remote dispenser, refer to 360 kW DC Power Cabinet

3. Output power at the remote dispenser, refer to 360 kW DC Power Cabinet Overall dimensions, remote dispenser, nominal:

    a. Width: 23.6 inches.

    b. Depth: 8.3 inches.

    c. Height: 31.5 inches.

    d. Weight: 135 lbs (including weight of cord and charge connector below)

    e. Cable length: 23 feet (7 m). Coordinate length with the Remote Dispenser Operating System to allow plug-in connector / charge connector to be mated with BEB charging port without straining or damaging BEB port, charge connector or charging cord.

    f. Charging Connector – SAE J1772 CCS Level 2 plug-in connector with strain relief

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C. Features and Construction:

1. Remote dispenser unit shall be connected to and receive power output (voltage, current, power, charging telemetrics and controls) from the DC power cabinet, then regulate and transmit that output to the bus, when manually connected by the charging connector.

   a. Include glass fiber (or similar) communications lines between the DC power cabinet and remote dispenser, as well as all necessary protective conduits, seals, and fasteners.

   b. Remote dispenser enclosure shall be rated IP65 protection, per ANSI/IEC 60529.

2. Charging connector and attached cord shall be capable of being manually connected to, and disconnected from, the bus charger. Charging connector shall conform to SAE J1772 SAE standard.

3. Charger Status Indicator Light on bottom or side of remote dispenser cabinet and visible to an operator below the pedestal mounted remote dispenser. Three (3) color or more to indicate via color and blinking the following:

   a. Charger Energized and Ready

   b. Charger Connected and Charging

   c. Charger Connected and Charge Complete

   d. Charger Not Ready / Not Charging / Warning Indicator

4. Coordinate installation of the dispenser cord, the dispenser cabinet, and the charging connector in the field so that, once installed, there is minimal bending and/or twisting of the dispenser cord, or ‘flipping’ of the charge connector, when personnel attempt to plug the charge connector into a battery electric bus.

D. Finish: Exterior panels of charger box to have protective powder coat finish in Owner's choice of manufacturer's standard colors.

E. Accessories:

1. Pedestal mounting system parking island installation.

2. Cable management system, , capable of holding the charge cable within manufacturer’s acceptable bend radius and maintaining clear parking areas when not in use.

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F. Manufacturers Reference:

1. Prime manufacturer: Specifications are based on equipment identified herein by manufacturer's name and model to establish acceptable standards of quality, performance, features, and construction.

   a. ABB Installation Products
   860 Ridge Lake Boulevard
   Memphis, TN 38120
   Phone: (901) 252-5000
   Fax: (800) 816-7809
   Website: www.nw.abb.com

   b. Model: 200A Depot Box – Pedestal Mounted

2. Other manufacturers: Contingent upon compliance with these specifications and documentation requirements set forth in SUBMITTALS, equipment produced by other manufacturers may be considered as equal.

   a. Heliox
   De Waal 24
   5684 Best
   Netherlands
   Phone: 31-88-5016-300
   Website: www.heliox.nl

PART 3 - EXECUTION

3.01 INSPECTION

A. Coordinate location of rough-in work and utility stub-outs to assure match and/or non-interference with equipment to be installed.

B. Inspect delivered equipment for damage from shipping and exposure to weather. Compare delivered equipment with packing lists and specifications to assure receipt of all items.

3.02 INSTALLATION

A. Perform work under direct supervision of Foreman or Construction Superintendent with authority to coordinate installation of scheduled equipment with Design Team.

B. Coordinate work with Manufacturer’s Representative indicated in Part 1.02 “QUALITY ASSURANCE” of this specification section.

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C. Install equipment in accordance with plans, approved shop drawings, and manufacturer's instructions:

1. Positioning: Place equipment in accordance with any noted special positioning requirements generally level, plumb and at right angles to adjacent work.

2. Fitting: Where field cutting or trimming is necessary, perform in a neat, accurate, professional manner without damaging equipment or adjacent work.

3. Anchorage: Attach DC charging cabinet equipment in conformance with manufacturer's instructions and as directed by Design Team, to prevent damage resulting from inadequate fastening and to resist seismic movement. Installation fasteners shall be installed to avoid scratching or damaging adjacent surfaces. Upon completion of work, finish surfaces shall be free of tool marks, scratches, blemishes, and stains.

3.03 SYSTEM TESTING AND COMMISSIONING

A. General

1. Contractor will commission and test all installed charging systems using authorized engineers experienced with the system(s)

2. Contractor will demonstrate during the testing and commissioning phase that the installed EVSE properly integrates with UTA’s existing ABB CMS.

3. UTA will not accept any system or authorize payment until commissioning activities are complete and testing has verified that the installed system meets the full performance requirements of the technical specification

4. Commissioning and testing shall be completed for each unique charging position to confirm performance as specified above of each complete charging system. The complete charging system consists of the dispenser, its associated charging cabinet, and all associated equipment to fully perform the charging process as specified.

5. UTA will provide battery electric buses (BEB) for commissioning tests, and will arrange for a technical representative of the Vehicle Supplier to be present during testing. Availability of the bus and commissioning timeframe to be dictated by UTA staff and vehicle availability.

6. The Contractor is expected to coordinate and collaborate with Vehicle Supplier to ensure that installed charging systems are able to operate with full functionality when charging BEBs provided by the Vehicle Supplier

B. Commissioning Protocol

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1. The contractor shall develop a Commissioning Protocol that includes the following:

   a. Draft documentation and checklists

   b. Test procedures which specify required equipment, test conditions, and acceptance criteria

   c. Process for resolving problems and deficiencies

2. A draft commissioning protocol shall be submitted to UTA for review and approval a minimum of 90 days prior to scheduled commissioning of the first charging system

3. At a minimum the Commissioning Protocol will include procedures and tests to verify:

   a. Equipment alignment and calibration

   b. Proper functioning of components and features

   c. Proper functioning of safeguards and protective functions

   d. Ability to initiate, complete, and terminate charging for buses supplied by the Vehicle Manufacturer

      1) Each system shall be tested with at least two (2) different buses supplied by UTA.

      2) At a minimum buses will be charged from less than 40% to greater than 95% state of charge during each test

   e. Ability to integrate installed EVSE into UTA's existing ABB CMS, and collect and report real-time and historical charging data via manufacturer's cloud-based reporting system.

4. Contractor shall submit to UTA certified test reports for all commissioning tests included in the Commissioning Protocol

3.04 CLEANUP

A. Touch-up damage to painted finishes.

B. Wipe and clean equipment of any oil, grease, and solvents, and make ready for use.

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C. Clean area around equipment installation and remove packing or installation debris from job site.

D. Notify Design Team for acceptance inspection.

3.05 TRAINING

A. Direct the technical representative to provide specified hours of training to designated Owner's maintenance personnel in operation and maintenance of the following equipment. Coordinate, with Owner, training schedule and list of personnel to be trained.

1. CHARGING CABINET, BATTERY ELECTRIC BUS, 360KW DC POWER – OWNER FURNISHED CONTRACTOR INSTALLED (OFCI) Hours Required: 24

2. REMOTE PLUG-IN DISPENSER – OWNER FURNISHED CONTRACTOR INSTALLED (OFCI) Hours Required: Included in training for Equipment items listed above.

B. Obtain, from technical representative, a list of Owner's personnel trained in equipment operations and maintenance.

C. Provide a Windows compatible movie file in MP4 format recording on USB stick of the training session. The training movie can be a recording of a live session or a produced training video.

PART 4 - MEASUREMENT AND PAYMENT

4.01 MEASUREMENT AND PAYMENT

A. No separate measurement or payment will be made for Commercial Electric Vehicle Charging Unit for Transit Facilities. Work under this section will be paid for as part of the Contract Lump Sum bid items requiring the work specified in this Section, as applicable.

D. ELECTRICAL INFRASTRUCTURE OVERVIEW

This section of the SOW provides an overview of the electrical infrastructure that is to be designed and constructed by the Contractor as part of the Project SOW.

The Contractor is responsible for constructing the infrastructure for a new low-voltage service from Rocky Mountain Power (RMP), which will consist of a single feeder powered from an RMP substation. The feeder will connect to a 480V main disconnect located on the exterior of the facility. The Contractor is also responsible for coordinating and confirming the incoming service requirements with RMP, based on the latest Electric Service Requirements Manual. The

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size and quantity of electrical equipment (including the main service disconnect) shall be adequate to meet the anticipated load. The contractor is to construct the following:

- Secondary service trench, conduit, equipment foundations, or excavations for equipment foundations within the legal rights-of-ways required by RMP.
- The contractor must provide and install the meter socket, complete with terminal lugs, meter jaws, manual link bypasses or safety sockets (when required), and sealing means for all non-meter conductors and bypass sections.
- Cable trays, conduits and wiring (AC, DC, Comms) from Chargers to each dispenser position.
- Contractor will be responsible for constructing new duct banks outside of the property line. Contractor is to coordinate location, quantities, sizes and length of duct bank with RMP.
- The contractor shall ensure that the maximum connected load remains below 750 kVA to comply with the service contract agreement.

The electrical system for the BEBs is independent from the existing electrical system (normal and emergency) serving the UTA facility. The local building power cannot be used for EV auxiliary systems or EV chargers. There are no plans to update/upgrade any of the current facility normal and emergency systems. The Contractor needs to provide warning labels at the main service circuit breakers for both the existing building service and the new service (vehicle chargers). Contractor to coordinate with Salt Lake City Fire Department during design process for exact requirements. The Contractor is responsible for the continuing coordination (design, submittal reviews, inspections, construction timelines, etc.) with RMP.

E. ELECTRICAL PERFORMANCE SPECIFICATIONS

The Contractor shall adhere to the electrical specifications and requirements outlined in this section of the Scope of Work.

1. Electrical General requirements

a. Refer to UTA Standard Specification book 2024, SP26 05 00.
b. Specification section includes furnishing and installation of direct buried conduits.

This specification is basic minimum criteria to be met in preparing the final specification for this section, which is the responsibility of the Designer.

2. Conductors and Cables

a. Refer to UTA Standard Specification book 2024, SP26 05 13.

b. Specification section includes installation of wires or cables required for power distribution, service, feeders, and branch circuits.

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This specification is basic minimum criteria to be met in preparing the final specification for this section, which is the responsibility of the Designer.

3. Low-Voltage Electrical Power Conductors and Cables

a. Copper Conductors: Comply with NEMA WC 70/ICEA S-95-658.

b. Conductor Insulation: Comply with NEMA WC 70/ICEA S-95-658 for THHN-2-THWN-2, Type XHHW-2 and Type SO.

c. Material for Feeders shall be Copper. Solid for No. 10 AWG and smaller; stranded for No. 8 AWG and larger.

d. Material for Branch Circuits: Copper. Solid for No. 12 AWG and smaller; stranded for No. 10 AWG and larger.

e. Insulation for Feeders Concealed in Concrete, below Slabs-on-Grade, and Underground shall be Type XHHW-2, single conductors in raceway unless otherwise noted.

f. Insulation for AC Feeders in Cable Tray shall be Type THHN-2-THWN-2, single conductors in raceway.

g. Insulation for DC Feeders shall be Type XHHW-2, single conductors in raceway.

h. Use manufacturer-approved pulling compound or lubricant where necessary; compound used must not deteriorate conductor or insulation. Do not exceed manufacturer's recommended maximum pulling tensions and sidewall pressure values.

i. Use pulling means, including fish tape, cable, rope, and basket-weave wire/cable grips, that will not damage cables or raceway.

j. Tighten electrical connectors and terminals shall be used according to manufacturer's published torque-tightening values. If manufacturer's torque values are not indicated, use those specified in UL 486A-486B.

k. Make splices, terminations, and taps that are compatible with conductor material and that possess equivalent or better mechanical strength and insulation ratings than non-spliced conductors.

l. Identify and color-code conductors and cables according to Section 10.

m. Install sleeves and sleeve seals at penetrations of exterior floor and wall assemblies. Comply with requirements in Section 9

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n. Apply firestopping to electrical penetrations of fire-rated wall assemblies to restore original fire-resistance rating of assembly.

o. Perform the following tests and inspections:

   i. After installing conductors and cables and before electrical circuitry has been energized, test feeder conductors and conductors feeding critical equipment and services for compliance with requirements.

   ii. Perform each visual and mechanical inspection and electrical test stated in NETA Acceptance Testing Specification. Certify compliance with test parameters.

   iii. After Substantial Completion, but not more than 60 days after Final Acceptance, perform an infrared scan of each splice in conductors No. 3 AWG and larger. Remove box and equipment covers so splices are accessible to portable scanner. Correct deficiencies determined during the scan.

      1. Follow-up Infrared Scanning: Perform an additional follow-up infrared scan of each splice 11 months after date of Substantial Completion.

      2. Instrument: Use an infrared scanning device designed to measure temperature or to detect significant deviations from normal values. Provide calibration record for device.

      3. Record of Infrared Scanning: Prepare a certified report that identifies splices checked and that describes scanning results. Include notation of deficiencies detected, remedial action taken, and observations after remedial action.

p. After test completion the contractor shall prepare a written report to record the following:

   i. Procedures used.

   ii. Results that comply with requirements.

   iii. Results that do not comply with requirements and corrective action taken to achieve compliance with requirements.

q. Cables will be considered defective if they do not pass tests and inspections.

This specification is basic minimum criteria to be met in preparing the final specification for this section, which is the responsibility of the Designer.

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4. Grounding and Bonding for Electrical Systems

a. This Section includes grounding systems and equipment, plus Ground bonding common with lightning protection system.

b. The contractor shall provide plans showing dimensioned as-built locations of grounding features including the following:
   i. Ground rods.
   ii. Ground rings (if applicable).

c. Contractor will be responsible to provide field quality-control reports.

d. Comply with UL 467 for grounding and bonding materials and equipment.

e. All insulated conductors shall be copper wire or cable insulated for 600 V unless otherwise required by applicable Code or authorities having jurisdiction.

f. Bare Copper Conductors shall be stranded Conductors following ASTM B 83 or Tinned Conductors as per ASTM B 33.

g. Bonding cable shall be No. 4 or No. 6 AWG, stranded conductor.

h. Switchboard bus bar shall be as minimum predrilled rectangular bars of annealed copper, 1/4 by 4 inches (6.3 by 100 mm) in cross section, with 9/32-inch (7.14-mm) holes spaced 1-1/8 inches (28 mm) apart. Stand-off insulators for mounting shall comply with UL 891, 600 V. Lexan or PVC, impulse tested at 5000 V.

i. Connector shall be listed and labeled by an NRTL acceptable to authorities having jurisdiction for applications in which used and for specific types, sizes, and combinations of conductors and other items connected.

j. Underground connections to ground rods or ground rings shall be welded with exothermic-welding kits of types recommended by kit manufacturer for materials being joined and installation conditions. All welding or splicing points shall be accessible via ground access wells or inspection boxes as required to provide adequate access for testing and inspection, but not less than the minimum size below:

   i. Round wells: not less than 8 inches in diameter.

   ii. Rectangular wells: not less than 12 by 12 inches.

   iii. Depth: as required to extend below the frost line to prevent frost upheaval, but not less than 10 inches.

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k. Connections to bus bars shall be mechanical type, cast silicon bronze, solderless compression-type wire terminals, and long-barrel, two-bolt connection to ground bus bar.

l. Grounding electrodes shall be Copper-clad steel 3/4 inch in diameter by 10 feet (19 mm by 3 m).

m. Install solid conductor for No. 10 AWG and smaller, and stranded conductors for No. 8 AWG and larger unless otherwise indicated.

n. Underground Grounding Conductors shall be bare copper, No. 2/0 AWG minimum, and buried at least 30 inches (750 mm) below grade.

o. The grounding underground distribution system shall comply with IEEE C2 grounding requirements.

p. For utility Pad-Mounted Transformers and Switches, the contractor shall install ground rods and ground ring around the pad as required by the utility company.

q. For each secondary service disconnect, the contractor shall provide grounding electrode conductor to connect neutral (grounded) service conductor to grounding electrode system as indicated in NFPA 70. Unless otherwise indicated, make connection at neutral (grounded) bus in service disconnect enclosure. For each service disconnect, provide main bonding jumper to connect neutral (grounded) bus to equipment ground bus where not factory-installed. Do not make any other connections between neutral (grounded) conductors and ground on load side of service disconnect.

r. Install insulated equipment grounding conductors with all feeders and branch circuits.

s. Contractor to route grounding conductors along shortest and straightest paths possible unless otherwise indicated or required by Code. Avoid obstructing access or placing conductors where they may be subjected to strain, impact, or damage.

t. Comply with NFPA 780 and UL 96 when interconnecting with lightning protection system. Bond electrical power system ground directly to lightning protection system grounding conductor at closest point to electrical service grounding electrode. Use bonding conductor sized same as system grounding electrode conductor and install in conduit.

u. After installing grounding system but before permanent electrical circuits have been energized, test for compliance with requirements. Inspect physical and mechanical condition. Verify tightness of accessible, bolted, electrical connections with a calibrated torque wrench according to manufacturer's written instructions.

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v. Test completed grounding system at each location where a maximum ground-resistance level is specified, at service disconnect enclosure grounding terminal, at ground test wells. Make tests at ground rods before any conductors are connected.

i. Measure ground resistance no fewer than two full days after last trace of precipitation and without soil being moistened by any means other than natural drainage or seepage and without chemical treatment or other artificial means of reducing natural ground resistance.

ii. Perform tests by fall-of-potential method according to IEEE 81.

w. Grounding system will be considered defective if it does not pass tests and inspections. Prepare test and inspection reports.

This specification is basic minimum criteria to be met in preparing the final specification for this section, which is the responsibility of the Designer.

5. Hangers and Supports for Electrical

a. Systems This Section includes the minimum requirements for Hangers and supports for electrical equipment, and Construction requirements for concrete bases.

b. All Steel Slotted Support Systems shall comply with MFMA-4, factory-fabricated components for field assembly.

c. Raceway and Cable Supports shall follow NECA 1 and NECA 101 descriptions.

d. For conduit and cable support devices use Steel hangers, clamps, and associated fittings, designed for types and sizes of raceway or cable to be supported.

e. Support for Conductors in Vertical Conduit: Factory-fabricated assembly consisting of threaded body and insulating wedging plug or plugs for non-armored electrical conductors or cables in riser conduits. Plugs shall have number, size, and shape of conductor gripping pieces as required to suit individual conductors or cables supported. Body shall be malleable iron.

f. Structural Steel for Fabricated Supports and Restraints: ASTM A 36/A 36M, steel plates, shapes, and bars; black and galvanized.

g. Mounting, Anchoring, and Attachment Components: Items for fastening electrical items or their supports to building surfaces include the following:
   i. Powder-Actuated Fasteners: Threaded-steel stud, for use in hardened Portland cement concrete, steel, or wood, with tension, shear, and pullout capacities appropriate for supported loads and building materials where used.

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ii. Mechanical-Expansion Anchors: Insert-wedge-type, zinc-coated steel, for use in hardened Portland cement concrete with tension, shear, and pullout capacities appropriate for supported loads and building materials in which used.

iii. Concrete Inserts: Steel or malleable-iron, slotted support system units similar to MSS Type 18; complying with MFMA-4 or MSS SP-58.

iv. Clamps for Attachment to Steel Structural Elements: MSS SP-58, type suitable for attached structural element.

v. Through Bolts: Structural type, hex head, and high strength. Comply with ASTM A 325.

vi. Toggle Bolts: All-steel springhead type.

vii. Hanger Rods: Threaded steel

h. Comply with NECA 1 and NECA 101 for application of hangers and supports for electrical equipment and systems.

i. Maximum Support Spacing and Minimum Hanger Rod Size for Raceway: Space supports for EMT, IMC, and RMC as required by NFPA 70. Minimum rod size shall be 1/4 inch (6 mm) in diameter.

j. Multiple Raceways or Cables: Install trapeze-type supports fabricated with steel slotted support system, sized so capacity can be increased by at least 25 percent in future without exceeding specified design load limits. Secure raceways and cables to these supports with two-bolt conduit clamps.

This specification is basic minimum criteria to be met in preparing the final specification for this section, which is the responsibility of the Designer.

6. Raceway and Boxes for Electrical Systems

a. Refer to UTA Standard Specification book 2024, SP26 05 33.

b. Specification section includes metal conduits and fittings, nonmetallic conduits and fittings, metal wireways, nonmetal wireways, surface raceways, boxes, enclosures and cabinets.

This specification is basic minimum criteria to be met in preparing the final specification for this section, which is the responsibility of the Designer.

7. Electrical Boxes and Fittings

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a. Refer to UTA Standard Specification book 2024, SP26 05 34.

b. Specification section includes Junction boxes, pull boxes and fittings to be implemented during construction.

This specification is basic minimum criteria to be met in preparing the final specification for this section, which is the responsibility of the Designer.

8. Underground Ducts and Raceways for Electrical Systems

a. This section includes providing conduits as shown on the Drawings and as specified herein. Each conduit consists of ducts and fittings. Conduit construction includes excavation, installation and backfill.

b. All conduits shall be PVC Schedule 40 as minimum or as indicated in drawings.

c. Ducts, fittings, and labels shall comply with Section 10

d. Duct spacers shall be plastic, lock together, and sized to create clear spaces between ducts as indicated on the contract drawings. Acceptable manufacturers: Carlon, PW Pipe, or equal.

e. Install yellow warning tape 6 to 12 inches above conduit.

f. Warning Tape shall be heavy-gauge, yellow, and plastic, for direct burial, 6-inch minimum width for use in trenches containing electric circuits. Tape shall be made of material resistant to corrosive soil. Tape shall have printed warning that an electric circuit is located below the tape. Approved manufacturers and types: ITT Blackburn Type YT, Griffolyn Co., Terra-Tape, or equal.

g. The designer/contractor shall coordinate the installation of underground conduits with other construction work. Maintain any existing utilities in operation unless otherwise directed by the Project Manager.

h. Concrete encasement shall be limited to the neat lines shown on the Contract Drawings. The Designer/Contractor shall be responsible for coordinating placement of the concrete with other work. If the conduit conflicts with other work, it shall be relocated by Contractor.

i. Protect and maintain all new or existing benchmarks or other reference points necessary for the completion of the work.

j. All ducts shall have a nylon pull-cord installed and secured at each end. Identify each duct at each end with brass tags inscribed or stamped with the circuit number shown on the Drawings. Attach the tag with a sunlight resistant nylon tie.

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k. Provide a minimum cover of 36 inches over all underground duct bank unless otherwise indicated.

l. Excavations shall be dewatered and cleaned prior to duct and concrete placement.

m. Provide a compacted base under the conduit.

n. The Contractor's QC Inspector in accordance with the Contractor's QC procedures shall inspect conduits.

This specification is basic minimum criteria to be met in preparing the final specification for this section, which is the responsibility of the Designer.

9. Sleeves And Sleeve Seals for Electrical Raceways and Cabling

a. This section includes sleeves for raceway and cable penetration of non-fire-rated construction walls and floors, sleeve-seal systems, sleeve-seal fittings, grout and silicone sealants.

b. Sleeves:

i. Wal Sleeves: Steel pipe sleeves: ASTM A 53/A 53M, Type E, Grade B Schedule 40, zinc coated, plan ends

ii. Sleeves for conduits penetrating Non-Fire Rated Gypsum Board Assemblies: Galvanized-steel sheet; 0.0239-inch minimum thickness; round tube closed with welded longitudinal joint, with tabs with screw-fastening the sleeve to the board

iii. Sleeves for Rectangular Openings: Galvanized sheet steel material.

c. Sleeves-Seal Systems

i. Modular sealing device, designed for field assembly, to fill annual space between sleeve and raceway or cable.

ii. Sealing elements: EPDM rubber interlocking links shaped to fit surface of pipe.

iii. Pressure plates: Carbon steel

iv. Connecting Bolts and Nuts: Carbon steel, with corrosion-resistant coating, of length required to secure pressure plates to sealing elements.

d. Sleeve-Seal Fittings

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i. Manufactured plastic, sleeve-type, water stop assembly made for embedding in concrete slab or wall. Unit shall have plastic or rubber waterstop collar with center opening to match piping OD.

e. Grout
   i. Non-shrink, recommended for interior and exterior sealing openings in non-fire rated walls or floors.

   ii. ASTM C 1107/C 1107M, Grade B, post-hardening and volume adjusting, dry, hydraulic-cement grout.

   iii. Design Mix: 5000-psi, 28-day compressive strength.

f. Silicone Sealants

   i. Silicone Sealants: Single-component, silicone-based, neutral-curing elastomeric sealants of grade indicated below:

      1. Grade: Pourable formulations for openings in floors and other horizontal surfaces that are not fire rated.

      2. Sealants shall comply with the testing and product requirements the California Department of Health Services' "Standard Practice for the Testing of Volatile Organic Emissions from Various Sources Using Small-Scale Environmental Chambers"

      3. Silicon Foams: Multicomponent, silicone-based liquid elastomers.

g. Sleeve installation for non-fire rated electrical penetrations:
   i. Comply with NECA 1, NEMA VE 2 for cable tray and cable penetrations

   ii. Sleeves for Conduits Penetrating Above-Grade Non-Fire Rated Concrete and Mansory-Unit Floors and Walls:

      1. Interior Penetrations of Non-Fire-Rated Walls and Floors: Seal annular space between sleeve and raceway or cable, using joint sealant, seal space outside sleeves with mortar or grout.

      2. Use pipe sleeves unless penetration arrangement requires rectangular sleeved opening.

      3. Size pipe sleeves to provide ¼ inch annular clear space between sleeve and raceway.

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4. Install sleeves for wall penetrations unless core-drilled holes or formed openings are used.

h. Sleeve-seal system installation

i. Install sleeve-seal systems in sleeves in exterior concrete walls and slabs-on grade at raceways entries into building.

ii. Install type and number of sealing elements recommended by manufacturer for raceway and cable material and size.

This specification is basic minimum criteria to be met in preparing the final specification for this section, which is the responsibility of the Designer.

10. Identification for Electrical Systems

a. This section includes providing identification labels for raceways, power and control cables, conductors, underground-line warning tape, warning labels and signs, instruction signs, equipment identification labels and miscellaneous identification products.

b. Power and control raceway, armored and metal-clad cable identification materials:

i. Comply with ANSI A13.1 for minimum size of letters for legend and for minimum length of color field for each raceway size, cable size.

ii. Colors for raceway carrying circuits at 600V or less: Black letters on an orange field. Indicate voltage and system or service type in legend.

iii. Self-Adhesive Vinyl Tape for armored and metal-clad cable: Colored, heavy duty, waterproof, fade resistant, 2 inches wide, compounded for outdoor use.

c. Power and control and control cable identification materials:

i. Comply with ANSI A13.1 for minimum size of letters for legend and for minimum length of color field for each raceway size, cable size.

ii. Vinyl Labels: Preprinted, flexible label laminated with a clear, weather and chemical-resistant coating.

iii. Write-On Tags: Polyester tag, 0.015 inch thick with corrosion-resistant grommet and cable tie for attachment to conductor or cable.

d. Conductor identification materials:

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i. Color-Coding Conductor tape: Colored, self-adhesive vinyl type not less than 3 mils thick by 1 to 2 inches wide

ii. Self-Adhesive, Self-Laminating Polyester Labels: Preprinted, 3 mil thick flexible label with acrylic pressure-sensitive adhesive. Labels sizes to fit the conductor diameter.

iii. Write-On Tags: Polyester tag, 0.015 inch thick with corrosion-resistant grommet and cable tie for attachment to conductor or cable.

e. Underground-Line Warning Tape: Tape: Recommended by manufacturer for the method of installation and suitable to identify and locate underground and electrical and communication utility lines.

i. Printing tape shall be permanent and shall not be damaged by burial operations

ii. Table material and ink shall be chemically inert.

iii. Color and Printing: Comply with ANSI Z535.1 through ANSI Z535.5.

f. Warning Labels and Signs:

i. Comply with NFPA 70 and 29 CFR 1910.145

ii. Self-Adhesive Warning Labels: Factory-printed, multicolor, pressure-sensitive adhesive labels.

iii. Baked-Enamel Warning Signs: Preprinted aluminum signs, punched or drilled for fasteners, with colors, legend and size required for application. Nominal size, 7 by 10 inches.

g. Instruction Signs:

i. Engraved, laminated acrylic or melamine plastic, minimum 1/16 inch thick for signs up to 20 sq. inches and 1/8 inch thick for larger sizes. Engraved legend with black letters on white face. Punched or drilled for mechanical fasteners and framed with mitered acrylic molding and arranged for attachment at applicable equipment.

ii. Adhesive Film Label: Machine printed in black, by thermal transfer or equivalent process. Minimum letter height shall be 3/8 inch.

h. Equipment Identification Labels

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i. Adhesive Film Label: Machine printed in black, by thermal transfer or equivalent process. Minimum letter height shall be 3/8 inch

ii. Adhesive Film Label with Clear Protective Overlay: Machine printed in black, by thermal transfer or equivalent process. Minimum letter height shall be 3/8 inch. Overlay shall provide a weatherproof and UV resistant seal for label.

iii. Self-Adhesive, Engraved, Laminated Acrylic or Melamine Label: Adhesive backed, with white letters on a dark-gray background. Minimum letter height shall be 3/8 inch.

iv. Engraved, Laminated Acrylic or Melamine Label: Punched or drilled for screw mounting. White letters on a dark-gray background. Minimum letter height shall be 3/8 inch.

i. Installation

i. Location: Install identification materials and devices at locations for most convenient viewing without interference with operation and maintenance of equipment.

ii. Apply identification devices to surfaces that require finish after completing work

iii. Self-Adhesive Identification products

iv. Attach signs and plastic labels that are not self-adhesive type with mechanical fasteners appropriate to the location and substrate.

v. System Identification Color-Coding Bands for Raceways and Cables: Each color-coding band shall completely encircle cable or conduit. Locate bands at changes in direction, at penetrations of walls and floors, at 50-foot maximum intervals in straight runs, and at 25-foot maximum intervals in congested areas.

vi. Underground-line warning tape: During backfilling of trenches install continuous underground-line warning tape directly above line at 6 to 8 inches below finish grade.

vii. Locations of Underground Lines: Identify with underground-line warning tape for power, lighting, communication and control wiring and optical fiber cable. Install underground-line warning tape for all underground electrical lines.

viii. Equipment Identification Labels: On each unit of equipment. Apply labels to disconnect switches and protection equipment, central or master units, control panels, control stations, terminal cabinets, and rack of each system.

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1. Equipment to be labeled are: Panelboards, enclosures and electrical cabinets, access doors and panels for concealed electrical items, switchboards, transformers, emergency system boxes and enclosures, enclosed switches, enclosed circuit breakers, enclosed controllers, push button stations, contactors, remote-controlled switches, and control devices, monitoring and control equipment.

This specification is basic minimum criteria to be met in preparing the final specification for this section, which is the responsibility of the Designer.

11. Lightning Protection

a. To safeguard the infrastructure against lightning strikes, it is required a comprehensive lightning protection system in accordance with manufacturer recommendations and relevant standards and codes, including building codes, and NFPA 780.

b. The system shall encompass air terminals, down conductors, grounding electrodes, and surge protection devices to minimize potential damage and operational disruptions.

c. The risk of lightning strikes in the facility's location shall be assessed and consider factors such as building height, materials, and local climate to optimize the protection system's effectiveness.

d. Design documents shall require testing and verification of installed lightning protection systems.

This specification is basic minimum criteria to be met in preparing the final specification for this section, which is the responsibility of the Designer.

12. Panelboards

a. Interchangeability: Components of the same type size rating, functional characteristics and make are to be interchangeable.

b. Finish for enclosures:

   i. Clean and degrease metallic surfaces.

   ii. Prime with zinc primer.

   iii. Finish with one coat of light-gray enamel, ANSI Z55.1, Color 61. Minimum dry-film thickness: Two mils.

c. Circuit Breaker: NEMA AB1, UL 489, molded-case, bolt-on, quick- make/quick-break, mechanically trip-free switching mechanism, with magnetic trip only for instantaneous

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short-circuit protection. Shunt-trip device for tripping by ground-fault relay as shown. Frame size 225 amperes and above equipped with adjustable magnetic-trip unit. Designed to carry continuous rating in ambient temperature of 40 degrees Celsius with the following parameters:

i. Number of poles.

ii. Rated voltage.

iii. Rated interrupting current.

iv. Trip setting.

v. Frame size.

d. Panelboard:

i. Enclosure:

1. Surface-mounted unless otherwise shown.

2. NEMA 250 Enclosure Type:

3. Conditioned space above grade: Type 1.

4. Open shop areas: Type 12

5. Exterior, exposed: Type 4X

6. Outside non-conditioned electrical rooms: Type 4X.

7. Gutter size:

Main Bus Rating (A)	Min Top and Bottom Gutter Size (In)	Min Side Gutter Size (In)
100 & below	4	4
225	6	4
400 & over	8	4

8. Interior components mounted on back plate of reinforced steel for rigid support and accurate alignment.

9. Provide latch and handle in accordance with UL 50; screw fastenings will not be accepted in lieu of latch.

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10. Provision for enclosure grounding.

ii. Busbars:

1. ASTM B187/B187M-06.

2. 98-percent-conductivity copper.

3. Contact surface silver-plated or tin-plated.

4. Rating of neutral and ground bus: Equal to that of phase bus.

5. Neutral bus mounted on insulating block.

6. Neutral and ground busbars equipped with integral mechanical connectors.

iii. AC panelboards:

1. Conform to NEMA PB 1.

2. Type of service: Three-phase, four-wire, 277/480 volt or 120/208 volt.

3. Type of main: Main lugs or circuit breakers as required, conforming to requirements specified, located at top or bottom as necessary

4. Branch circuit: Circuit breakers as required.

5. Circuit breaker: Trip device coordinated with that of Upstream circuit breakers to provide selective tripping.

6. Suitable for service entrance where necessary.

iv. DC Panelboard:

1. Type of service: 600-volt dc, two-wire.

2. Type of main: Two-pole circuit breaker, 400-ampere frame, 400- ampere trip and 10,000-ampere interrupting capacity.

3. Branch circuit: Two-pole circuit breakers, 100-ampere frame and 10,000-ampere interrupting capacity, in accordance with specified requirements, minimum quantity of 2 per 20A, 30A, and 50A trips.

4. Enclosure finish: As specified above except color to be OSHA red.

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v. Emergency-power panelboard:

1. NEMA PB1, UL 67, circuit breaker type, unless shown otherwise.

2. Enclosure:

a. Galvanized steel, surface mounted.

b. Above-ground indoor locations and electrical rooms: NEMA 250, Type 1.

c. Minimum of four inches side gutter and six inches top and bottom gutter.

d. Mounting channel drilled and tapped to accommodate any combination of fused switch.

3. Busbar:

a. ASTM B187/B187M-06.

b. 98-percent-conductivity copper.

c. Contact surface silver-plated or tin-plated.

d. Rating of neutral and ground bus: Equal to that of phase bus.

e. Neutral bus mounted on insulating block.

f. Drilled and tapped to accommodate any combination of fused switch unit.

g. Neutral and ground bus equipped with integral mechanical connectors.

4. Type of service: As required.

5. Type of mains: Main lugs or main circuit breaker as shown, located at top or bottom as necessary.

6. Branch circuit: Equipped with circuit breakers, number of circuits as required.

e. Nameplates:

i. Three-ply, laminated phenolic plates engraved through black face to white core and attached by stainless-steel rivets or screws.

ii. Lettering: Vertical gothic using round or square cutter. V- shape groove is prohibited.

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iii. Each panelboard labeled with nameplate one-inch-high bearing ½ inch high inscriptions as appropriate.

iv. Nameplate for emergency-power panelboard to bear inscription EMERGENCY POWER.

f. Install panelboards at locations shown, with bottom not less than 12 inches above floor. Use multiple section panelboards to meet such spacing if necessary.

g. Mount panelboards with front straight and plumb.

h. When feeder serves more than one panelboard or panelboard section, install separate junction box or provide adequate gutter area for termination of feeders and bus taps.

i. Connect branch circuit wires as shown. Connect neutral wire of branch circuit to neutral bar in panelboard.

j. Make power cable connections to circuit breakers, integrally fused circuit breakers, fused switch units, neutral and ground bus bars in panelboard and load centers and enclosed circuit breakers by means of integral mechanical connectors. If such items are not furnished with integral mechanical connectors, make connections using compression connectors.

k. Apply matching touch-up paint where necessary.

i. Engage a qualified testing and inspection agency to ensure that the work is in conformance with applicable specifications and perform tests required by this specification.

m. Submit test procedures in accordance with the Contract documents for approval and perform approved tests. Do not perform tests without approved test procedure. Furnish the equipment, personnel to perform the following tests:

i. Molded-case circuit breakers: Perform pole-to-pole and pole-to- ground insulation resistance tests with 1,000V dc megger. Insulation resistance to be 50 me ohms minimum.

ii. Panel boards and load centers: Perform insulation-resistance tests of each bus section phase-to-phase and phase-to-ground for one minute using 1,000V megger. Insulation resistance to be not less than manufacturer's recommended minimum or two me ohms minimum.

iii. Test circuit connections in accordance with wiring diagram.

iv. Test panelboard and load-center enclosures for continuity to grounding system.

v. Check cable connections to circuit breakers and fused switch unit for tightness.

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vi. Check setting of adjustable magnetic trips for compliance with approved coordination study.

n. Submit certified test reports.

o. Submit Operation and Maintenance Manual.

This specification is basic minimum criteria to be met in preparing the final specification for this section, which is the responsibility of the Designer.

13. Wiring Devices

a. Snap Switches:

i. Comply with UL 20, FS-W-S-896, and NEMA WD1, specification grade.

ii. Rating:

1. Twenty amperes at 120-277 Volts AC.

2. Horsepower-rated when used as disconnecting device for motor circuit.

iii. Body and base: Fully enclosed, brown, fire-resistant, non- absorptive thermosetting urea or nylon.

iv. Contacts: Silver alloy.

v. Mounting yoke: Corrosion-resistant metal with plaster ears.

vi. Poles: Single-pole, double-pole, three-way or four-way.

b. Receptacles and Plugs:

i. Comply with UL 498, FS-W-C-596, and NEMA WD1, specification grade.

ii. Rating: 20 amperes at 125 or 250 Volts as shown.

iii. Base and body: Brown, fire-resistant, non-absorptive thermosetting urea or nylon.

iv. Receptacles:

1. Outlet: Single or duplex as shown.

2. Mounting yoke: Corrosion-resistant metal with plaster ears.

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3. Configuration:

Rating	NEMA Configuration
2-pole, 3-wire, 20A, 125V	5-20 R
2-pole, 3-wire, 20A, 250V	6-20 R

c. For use in restroom; water service room; locker room; wash rooms; elevator machine room, pit and hoistway; and outdoor locations: Equipped with solid-state ground-fault circuit interrupter with five- milliampere trip level.

d. Plugs: Configuration and design:

Rating		NEMA Configuration
2-pole, 3-wire, 20A, 125V	Urea or neoprene w/ cord grip	5-20 P
2-pole, 3-wire, 20A, 250V	Armored cap w/ cord grip	6-20 P

e. Wall Plates:

i. NEMA WD1, suitable for specified receptacles and switches, size suitable for recess-mounted or surface-mounted associated outlet box, stainless steel, ASTM A276-00a, Type 304, or approved equal.

ii. For use in indoor public areas: Bronze, with M32 medium satin finish.

iii. For above ground indoor service areas and electrical rooms: Steel, stainless steel or aluminum plate, as standard with the manufacturer.

iv. For receptacles in outdoor locations, except electrical rooms: Stainless steel, ASTM A276-00a, Type 304, wall plate with gasketed spring- loaded hinged cover.

f. Lighting Contactors:

i. NEMA ICS 2, UL 508, electrically held, equipped with silver-alloy contacts, designed to control incandescent, tungsten, halogen, fluorescent, high-intensity discharge lamp load.

ii. Number of poles: As required.

iii. Continuous current rating: As required.

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iv. Line and load voltage: 480-Volt or 208-Volt three-phase or 277-Volt or 120-Volt single-phase.

v. Control coil rated 120 Volts.

vi. 480-Volt or 277-Volt to 120-Volt control transformer fused on secondary and primary as required.

vii. Control:

1. Heavy-duty, three-position selector switch with positions labeled HAND/OFF/AUTO for lights controlled by SCADA RTU. Provide additional contacts as required for SCADA monitoring.

2. ON-OFF push button for indoor lights.

viii. Enclosure: NEMA 250, Type 1; fabricated from steel, cleaned, degreased, primed with zinc primer and finished with light-gray enamel, ANSI Z55.1, Color 61; minimum dry-film thickness, two mils.

ix. Contactor status auxiliary relay for SCADA: 10 amp dry contacts, 2 pole, DPDT, voltage as required.

g. Photoelectric Control:

i. The use of photoelectric cell to control lights may be acceptable in special cases and shall be specifically approved by UTA.

ii. UL 773, designed to respond to natural daylight with 15-second inherent delay to prevent functioning due to sudden bright light such as vehicle lights or lightning and to operate in ambient temperature from minus 40°C to plus 60°C.

iii. Adjust to turn lights ON at two plus-or-minus one foot-candles, unless otherwise specified. ON to OFF ratio: One to three.

iv. Rating: 1,800VA at 120 Volts or 277 Volts, 60 Hertz.

v. Contacts: For control of outdoor lights: SPST, NC contact.

vi. Cells: Hermetically sealed.

vii. Enclosure: Weatherproof and tamper proof aluminum or non- metallic enclosure equipped with locking receptacles when mounted on fixture or designed for mounting on outlet box as necessary.

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h. Limit Switches:

i. NEMA ICS 2, industrial control.

ii. Suitable for mounting in folding-gate cabinet. Switch contacts closed when cabinet door is fully closed and latched. Switch contacts opened when respective cabinet door is not fully closed.

iii. Voltage rating: 120 Volts AC.

iv. Current rating: 10-amperes continuous.

v. Enclosure: NEMA 250, Type 13.

vi. Actuator: Lever-operated and adjustable, with spring return.

vii. Mounting: Plug-in type with receptacle tapped for conduit size as shown or required.

viii. Contacts: Single-pole double-throw; one NO, one NC; snap action.

ix. Enclosure:

1. NEMA 250, Type 1, steel, surface-mounted.

2. Hinged flush front door with catches and spring-loaded door pull.

3. Finish: Metallic surfaces cleaned and degreased, primed with zinc primer and finished with one coat of light-gray enamel, ANSI Z55.1, Color 61; minimum dry-film thickness, two mils.

i. Occupancy Sensor:

i. UL 508, passive infra-red motion detector designed for wall mounting over single-gang outlet box, minimum radio frequency interference and use with incandescent and fluorescent lighting fixtures and electronic ballasts.

1. Use dual-technology (both passive infrared and ultrasonic) occupancy sensors for toilets, locker rooms, enclosed office spaces, conference rooms, control rooms, and electric rooms. Select sensors that automatically adjust time delay and sensitivity to accommodate changing occupancy patterns.

ii. Voltage rating: 120-277 Volts AC.

iii. Switching capacity:

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iv. 120-Volt operation: 800 watts minimum.

v. 277-Volt operation: 1,500 watts minimum.

vi. Coverage area: 1,000 square feet.

vii. Detection zone:

1. Horizontal: 180 degrees.

2. Vertical: 5 degrees.

viii. Ambient light sensing: Photocell for preventing operation of lights at ambient light levels above an adjustable setting.

ix. Adjustments: Adjustable settings for time delay, sensitivity and light level concealed by tamper proof cover. Time delay adjustable from 10 seconds to 15 minutes after motion stops.

x. Operating mode: OFF/AUTO.

xi. Detection indicator: LED.

j. Install cover plates on switches and receptacles.

k. Install cover plate with gasketed spring-loaded cover, on each receptacle in outdoor and underground locations except electrical rooms.

l. Make power cable connections to snap switches, plugs, occupancy sensors, photoelectric controls, receptacles, automatic transfer switches and lighting contactors by means of integral mechanical connectors. If such items are not furnished with integral mechanical connectors, make connections using compression connectors.

m. Make power cable connections to snap switches and receptacles using their side screw wiring connection terminals.

n. Apply matching touch-up paint as necessary.

o. Furnish necessary test equipment and perform the following in the presence of the UTA representative, in accordance with approved procedures:

i. Test time switches, receptacles, and contactors for connection in accordance with wiring diagram.

ii. Test equipment enclosure for continuity to grounding system.

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iii. Check tightness of cable connections of snap switches, receptacles, time switches, occupancy sensors, disconnect switches, lighting contactors and limit switches.

iv. Test operation of circuits and controls of switches, occupancy sensors, receptacles and contactors.

p. Submit certified test reports for compliance with field quality control requirements.

This specification is basic minimum criteria to be met in preparing the final specification for this section, which is the responsibility of the Designer.

14. Enclosed Switches and Circuit Breakers

a. Interchangeability: Components of the same type size rating, functional characteristics and make are to be interchangeable.

b. Finish for enclosures for enclosed circuit breakers and switches:

i. Clean and degrease metallic surfaces.

ii. Prime with zinc primer.

iii. Finish with one coat of light-gray enamel, ANSI Z55.1, Color 61. Minimum dry-film thickness: Two mils.

c. Disconnect (Safety) Switches:

i. UL 98, NEMA KS1, heavy-duty, fusible or non-fusible as required.

ii. UL 489, enclosed molded-case switch; permitted for non-motor loads only.

iii. Voltage rating: 240 Volts AC, 480 Volts AC or 600 Volts DC as necessary.

iv. Number of poles and current rating: As shown and as necessary.

v. Fuses:

1. UL 198D.

2. For fused disconnect switch associated with motor load: UL Class RK5 with time delay.

3. For fused disconnect switch associated with other loads: UL Class RK1.

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4. Current rating: As required.

vi. Enclosure:

1. Type:

a. For aboveground indoor locations and electrical rooms: Type 1.

b. For outdoor locations: Type 3R or Type 4X.

2. Materials:

a. Steel sheet: ASTM A507-00.

b. Malleable iron: ASTM A47/A47M-99.

c. Finish: Metallic surface cleaned, degreased, primed with zinc primer and finished with light-gray enamel, ANSI Z55.1, Color 61; minimum dry-film thickness, two mils.

viii. Quick-make/quick-break switching mechanism with operating handle external to enclosure with positions labeled ON/OFF and capable of being padlocked in OFF position, defeatable interlock to prevent opening of enclosure door when switch is closed.

d. Enclosed Circuit Breaker (with thermal magnetic overload):

i. NEMA AB1.

ii. Circuit breaker: As shown and as specified. Overcurrent trip device coordinated to provide selective tripping under overload conditions.

iii. Enclosure:

1. Galvanized steel, surface-mounted, unless otherwise shown.

2. Type:

a. Above-ground indoor locations and electrical rooms: NEMA 250, Type 1 or Type 12.

b. Outdoor locations: NEMA 250, Type 3R.

e. Enclosed Circuit Breaker (with magnetic trip for motor protection only):

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i. NEMA AB1.

ii. Circuit breaker: As shown and as specified. Overcurrent trip device coordinated to provide selective tripping under overload conditions.

iii. Enclosure:

1. Stainless steel, surface-mounted, unless otherwise shown.

2. Type: Above-ground indoor locations and electrical rooms:

iv. NEMA 4X. Outdoor locations: NEMA 250, Type 3R.

f. Nameplates:

i. Three-ply, laminated phenolic plates engraved through black face to white core and attached by stainless-steel rivets or screws.

ii. Lettering: Vertical gothic using round or square cutter. V- shape groove is prohibited.

iii. Each panelboard labeled with nameplate one-inch high bearing ½ inch high inscriptions as appropriate.

iv. Nameplate for emergency-power panelboard to bear inscription EMERGENCY POWER.

g. Make power cable connections to circuit breakers, integrally fused circuit breakers, fused switch units, neutral and ground bus bars in enclosed circuit breakers by means of integral mechanical connectors. If such items are not furnished with integral mechanical connectors, make connections using compression connectors.

h. Apply matching touch-up paint where necessary.

i. Submit test procedures in accordance with the Contract documents for approval and perform approved tests. Do not perform tests without approved test procedure. Furnish the equipment, personnel to perform the following tests:

i. Check cable connections to circuit breakers and fused switch unit for tightness.

ii. Check setting of adjustable magnetic trips for compliance with approved coordination study.

j. Submit certified test reports

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This specification is basic minimum criteria to be met in preparing the final specification for this section, which is the responsibility of the Designer.

15. Surge Protective Devices for Low-Voltage Electrical Power Circuits

a. Manufacturer' Warranty: Manufacturer agrees to replace or replace Surge Protective Device (SPD)s that fail in materials or workmanship within specified warranty period.

b. Internal thermal protection that disconnects the SPD before damaging internal suppressor components.

c. Indicator light display for power and protection status.

d. All SPDs shall comply with UL 1449 and UL 1283.

e. Form-C contacts rated at 5 A and 250-V ac, one normally open and one normally closed, for remote monitoring of protection status. Contacts shall reverse on failure of any surge diversion module or on opening of any current-limiting device. Coordinate with building power monitoring and control system.

f. The Maximum continuous operating voltage shall be the nominal system voltage.

g. Peak Surge Current Rating: The minimum single-pulse surge current withstand rating per phase shall not be less than the maximum kA rating determined by the coordination study, 200 kA minimum. The peak surge current rating shall be the arithmetic sum of the ratings of the individual Metal-oxide varistors in a given mode.

h. Protection modes and UL 1449 VPR shall not exceed the following:

Circuit Type	Line to Neutral (V)	Line to Ground (V)	Neutral to Ground (V)	Line to Line (V)
480Y/277V	1200	1200	1200	2000
208Y/120V	700	700	700	1200
240/120V	700	700	700	1200

i. Short-circuit current rating: Equal or exceed 200 kA

j. Nominal Rating: 20 kA

k. Service Entrance and Transfer Switch Suppressors shall be integral to the disconnect switch and contain a Surge Counter.

l. Indoor Enclosures: NEMA 250, Type 1.

m. Outdoor Enclosures: NEMA 250, Type 4X.

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n. Installation shall comply with NECA 1.

o. Install an Overcurrent protective device or disconnect as required to comply with the UL listing of the SPD.

p. Install SPDs with conductors between suppressor and points of attachment as short and straight as possible and adjust circuit-breaker positions to achieve shortest and straightest leads. Do not splice and extend SPD leads unless specifically permitted by manufacturer. Do not exceed manufacturer's recommended lead length. Do not bond neutral and ground.

q. Use crimped connectors and splices only. Wire nuts are unacceptable.

r. Perform the following tests and inspections with the assistance of a factory-authorized service representative:
   i. Compare equipment nameplate data for compliance with Drawings and Specifications.
   ii. Inspect anchorage, alignment, grounding, and clearances.
   iii. Verify that electrical wiring installation complies with manufacturer's written installation requirements.

s. Complete startup checks according to manufacturer's written instructions.

t. Do not perform insulation-resistance tests of the distribution wiring equipment with SPDs installed. Disconnect SPDs before conducting insulation-resistance tests and reconnect them immediately after the testing is over.

u. Submit test and inspection reports.

v. Energize SPDs after power system has been energized, stabilized, and tested.

This specification is basic minimum criteria to be met in preparing the final specification for this section, which is the responsibility of the Designer.

16. Electrical Power Monitoring and Control Monitoring

a. This section includes equipment and systems used to monitor and control electrical consumption.

b. Contractor shall submit shop drawings for power monitoring and control equipment that include plans, elevations, sections, attachment details and details of equipment assemblies. Indicate dimensions, method of field assembly, components, and location and size of each field connection.

c. Coordinate features of distribution equipment and power monitoring and control components to form and integrated interconnection of compatible components.

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d. Microprocessor-based monitoring and control of electrical power distribution system(s) that includes the following:
   i. Electrical meters that monitor, control, and connect to the data transmission network.

   ii. LAN: High-speed, multi-access, open, nonproprietary, industry-standard communication protocols. The electrical power monitoring and control system shall be Internet based.

e. The electrical power monitoring and control system shall be Internet based.

f. Electrical Components, Devices, and Accessories: Listed and labeled as defined in NFPA 70, by a qualified testing agency, and marked for intended location and application.

g. UL Compliance: Listed and labeled as complying with UL 61010-1.

h. Surge Protection: For external wiring of each conductor entry connection to components to protect components from voltage surges originating external to equipment housing and entering through power, communication, signal, control, or sensing leads.

i. Addressable Devices: All transmitters and receivers shall communicate unique device identification and status reports to monitoring and control clients.

j. Backup Power Source: Electrical power distribution equipment served by a backup power source for controls shall have associated power monitoring and control system products that monitor and control such systems and equipment also served from a backup power source.

k. Multifunctioning Energy Meters
   i. Multifunction Energy Meter: Separately mounted, modular, permanently installed, solid-state, digital I/O instrument for power and energy metering and monitoring; complying with UL 61010-1.
   ii. Accuracy:
      1. Comply with ANSI C12.20, Class 0.5.
      2. Neutral Current Measurement: Not more than 65 percent.
      3. Power Factor: 100 percent.
      4. Frequency: 10 percent.
      5. THD: 10 percent.
      6. Waveform Sampling: 64 per cycle
   iii. Data Link
   iv. RS-485 Modbus, RTU protocol, 4-wire connection to host devices with a compatible port or TCP/IP.
   v. Meter Physical Characteristics:
      1. Display: Backlit LCD with antiglare and scratch-resistant lens.
      2. Display of Metered Values:
         a. One screen to show at least [three] user-selected values displayed at the same time. Selections available to display shall include the following:

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i. All meters.
ii. Measurements.
iii. THD.
iv. Energy.
v. Demand.
vi. Minimum and maximum values.
vii. Power demand

vi. Meters:
1. Instantaneous, rms:
a. Current: Each phase, three-phase average.
b. Voltage: L-L each phase, L-L three-phase average.
c. Active Power (kW): Each phase and three-phase total.
d. Reactive Power (kVAR): Each phase and three-phase total.
e. Apparent Power (kVA): Each phase and three-phase total.
f. Power Factor: three-phase total.
2. Energy:
a. Active Energy (kWh): Three-phase total.
3. Demand, Derived from Instantaneous rms Meters:
a. Current: Present and maximum.
b. Active: Present and maximum.
c. Reactive: Present and maximum.
d. Apparent: Present and maximum.
4. Power Quality Measurements:
a. THD: Current and voltage from measurements simultaneously from the same cycle, as can be calculated from the specified sampling rate.

i. Power Meters
i. Meter Physical Characteristics:
1. Display: Backlit LCD with antiglare and scratch-resistant lens.
2. Display of Metered Values: One screen to show at least four lines of user-selected values on one screen at the same time. Provide graphical representation of user-selected values. The screen selections available at the display shall include the following:
a. All meters, including those listed under the following:
b. Measurements.
c. THD.
d. Energy.
e. Demand.
f. Minimum and maximum values.
g. Power demand.
ii. Accuracy:
1. Comply with ANSI C12.20, Class 0.5.
2. Eight paragraphs below exceed requirements of ANSI C12.20.
3. Neutral Current Measurement: Not more than 65 percent.
4. Power: 60 percent.

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5. Power Factor: 50 percent.
6. Active Energy: 60 percent.
7. Reactive Energy: 250 percent.
8. Frequency: 5 percent.
9. THD: 100 percent.
10. Waveform Sampling: 32 per cycle.

iii. Meters: Measurements:

1. Instantaneous, in real time, rms to the 15th harmonic.
   a. Voltage: L-L each phase and three-phase average.
   b. Current: Each phase, three-phase average.
   c. Unbalanced current, L-L V.
   d. Active Power (+/- kW): Each phase and three-phase total.
   e. Reactive Power (+/- kVAR): Each phase and three-phase total.
   f. Apparent Power (+/- kVA): Each phase and three-phase total.
   g. Displacement Power Factor: Each phase and three-phase total.
   h. Distortion Power Factor: Each phase and three-phase total.
   i. Frequency.
2. THD from measurements simultaneously from the same cycle, through 15th harmonic.
   a. Voltage THD: L-L each phase and three-phase average.
   b. Current THD: Each phase and three-phase average.
   c. Total demand distortion.
3. Energy: Accumulated, indicate whether in-flow or out-flow, net and absolute values. Store the values in instrument's nonvolatile memory.
   a. Active kWh.
   b. Reactive kVARh.
   c. Apparent kVAh.
4. Demand: Present, last, predicted, peak.
   a. Three-phase average current.
   b. Three-phase total active power (kW).
   c. Reactive power (kVAR).
   d. Apparent power (kVA)

m. Power monitoring and control equipment shall be able to communicate to the current UTA monitoring software

n. Networked PC operating system software: System software shall monitor, analyze, display, control, and save parameters and features available at each of the connected meters. System software minim requirements shall be coordinated with UTA IT department.

o. Power monitoring and control software:
   i. Data Storage and Sharing:
      1. Query and download logs of interval data stored on metering devices.
      2. Query and download logs of alarm and event data stored on metering devices.
      3. Query and download logs of waveform capture data stored on metering devices.

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4. Query and download logs of interval data generated by the software and calculated by the meters.
5. Query and download logs of alarm and event data generated by the software and calculated by the meters.
6. Automatically re-arm the waveform recorders, on upload of information.
7. Provide a facility to archive, trim, and back up the database on demand, or on a schedule.
8. Provide a facility to view historical data from archived databases.
9. Support user changes to the database.

p. Monitoring and control of power distribution equipment
   i. Power Distribution Equipment: Web-enabled, direct connection the LAN or intranet.
   ii. Instrument Transformers: Comply with IEEE C57.13.
      1. Potential Transformers: Secondary voltage rating of 120 V and NEMA C12.11 accuracy class of 0.3 with burdens of W, X, and Y.
      2. Current Transformers: Burden and accuracy class suitable for connected relays, meters, and instruments.
   iii. Ethernet Connectivity:
      1. A multipoint, RS-485 Modbus serial communications network shall be included within the equipment to interconnect breaker trip units, protective relays, drives, and metering devices equipped with communications.
      2. Serial communications network shall be wired to an Ethernet server in the incoming section of the equipment. Hardware and cabling required for the connection to the network shall be included within the power distribution equipment.
      3. Serial communications devices within the equipment shall be factory addressed and tested to verify reliable communications to the equipment's Ethernet Server.
   iv. Distribution Equipment Monitoring:
      1. Main menu and summary pages, factory configured, to display data for each communicating device within the power equipment lineup.
      2. Display Data:
         a. Circuit summary page to display circuit name, three-phase average rms current, real power (kW), power factor, and breaker status (if applicable)
         b. Load current summary page to display circuit name, and phase a, b, and c rms current values.
         c. Demand current summary page to display circuit name, and phase a, b, and c average demand current values.
         d. Power summary page to display circuit name, present demand power (kW), peak demand power (kW), and recorded time and date.
         e. Energy summary page to display circuit name, real energy (kWh), reactive energy (kVARh), and time/date of last reset.

q. Raceway and Boxes: Comply with requirements in Section 6 for electrical power wiring and NFPA 70 Class 1 remote-control and signaling circuits.

r. Suge Protection Devices

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i. SPDs: Comply with UL 1449
ii. SCCR: Equal or exceed 100kA.
iii. Outdoor Enclosures: NEMA 250, Type 4X

s. Power Monitoring and Control System Installation
   i. Wiring Method: Install cables in raceways and cable trays except within consoles, cabinets, desks, and counters. Conceal raceway and cables except in unfinished spaces.

t. Network Naming and Numbering
   i. Coordinate with Owner and provide unique naming and addressing for networks and devices.

u. Grounding
   i. For data communication wiring, comply with NECA/BICSI 568.
   ii. For low-voltage control wiring and cabling, comply with requirements in Section 4 "Grounding and Bonding for Electrical Systems."

v. Field Quality Control
   i. Testing Agency: Engage a qualified testing agency to perform tests and inspections.
   ii. Manufacturer's Field Service: Engage a factory-authorized service representative to test and inspect components, assemblies, and equipment installations, including connections.
   iii. Perform the tests and inspections with the assistance of a factory-authorized service representative

w. Maintenance Service

   i. Beginning at Substantial Completion, maintenance service shall include 12 months' full maintenance by manufacturer's authorized service representative. Include semiannual preventive maintenance, repair or replacement of defective components, cleaning, and adjusting as required for proper system operation. Parts and supplies shall be manufacturer's authorized replacement parts and supplies.

x. Demonstration: Train owner's maintenance personnel to adjust, operate, and maintain the power monitoring and control system.

This specification is basic minimum criteria to be met in preparing the final specification for this section, which is the responsibility of the Designer.

17. Exterior Lighting
   a. Refer to UTA Standard Specification book 2024, SP26 56 00.
   b. Specification section includes Exterior luminaires, Poles and accessories to be implemented during construction.

This specification is basic minimum criteria to be met in preparing the final specification for this section, which is the responsibility of the Designer.

Docusign Envelope ID: 1D766CC3-0633-4117-8F30-CABBDBAEBE63

Exhibit B – Price

Description	Quantity	Rate	Cost
Demolition			
Excavation for conduit	1	$0	$0
Excavation for Switchgear	1	$0	$0
Labor	1	$0	$0
Construction			
Conduit Installation	1	$142,500	$142,500
Concrete Work	1	$142,500	$142,500
Concrete Finishing	1	$31,667	$31,667
Labor	1	$0	$0
Electrical			
Wire installation	1	$162,500	$162,500
Wire material	1	$134,783	$134,783
Switchgear installation	1	$11,375	$11,375
Switchgear material	1	$60,000	$60,000
Charger Installation	1	$20,000	$20,000
Other material	1	$70,727	$70,727
Other Installation	1	$70,727	$70,727
Design			
Civil Design	1	$0	$0
Electrical	1	$15,270	$15,270
Drawings (AIS included)	1	$5,000	$5,000
Administration			
Permitting	1	$20,588	$20,588
Mobilization	1	$37,582	$37,582
Bond & Insurance *(Estimated cost of Performance & Payment Bond package.)*	1	$27,750	$27,750
Overhead & Profit %	1	$0	$0 (included in line items)
TOTALS			$952,970

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 2/25/2026

TO:	Board of Trustees
THROUGH:	Jay Fox, Executive Director
FROM:	Alisha Garrett, Chief Enterprise Strategy Officer
PRESENTER(S):	Kyle Brimley, IT Director

TITLE:

Change Order: Secondary Data Site Change Order 1 - Power Distribution Unit Hardware Upgrade and Annual Maintenance (Tonaquint Data Centers, LLC dba ValorC3 Data Centers)

AGENDA ITEM TYPE:
Procurement Contract/Change Order

RECOMMENDATION:
Approve and authorize the Executive Director to execute Change Order 1 to contract 20039139 with Tonaquint Data Centers, LLC dba ValorC3 Data Centers in the amount of $142,990.56 to increase power capacity and associated services at UTA's secondary data center, resulting in a revised not-to-exceed (NTE) total contract value of $474,302.23, inclusive of one-time non-recurring charges.

BACKGROUND:
UTA's data center strategy has evolved over the past decade to address increasing operational risk, scalability constraints, and continuity requirements. In 2014, UTA determined that the on-premises data center located at Meadowbrook could no longer support the organization's growing technology needs due to physical limitations related to power, cooling, and space. Executive leadership approved a shift away from owned facilities toward a Tier III co-location model to improve reliability, scalability, and long-term flexibility.

UTA established a Tier III primary data center through a partnership with the University of Utah and, following a 2015 Federal Transit Administration audit recommendation, secured a Tier III secondary data center in 2016 with Tonaquint Data Centers (now ValorC3). The secondary site was initially sized to support backups and limited disaster recovery.

In 2021, UTA updated its disaster recovery strategy to align with the organization's Continuity of Operations (COOP) plan. This update established a long-term objective of expanding the secondary data center to full capacity parity with the primary site, enabling true peer-site operations and seamless failover. From 2021

through 2025, UTA made planned, incremental investments to expand compute, storage, and backup capabilities at the secondary site as funding allowed.

On August 18, 2025, the Board of Trustees approved contract 20039139 under state contract MA4577 with ValorC3 and by 2025 UTA completed the expansion of the secondary data center to full compute capacity, matching the primary site. This strategic milestone required corresponding increases in power density to safely support production-level workloads. The proposed power upgrade represents the final infrastructure dependency required to fully realize this long-standing resilience strategy.

DISCUSSION:

This contract amendment increases power capacity in the secondary data center by upgrading from a 208V 30A A+B configuration to a 208V 60A three-phase A+B configuration, providing 17.27 kW of available power at 80% load. This upgrade is required to safely support the production-level compute density now deployed at the secondary site.

Key considerations include:

- The power upgrade is a planned and necessary outcome of achieving full compute parity between primary and secondary data centers, not a reactive expansion.
- Increased operating costs beginning in 2026 and one-time non-recurring infrastructure charges were anticipated as part of the phased resilience strategy.
- Expanding power capacity under the existing ValorC3 contract avoids emergency procurement, market-rate exposure, and operational disruption.
- The amendment supports UTA's ability to maintain a dual-site Tier III operating model, enabling seamless failover for safety-critical, latency-sensitive, and regulated systems.
- The upgrade aligns with UTA's ongoing effort to bring both data centers into compliance with NIST Cybersecurity Framework 800-53, supporting standardized access controls, monitoring, and incident response.

This amendment does not extend the contract term or change vendors and remains governed by Utah State Contract MA4577.

CONTRACT SUMMARY:

Contractor Name:	Tonaquint Data Centers, LLC dba ValorC3 Data Centers
Contract Number:	20039139-1
Base Contract Effective Dates:	State Contract: June 26, 2024 - May 14, 2029 Change Order: March 1, 2026 - May 14, 2029
Extended Contract Dates:	n/a
Existing Contract Value:	$331,311.67
Amendment Amount:	$142,990.56
New/Total Contract Value:	$474,302.23
Procurement Method:	Utah State Contract MA4577

Budget Authority: Approved 2026 Operating Budget

ALTERNATIVES:

Do Not Approve Amendment (Not Recommended)

- Leaves secondary data center power-constrained
- Introduces operational and continuity risk
- Undermines the strategic objective of full site parity

Delay Expansion or Seek Alternate Facility (Not Recommended)

- Higher cost and longer lead time
- Increased operational complexity
- Duplicative given existing Tier III environment

FISCAL IMPACT:

Operating expense projections reflect stabilized multi-year contract pricing, incremental escalation, and the phased financial impact of increased power capacity at the secondary data center, rather than a single step increase in any one year. Funding will be supported through Operations Expenditure Account 5200.50353.92.

- 2026 Contract Total: $42,433.60
    - March - July, 2026: $12,055.00
    - August - December, 2026: $30,378.60
- 2027 Contract Total: $31,897.53
- 2028 Contract Total: $33,492.41
- 2029 Contract Total: $35,167.02

Change Order Total Value: $142,990.56

Total not-to-exceed Contract Value: $474,302.23

ATTACHMENTS:

- Change Order: Secondary Data Site Change Order 1 - Power Distribution Unit Hardware Upgrade and Annual Maintenance (Tonaquint Data Centers, LLC dba ValorC3 Data Centers)

Docusign Envelope ID: 6586DAF7-EF35-4265-8AE3-AA16B9FA3B4C

Docusign Envelope ID: 29B97411-3364-4226-A833-9E65557C19B5

SCHEDULE A
SERVICE ORDER FORM

Facility: STG
Tonaquint Data Centers, LLC, d/b/a/
ValorC3 Data Centers ("TDC")
1108 West 1600 South Bldg D
St George Utah 84770
Tel: (888) 414-8818

Subscription Term: Services end on 12/31/2030

Customer
Utah Transit Authority (UTA)
669 West 200 South
Salt Lake City, UT 84101
Attn: Accounting

Contact: Tom Smith
Telephone: 8012873800
Email: tosmith@rideuta.com

Company
Tonaquint Data Centers, LLC, d/b/a/
ValorC3 Data Centers ("TDC")

Quote #: Q-01446
Prepared By: Ian Madsen
Created Date: 10/15/2025
Valid Until: 2/28/2026
Product: Colocation

Billing Remit to Address:
1108 W 1600 S
St. George, UT 84770

Wire Instructions
ABA Number/Swift: 323371076
Account: 1706135113

Monthly Recurring Charges

Qty	Name	Description	Price	Total
-1.00	208v 30a A+B	4.99kW available at 80% Load	$864.00	$-864.00
1.00	208v 60a 3P A+B	17.27kW available at 80% Load	$3,275.00	$3,275.00
			TOTAL:	$2,411.00

Non-Recurring Charges

Qty	Name	Description	Price	Total
1.00	3 Phase Dual PDU NRC	3 Phase Dual Basic PDU NRC.	$2,990.00	$2,990.00
1.00	3 Phase Dual Power Circuit NRC	3 Phase Dual Power Circuit NRC for 208-30-3pab,208-50-3pab and/or 208-60-3pab power circuits.	$1,790.00	$1,790.00
			TOTAL:	$4,780.00

Notes

This Service Order Form will be governed by the Utah State Contract #MA4577 and Master Services Agreement signed August 1, 2024 by Dan Frei between Utah Department of Government Operations Division of Technology Services, a state ("Customer") and Tonaquint Data Centers, LLC, a Utah limited liability company ("TDC").

This Service Order shall commence upon March 1, 2026.

Docusign Envelope ID: 6586DAF7-EF35-4265-8AE3-AA16B9FA3B4C

Docusign Envelope ID: 29B97411-3364-4226-A833-9E65557C19B5

This Service Order increases annual recurring charges by $28,932.00 and adds $12,055.00 for the remaining five (5) months of the current prepaid Year 1 amount of $59,094.00 (covering August 1, 2025 – July 31, 2026). This amount excludes the NRCs noted above.

The pricing schedule below is provided for informational purposes only and does not include any applicable NRCs, future upgrades, or passthrough costs as defined under Section 4.8 of the governing agreement.

Updated Yearly Pricing Schedule with 5% escalator:

Year 1 (March 1, 2026-July 31, 2026) -$59,094.00 already received; $12,055.00 due for remaining 5 months, totaling $71,149.00

Year 2 (August 1, 2026 - July 31, 2027) - Increasing from $62,048.70 to $92,427.30
Year 3 (August 1, 2027 - July 31, 2028) - Increasing from $65,151.14 to $97,048.67
Year 4 (August 1, 2028 - July 31, 2029) - Increasing from $68,408.70 to $101,901.11
Year 5 (August 1, 2029 - July 31, 2030) - Increasing from $ 71,829.13 to $106,996.15

New Total Contract Value (without NRC)= $469,522.23
New Total Contract Value (with NRC of $4,780) = $474,302.23

Docusign Envelope ID: 6586DAF7-EF35-4265-8AE3-AA16B9FA3B4C

Docusign Envelope ID: 29B97411-3364-4226-A833-9E65557C19B5

This Service Order is subject to and incorporates by reference a Master Services Agreement, and/or any other agreement (however titled) executed by TDC and Customer for Services (The "Master Agreement"). In the event of a conflict between the Master Agreement and the express terms of this Service Order, the terms of the Service Order shall prevail.

Invoicing shall commence as of the Service Commencement Date on which the Services provided under this Service Order# Q-01446 are installed and available for Customer's use.

Execution of this Service Order shall be considered conclusive evidence of Customer's acceptance of the terms and conditions contained herein as well as the Master Agreement. Except as otherwise provided herein, the Service(s) set forth on this Service Order shall be provided for the Term set form in the Master Agreement. If the Term is not set forth in the Master Agreement, this Service Order Form shall be coterminous with the first Service Order executed by Customer and TDC.

At no time shall Customer's total power draw (A feed, B feed or A feed and B feed combined) exceed 80% of the primary (A feed) allotment.

Tonaquint Data Centers, LLC dba ValorC3 Data Centers		**Customer:**	Utah Transit Authority (UTA)
Signature:	Signed by: Michael C. DeVito 08490D200664421...	Signature:	
Name:	Michael C. DeVito	Name:	Jay Fox
Title:	Chief Commercial Officer	Title:	Executive Director
Date:	1/28/2026	Date:	

Tonaquint Data Centers, LLC dba ValorC3 Data Centers

Signature: Signed by: A686C9C66D5B46A...

Name: Carter Groves

Title: Chief Financial Officer

Date: 1/28/2026

Docusign Envelope ID: 6586DAF7-EF35-4265-8AE3-AA16B9FA3B4C
Docusign Envelope ID: 29B97411-3364-4226-A833-9E65557C19B5

Additional Customer Signature Page

Customer: Utah Transit Authority (UTA)

Signature:
Name: Alisha Garrett
Title: Chief Enterprise Strategy Officer
Date:

Signature:
Name: Kyle Brimley
Title: IT Director
Date:

Signature: DocuSigned by: Mike Bell 70E38A415BA44F6...
Name: Mike Bell
Title: UTA Legal Counsel
Date: 1/29/2026

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 2/25/2026

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

TITLE:

Fare Agreement: Special Events Agreement (The Church of Jesus Christ of Latter-Day Saints)

AGENDA ITEM TYPE:
Service or Fare Approval

RECOMMENDATION:
Approve and authorize the Executive Director to enter into a Special Event Agreement with The Church of Jesus Christ of Latter-Day Saints, with the agreement retroactively taking effect on February 1, 2026.

BACKGROUND:
UTA and The Church of Jesus Christ of Latter-Day Saints ("the Church") have partnered for several years to provide Ticket as Fare to events sponsored by the Church. Under this agreement, ticket holders can use their event ticket to ride UTA services on the date printed on the event ticket. The Church will hold events in 2026, and both parties desire to partner together to offer Ticket as Fare for the event ticket holders.

DISCUSSION:
Staff recommend continuing to partner with the Church to offer the Special Events Pass Agreement. The pricing for the 2026 contract is $105,053. With agreement of both parties, the Church may add additional events not listed in the contract at the following price schedule based on tickets sold as reported by the Church:

Tickets Sold	Price per Event
15,000+	$8,100
7,500 - 14,999	$6,075
0 - 7,499	$2,025

The contract price is calculated based on a standard formula which uses historical trip data obtained from the automated passenger counter system. The trip count from historical data, and other variables such as event location and time of day, are used to forecast trips for the event. The fare rate ($3.75 group pass rate) is multiplied by the forecasted trips.

CONTRACT SUMMARY:

Contractor Name:	The Church of Jesus Christ of Latter-Day Saints
Contract Number:	26-F28345
Base Contract Effective Dates:	February 1, 2026 - December 31, 2026
Extended Contract Dates:	N/A
Existing Contract Value:	N/A
Amendment Amount:	N/A
New/Total Contract Value:	$105,053
Procurement Method:	N/A
Budget Authority:	N/A

ALTERNATIVES:
Do not enter into an agreement and forego revenue.

FISCAL IMPACT:
Revenue of $105,053.

ATTACHMENTS:

- Fare Agreement: Special Events Agreement (The Church of Jesus Christ of Latter-Day Saints)

Docusign Envelope ID: 7C6BCA96-2B7C-4FEB-BDB0-9260555F6ED3

UTA Contract Number: 26-F28345

SPECIAL EVENTS AGREEMENT
Tickets for Transit

This Special Events Agreement-Tickets for Transit ("Agreement") is entered into on February 1, 2026, by and between The Church of Jesus Christ of Latter-day Saints, a Utah corporation, ("Sponsor"), and Utah Transit Authority, a public transit district organized under the laws of the State of Utah ("UTA"). Sponsor and UTA, hereafter collectively referred to as the "parties" and individually referred to either as a "party" or as their defined name, all as governed by the context in which such words are used.

RECITALS

WHEREAS Sponsor will host Special Events in 2026 at The Conference Center of The Church of Jesus Christ of Latter-day Saints, and The Salt Lake Tabernacle ("Venues"); and

WHEREAS Sponsor desires to procure transit passes for transportation to its Special Events using UTA's transit system; and

WHEREAS the parties desire to establish a program whereby Sponsor is authorized to procure transit passes by providing a lump sum payment for an anticipated number of tickets.

AGREEMENT

NOW THEREFORE, on the stated Recitals, which are incorporated herein by reference, and for and in consideration of the mutual covenants herein and in the Agreement, 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:

SECTION I: DEFINITIONS

1) The term **"Base Service"** means public transit service as produced in UTA's ordinary operations and published at www.rideuta.com.

2) The term **"Effective Date"** shall mean February 1, 2026, unless the parties agree otherwise.

3) The term **"Special Event"** shall mean an event sponsored by the Church of Jesus Christ of Latter-day Saints.

4) The term **"Sponsor"** means the entity defined as Sponsor on the initial page of this agreement.

SECTION II: TERMS AND CONDITIONS

1) Tickets for Transit Program. The parties agree to establish a Tickets for Transit Program (the "Program"), whereby the Sponsor procures transit passes for ticket holders to its Special Event(s) (the "Tickets for Transit Pass").

2) Authorized Users. Upon the terms and conditions contained herein, UTA agrees to allow Sponsor to provide a Tickets for Transit Pass to ticket holders ("Authorized Users") attending the Event(s) at the Venue.

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3) Payment.

   a) Sponsor shall pay to UTA the base purchase price of $105,053 for the Special Events and 268,300 authorized users as listed in Exhibit B: "Special Events."

   b) On or before March 1, 2026, UTA shall invoice Sponsor for the amount owed as described in Paragraph 3. Sponsor shall pay the invoiced amount within thirty days of its receipt of the invoice. Sponsor shall pay a one percent (1%) late fee on balances due under this Agreement which remain unpaid within thirty (30) days from the due date indicated on the invoice.

4) Additional Special Events. UTA, in its sole discretion, may accept tickets as fares to other Special Events that are not identified in Exhibit B. The rate at which the additional events will be billed is identified in Exhibit C - "Additional Special Events". The Sponsor shall notify UTA as early as possible regarding other Special Events not identified in Exhibit A to obtain UTA concurrence.

   a) UTA will invoice the Sponsor for the amount owed as described in Exhibit C, and sponsor shall pay the invoiced amount within thirty days (30) of its receipt of the invoice. Sponsor shall pay a one percent (1%) late fee on balances due under this Agreement which remain unpaid within thirty (30) days from the due date indicated on the invoice.

5) Term of Agreement. The term of this Agreement shall be from the Effective Date and runs through December 31, 2026.

6) Pass Recognized as Fare Payment. An Authorized User's event ticket shall also serve as a transitpass when: (1) printed with the wording "Valid as UTA fare on the date indicated" or similar wording approved by UTA and (2) used for fare payment on the date of the event stated on the ticket. The Tickets for Transit Pass shall be recognized by UTA as fare payment on all Local Bus Routes, TRAX Light Rail Routes, Streetcar Light Rail, FrontRunner Commuter Rail Routes, and BRT Routes on the day of the event. The Tickets for Transit Pass shall not be recognized as fare payment on Paratransit Service or any other special service. (3) Issued to event attendees via email, home delivery, or through an app. Attendees using transit to get to/from the event present acceptable fare media upon boarding the bus or upon rail inspection. Acceptable fare media for events includes: a printed copy of the Sponsor-issued email displaying the attendee's ticket, a Sponsor-issued ticket, electronic ticket, or a mobile app with the ticket displayed. Fare media that is not accepted includes: generic download from the vendor's website, a form of ticket not provided to UTA as an acceptable ticket type, a camera image of the ticket, or any other form not listed as acceptable. Sponsor must provide UTA with images of all the different ticket types. UTA will use the images to verify the logo is printed and distributed to operators, so they are aware of them prior to the event.

7) Use of the UTA Logo.

   a. The UTA Logo, which is attached hereto as Exhibit A, is the sole and exclusive property of UTA. UTA hereby grants Sponsor, so long as Sponsor is not in breach of this Agreement, a limited and revocable license to use or print the UTA logo as specified herein. The interpretation and enforcement (or lack thereof) of these terms and conditions, and compliance therewith, shall be in UTA's sole discretion. The UTA Logo may not be altered in any way and must be displayed in the same form as produced by UTA. The UTA Logo must be printed in either black or in the official color of blue and red.

Docusign Envelope ID: 7C6BCA96-2B7C-4FEB-BDB0-9260555F6ED3

b. If and when Sponsor chooses to use the UTA Logo, the UTA Logo shall be used in a professional manner.

c. Notwithstanding the foregoing, the UTA Logo may not be used in any manner that, in the sole discretion of UTA: discredits UTA or tarnishes its reputation and goodwill; is false or misleading; violates the rights of others, violates any law, regulation or other public policy; or mischaracterizes the relationship between UTA and the user, including but not limited to any use of the UTA Logo that might be reasonably construed as an endorsement, approval, sponsorship or certification by UTA of Sponsor, Sponsor's organization, or Sponsor's products or services or that might be reasonably construed as support or encouragement to utilize Sponsor's services.

d. Use of the UTA Logo shall create no rights for Sponsor in or to the UTA Logo or their use beyond the terms and conditions of this limited and revocable license. The UTA Logo shall remain at all times the sole and exclusive intellectual property of UTA. UTA shall have the right, from time to time, to request samples of use of the UTA Logo from which it may determine compliance with these terms and conditions. Without further notice, UTA reserves the right to prohibit use of the UTA Logo if it determines, in its sole discretion, that Sponsor's UTA Logo usage, whether willful or negligent, is not in strict accordance with the terms and conditions of this license, otherwise could discredit UTA or tarnish its reputation and goodwill, or Sponsor is otherwise in breach of this Agreement.

8) Pass Distribution. Sponsor shall be solely responsible for issuing Tickets for Transit Passes to Authorized Users.

9) Public Transit Services. The Parties understand that the transit services being used under this Agreement are public transit services. As such, Authorized Users must comply with all UTA rider rules and rules governing the use of public transit services. Authorized Users must present their Tickets for Transit Passes as proof of fare payment to UTA bus operators and fare inspectors. Authorized Users who do not have possession of Tickets for Transit Pass must pay the regular fare for the transit service they use. UTA reserves the right to modify its service and schedules as it deems appropriate in its sole discretion.

10) Waiver and Release. The Parties hereby agree that Sponsor shall not be responsible or liable for the actions; omissions; negligent, intentional, or reckless conduct; or behavior of any Authorized User. Sponsor's in-kind purchasing of fares does not create an agency, representative, or special relationship with any Authorized User. All Authorized Users shall be deemed and treated as if they had paid their own fare and subject to the same terms and conditions applicable to any other UTA rider who has not benefitted from the Program. The Parties agree that Authorized User will not be deemed an agent, representative, or licensee of Sponsor. UTA hereby expressly waives and releases Sponsor from any liability, damage, expense, cause of action, suit, claim, judgment, or other action arising from or related to the actions; omissions; negligent, intentional, or reckless conduct; or behavior of any Authorized User.

11) Indemnification. Each party hereby agrees to be responsible and assume liability for its own negligent or wrongful acts or omissions or those of its officers, agents or employees to the full extent required by law from participation in this Agreement and agrees to indemnify and hold the other party harmless from any such liability, damage, expense, cause of action, suit, claim, judgment, or other action arising from such negligent or wrongful acts or omissions. Except as set forth herein, neither party waives any legal defenses or benefits available to them under applicable law, and both agree to cooperate in good

Docusign Envelope ID: 7C6BCA96-2B7C-4FEB-BDB0-9260555F6ED3

faith in resolving any disputes that may arise under this Agreement.

12) Termination. This Agreement shall continue in full force and effect during the term of this Agreement unless it is terminated earlier by either party. Sponsor may terminate all or part of this agreement in the event of a pandemic (as specified by the World Health Organization) precludes performance of all or part of the Event and pay UTA a pro-rated amount of its payment only for the portions of the Event that occurred.

11. Nondiscrimination. Sponsor and UTA shall not exclude any individual from participation in or deny any individual the benefits of this Agreement, based on race, color, national origin, creed, sex, or age in accordance with the requirements of 49 U.S.C. §5332.

12. Third Party Interests. No person who is not a party to this Agreement shall have any rights or entitlements of any nature under it.

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

14. Dispute Resolution. In the event there is a dispute arising under this Agreement it shall be referred to successive levels of leadership for resolution, beginning with the UTA Fares Director and her equivalent in Sponsor's organization and culminating with the Executive Director of UTA and the Managing Director of Sponsor's Headquarters' Facilities. If resolution is not achieved as the Executive Director/Managing Director level, either Party may bring the issue to litigation in a court of competent jurisdiction within Salt LakeCounty, Utah.

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

16. Governing Law. This Agreement will be governed by Utah law.

Docusign Envelope ID: 7C6BCA96-2B7C-4FEB-BDB0-9260555F6ED3

IN WITNESS WHEREOF, the parties have executed this Agreement as of the date first set forth herein.

SPONSOR

By: Signed by: Charles N Andersen 9897DE5A1F1F4C9... Date: 2/3/2026

Name: Charles N Andersen

Title: Managing Director, Headquarters Facilities

UTAH TRANSIT AUTHORITY

By: _____ Date: _____

Name: _____

Title: _____

By: _____ Date: _____

Name: _____

Title: _____

Approved as to Form

By: DocuSigned by: Mike Bell 70E33A415BA44F6... Date: 2/3/2026

Name: Mike Bell

Title: Assistant Attorney General

Docusign Envelope ID: 7C6BCA96-2B7C-4FEB-BDB0-9260555F6ED3

Exhibit "A" UTA Logo



Docusign Envelope ID: 7C6BCA96-2B7C-4FEB-BDB0-9260555F6ED3

Exhibit "B" Special Events

Event Name	2026 Date	Number of Events	Anticipated Authorized Ticket Holders per Event	Total Anticipated Authorized Ticket Holders
YSA Devotional	Feb 1st	1	18,000	18,000
RootsTech Conference	Mar 5-7	1	10,000	10,000
General Conference	Apr 4-5	4	18,000	72,000
Bells Concert	Jun 12th	1	2,100	2,100
General Conference	Oct 3-4	4	18,000	72,000
Luz de las Naciones	Nov 6-7	2	18,000	36,000
Bells Concert	Nov 20-21	2	2,100	4,200
Choir Christmas Concerts	Dec 17-19	3	18,000	54,000
Total				**268,300**

Docusign Envelope ID: 7C6BCA96-2B7C-4FEB-BDB0-9260555F6ED3

Exhibit "C" Additional Special Events

Tickets Sold	Price per Event
15,000+	$8,100
7,500 - 14,999	$6,075
0 - 7,499	$2,025

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 2/25/2026

TO:	Board of Trustees
THROUGH:	Jay Fox, Executive Director
FROM:	Alisha Garrett, Chief Enterprise Strategy Officer
PRESENTER(S):	Alisha Garrett, Chief Enterprise Strategy Officer Susan Scadden, Acting Manager of Organizational Excellence

TITLE:

2025 Continuous Improvement Team Highlights

AGENDA ITEM TYPE:
Discussion

RECOMMENDATION:
Informational report for discussion

BACKGROUND:
In 2016, UTA created a Continuous Improvement department. The purpose of this department is to foster learning and lead culture and improvement efforts across the agency to improve efficiency and effectiveness, build culture and strengthen our performance. To support the mission and vision, the department structured a cross-functional UTA Continuous Improvement (CI) team in 2017, made up of various employees from across the Agency. We are excited to report the size of the team continues to grow and expand their impact and influence. The purpose of this team is to build knowledge and expertise in Service Units and across Agency Offices to ensure the work of CI becomes core to UTA's approach in our day-to-day work and reinforces the elements of the UTA Way. 2025 was a hallmark year where we celebrate our 10th annual cohort and had the largest number of participants achieving their certification. The tremendous efforts of these team members helped to lead out on numerous continuous improvement efforts across the Agency as well as support our cultural transformation.

DISCUSSION:
This presentation will share information about the various activities members of the CI team participated in throughout the year and how the CI team performed against their learning goals and objectives. We will also

recognize team members who achieved their certification and highlight some of the types of CI projects that occurred in 2025.

ALTERNATIVES:
N/A

FISCAL IMPACT:
The fiscal impact of the CI team varies from year to year. Many of the projects which CI team members work on have various types of impact. Some projects yield hard savings while others generate soft savings. As part of their certification process team members are asked to complete project overview statement that summarizes the results of the project thus far and any anticipated future unrealized benefits. We frequently saw efficiencies gained, safety, quality, and customer improvements. Many projects also improve quality of life and cultural/morale for our workforce. Our hard savings usually come through error prevention or savings in costs/labor due to reduction of hours required to do the work.

ATTACHMENTS:
None

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 2/25/2026

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: Jay Fox, Executive Director
PRESENTER(S): Travis King, Director Safety & Security

TITLE:

UTA Public Transportation Agency Safety Plan (PTASP) Update

AGENDA ITEM TYPE:
Discussion

RECOMMENDATION:
Informational report for discussion

BACKGROUND:
The Federal Transit Administration (FTA) under 49 CFR 673 requires all Rail Transit Agencies (RTA's) to have a compliant Public Transportation Agency Safety Plan (PTASP)

A yearly update of the PTASP, approved by the Joint Labor Management Safety Committee (JLMSC), is required and must include regulation updates to ensure safety at the agency.

DISCUSSION:
UTA has coordinated with the UDOT State Safety Oversight (SSO) to ensure safety compliance by completing a review of all safety requirements. UTA has received conditional approval from the UDOT SSO. UTA has implemented all required safety components and provided the Agency with a draft copy of the 2026 PTASP. UTA continues to collaborate with the JLMSC to obtain a final approval of the 2026 PTASP.

ALTERNATIVES:
None

FISCAL IMPACT:
Compliance with 49 CFR 673 is a key element to continued funding from the FTA. The draft 2026 PTASP meets these requirements and has been reviewed and conditionally approved by the SSO pending the final approval by the JLMSC.

ATTACHMENTS:
None