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# MEMORANDUM

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**DATE:** November 9, 2006  
**TO:** City Council Members  
**FROM:** Russell Weeks  
**RE:** Proposed Amendments to TRAX Extension Interlocal Agreement  
**CC:** Cindy Gust-Jenson, Rocky Fluhart, DJ Baxter, Dan Mulé, Steve Fawcett, Valda Tarbet, Ed Rutan, Gordon Hoskins, Gary Mumford, E. Russell Vetter, John Naser, Jennifer Bruno, Sylvia Richards

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This memorandum pertains to proposed amendments to an interlocal agreement between Salt Lake City and the Utah Transit Authority relating to a project to extend the Trax line from the Delta Center Station at 400 West South Temple to the Intermodal Hub at 300 South 600 West. An ordinance amending the agreement is scheduled for a briefing during the City Council work session November 7. The City Council is scheduled to hold a public hearing November 14 on the proposed amendments. The public hearing is in conformance with Utah Code Section 10-8-2. After the hearing the City Council will consider:

- A resolution to accept a study on the public benefit of the proposed amendments and authorize the appropriation of funds for the amended interlocal agreement.
- An ordinance approving an amended interlocal agreement between Salt Lake City and the Utah Transit Authority relating to the Trax line extension.

The amendments mainly involve increasing the amount of money each party to the agreement will contribute to the project. When the City Council originally authorized Mayor Ross C. Anderson in April to sign the agreement the estimated project cost was \$32 million. However, bids to build the extension came in significantly higher than the original estimate. The lowest bid for the project was \$46.5 million. City and UTA officials then met and pared \$4.8 million from the bid so the estimated project cost now is \$41.7 million. Salt Lake City originally agreed to fund 26.4 percent of the project. If the City Council adopts the proposed amendments, the City's share would be \$11.01 million. Under the original agreement the City's share was \$8.45 million.

## OPTIONS

- Adopt the proposed amendments.
- Do not adopt the proposed amendments.
- Amend the proposed amendments.

## **POTENTIAL MOTIONS**

This section is divided into two parts. The first part pertains to the public hearing required under Utah Code Section 10-8-2. The second part pertains to proposed amendments to the interlocal agreement.

### **PUBLIC HEARING**

1. I move the City Council close the public hearing.
2. I move the City Council continue the public hearing until (Council Members may give future meeting date).

### **ACTION ON RESOLUTION**

- I move that the City Council adopt the resolution accepting the study performed in compliance with Utah Code Section 10-8-2 and authorizing the appropriation of funds concerning an amended interlocal agreement relating to the Trax extension and other matters.
- I move that the City Council consider the next item on the agenda.

### **AMENDED INTERLOCAL AGREEMENT**

- I move that the City Council adopt the ordinance relating to the amendment to the Interlocal Agreement for the Trax extension project extending light rail service from the Delta Center Station to the Salt Lake City Intermodal Hub.
- I move that the City Council consider the next item on the agenda.
- I move that the City Council adopt the ordinance relating to the amendment to the Interlocal Agreement for the Trax extension project extending light rail service from the Delta Center Station to the Salt Lake City Intermodal Hub with the following amendments: (Council Members may wish to propose amendments).

## **KEY POINTS**

- Adopting the proposed amendments would acknowledge that project construction costs to extend the Trax line from the Delta Center to the Intermodal Hub have risen from an estimated \$32 million to an estimated \$41.7 million.
- Again, the lowest bid for the project was \$46.5 million. The City and UTA pared about \$4.8 million from the bid through cutting or delaying aspects of the project including:
  1. Planned improvements such as curb and gutter, sidewalk, trees and lighting on the east side of 600 West Street.
  2. Reduction by half in planned set-aside funds to help mitigate business impacts during construction from \$250,000 to \$125,000.
  3. Change to ballasted track on 600 West Street instead of imbedding the track in concrete.
  4. Elimination of UTA's third tail track at the end of the light-rail line.

5. Deferral to a later date of public way improvements on the south side of 200 South Street between 600 West and 700 West streets.

- Salt Lake City's share of construction costs would rise from \$8.45 million to \$11.01 million – a \$2.56 million increase.
- In April when the City Council authorized signing the original agreement, the Council and the Administration acknowledged that funds already in hand for the City's share of the project were \$850,000 short of the project estimate. The City acknowledged that it would have to allocate \$850,000 for the project by July 2007. The \$850,000 plus the \$2.56 million projected increase equals \$3.41 million – the total amount of funds that have not been allocated for the project.
- The Administration has proposed three funding options for the City Council's consideration:
  - Add to a sales tax revenue bond that would pay for a new City fleet facility, straightening the railroad line at Grant Tower, and controlling erosion on the 900 South and Folsom Street rail corridors.
  - Issue a motor fuel excise tax bond
  - Pay cash from fund balance
- According to the Administration transmittal, the \$600,000 designated in the original interlocal agreement as the City's share to build a second Trax station at 525 West 200 South is not eligible for municipal bonds. That means about \$2.81 million would be eligible for bonding, and \$600,000 would have to come from other sources.
- There is some indication that among the Administration financial managers that adding to the sales tax revenue bond might be preferable to the other two options to retain a strong fund balance.

### **ISSUES/QUESTIONS FOR CONSIDERATION**

- Before making a decision on financing methods, the City Council may wish to know how much fund balance above 10 percent of general fund revenues is available unencumbered.
- The Salt Lake City Redevelopment Agency has committed \$2.4 million to the Trax extension project. Does the Agency have other funds available for the project?
- The City Council may wish to seek an indication from the Administration on whether the Utah Legislature might act on changing laws pertaining to sales tax revenue bonds in the next legislative session. (It should be noted that during the last legislative session the City represented to the Legislature that it would issue no more than \$37 million in sales tax bonds this year.)
- Is \$125,000, instead of \$250,000, enough money to help mitigate business impacts during construction of the extension?

- The original agreement's requirement that the City appropriate \$600,000 to the Intermodal Hub enterprise fund to pay the City's share of building a Trax station at 525 West 200 South remains in place. The agreement requires that UTA build the station in 2010 or when the combined average weekday passenger boardings at the 400 West and Delta Center Trax stations reach 4,650 boardings. Is there any sentiment among the City Council to work with UTA to build the station sooner than the requirements?

## **BACKGROUND/DISCUSSION**

As indicated above, the City Council in April authorized Mayor Ross C. Anderson to sign an interlocal agreement between Salt Lake City and the Utah Transit Authority. The agreement outlined financial and other responsibilities of each party for the construction of a light-rail extension between UTA's Delta Center Trax station at 400 West South Temple and the Intermodal Hub at 600 West 200 South.

Under the agreement Salt Lake City agreed to pay 26.4 percent of project construction costs. Total construction costs were estimated at \$32 million. Salt Lake City's share was \$8.45 million.

Of the \$8.45 million, Salt Lake City had \$7.6 million in available revenue to pay for its share. The sum included \$2.4 million in Redevelopment Agency funds; \$2 million in Utah Transit Authority funds; and \$3.2 million in reimbursements from the Federal Transit Administration for the City's expenses in securing land and building the Intermodal Hub. That left about \$850,000 the City would have to appropriate from a revenue source by July 2007.

After the City Council's action the Transit Authority issued a request for proposals to build the extension. The bids the UTA received were significantly higher than the \$32 million estimate. The low bid for the project was \$46.5 million. UTA and City officials then met with the low bidder and cut \$4.8 million from the project, leaving a construction budget of \$41.7 million – roughly \$9.71 million above the original \$32 million budget.

Items cut from the construction budget:

- Planned improvements such as curb and gutter, sidewalk, trees and lighting on the east side of 600 West Street.
- Reduction by half in planned set-aside funds to help mitigate business impacts during construction from \$250,000 to \$125,000.
- Change to ballasted track on 600 West Street instead of imbedding the track in concrete.
- Elimination of UTA's third tail track at the end of the light-rail line.
- Deferral to a later date of public way improvements on the south side of 200 South Street between 600 West and 700 West streets.

Pursuant to the original agreement, the parties agreed that each would bear the same percentage (26.4 percent) of costs that they had agreed to in the original document. That meant that Salt Lake City's share of the \$9.71 million in increased costs was \$2.56 million. UTA also would pay \$2.56 million, and the Federal Transit Administration would pay \$4.58 million. (It should be noted that UTA will advance \$4.58 million to the project and seek reimbursement from the Federal Transit Administration.)

Again, Salt Lake City's share of the increased estimated cost is \$2.56 million. Under the original agreement, City officials also understood that another \$850,000 still was needed by July 2007 to meet the City's financial obligations under the original agreement. That means the City's total unfunded obligation under the proposed amendments to the interlocal agreement would be \$3.41 million.

The Administration has proposed three options to meet the obligation:

- Add to the sales tax revenue bond that will be issued for building a new City fleet facility, straightening railroad track at Grant Tower, and controlling erosion on 900 South and Folsom Street rail corridors.
- Issue a motor fuel excise tax bond.
- Make a cash payment from fund balance.

There is some indication from Administration financial officials that the preferable option would be to add to the sales tax bond. There would be some economies of scale achieved by adding to the sales tax bond. A rough estimated amount for the projects is \$21.6 million for the new fleet facility; \$5.7 million for straightening railroad track at Grant Tower; and \$300,000 for controlling erosion on the 900 South and Folsom Street rail corridors. Again, it should be noted that City officials represented to the Legislature in the last session that the City would issue up to \$37 million in sales tax revenue bonds this year.

One potential downside is that the Utah Legislature earlier this year placed a moratorium on issuing sales tax bonds until it considers the issue further in the next Legislative session. Salt Lake City proceeded with its bond because it had indicated to the Legislature that it already had projects ready to bond before the Legislature met. The unknown is what the Legislature might do in its 2007 session about municipal sales tax bonding.

The motor fuel excise tax bond nominally pledges Class C road funds as the revenue source to pay back bonds over a 10-year period. The Administration transmittal notes that bond payments would come from the General Fund's Capital Improvement Fund – not necessarily actual Class C road funds. However, the transmittal says, if the City issues "a bond with Class C funds as security, (it) must maintain adequate Class C revenue to cover debt service." The Council may wish to seek clarification of whether that means Class C revenue must be encumbered to cover debt service.

The third option involves taking cash from the General Fund's fund balance to pay the entire \$3.41 million. The unknown in that case is how much unencumbered money is available in fund balance above the 10 percent of general fund revenue that makes up fund balance. The City Council appears to be in general agreement that the 10 percent limit at least should be maintained to keep the City's AAA bond rating. The issue is whether there is revenue available above the 10 percent limit for the project. It should be noted that City financial officials say they are concerned about pressure on the fund balance. If the amount in fund balance remains uncertain at the time the City Council votes on the proposed amendments to the interlocal agreement, the Council could approve the amendments but delay a decision on how much, if any, of the costs the Council might want to cover with bonding.

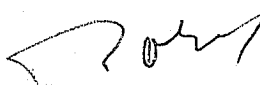
Another issue involves the actual amount of bonding necessary. The Administration transmittal notes that even if the City Council pursues bonding, \$600,000 of the project probably is not eligible for bonding. Under the original agreement, the City set aside \$600,000 in the City's Intermodal Hub budget to pay its share of building a light-rail station in 2010. It should be noted

that the agreement also requires that funds for public art at the station also would be placed in the Intermodal Hub budget.

Given that, it appears that at least \$600,000 from a source other than bonds must be allocated for the project. It also means that \$2.81 million would be eligible for issuing bonds. One question the City Council may have is whether the Redevelopment Agency, which already has appropriated \$2.4 million for the project, might be another revenue source to reduce the amount of the bond, or whether bonding might be more economical long-term than having the RDA share the expense.

**COUNCIL TRANSMITTAL**

**TO:** Rocky J. Fluhart  
Chief Administrative Officer

**FROM:** Kay Christensen 

**SUBJECT:** Approval of Transfer of Municipal Assets under  
Utah Code Annotated Section 10-8-2

**STAFF CONTACT:** Kay Christensen  
535-7677

**DOCUMENT TYPE:** Study required by UCA Section 10-8-2 and  
request for Public Inspection and Public Hearing  
as required by UCA Section 10-8-2

**BACKGROUND/DISCUSSION:** This information is being provided in compliance with UCA Section 10-8-2, which states the purposes for which a municipal body may appropriate funds. The Statute sets forth a specified process which must be followed to determine if a charitable contribution can be made. The process has three steps:

1. A study must be performed that identifies the net equivalent value received by the City in exchange for any City asset contributed. The benefit may be intangible. The study must consider the following factors:

- a. The specific benefits to be received by the City;
  - b. The City's purpose in making the appropriation, including an analysis of how the safety, health, prosperity, moral well-being, peace, order, comfort or convenience of the residents of Salt Lake City will be enhanced; and
  - c. Whether the appropriation is "necessary and appropriate" to accomplish the City's goals.
2. Notice of a public hearing must be published in a newspaper of general circulation at least 14 days prior to the date of the hearing, and the notice must include the availability of the completed study for public inspection.
  3. A public hearing must be held by the City Council and the Council must make a determination that the appropriation will provide for the safety, health, prosperity, moral well-being, peace, order, comfort or convenience of the residents of the City, and that the net value received by the City will constitute adequate consideration or equivalent value for the benefit being provided by the appropriation.

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Attached is a study regarding the transfer of ownership of the Intermodal Hub from Salt Lake City Corporation to the Utah Transit Authority and a Right-of-Way agreement to give UTA a franchise to use City streets. This is an amendment to the study done previously on this subject. The amended portion deals only with the increased cost to construct the light rail extension to the Intermodal Hub created by higher than expected construction bids.



RESOLUTION NO. \_\_\_\_\_ OF 2006

(ACCEPTING THE STUDY PERFORMED IN COMPLIANCE WITH *UTAH CODE* SECTION 10-8-2 AND AUTHORIZING THE APPROPRIATION OF FUNDS CONCERNING AN AMENDED INTERLOCAL AGREEMENT RELATING TO THE TRAX EXTENSION PROJECT; AND RELATED MATTERS)

WHEREAS, the City Administration has recommended an amendment to increase project budget and modify the project scope related to the Interlocal Agreement dated April 11, 2006, between the Salt Lake City and Utah Transit Authority (UTA) which concerns the (i) the conveyance by Salt Lake City to UTA of the Salt Lake City Intermodal Hub situated west of 600 West Street, and south of 200 South Street, consisting of approximately 16.5 acres, and all existing improvements, (ii) the assignment of all City leases and agreements related to the Salt Lake City Intermodal Hub, and (iii) the granting by Salt Lake City to UTA of rights to use City streets to construct and operate a light rail extension from the Delta Center station to the Salt Lake City Intermodal Hub (the "Amended Interlocal Agreement"); and

WHEREAS, the City Council has received and reviewed a Study regarding said Amended Interlocal Agreement prepared by the City's Department of Management Services in compliance with the requirements of *Utah Code* Section 10-8-2, and public notice has been given at least 14 days prior hereto in a newspaper of general circulation within the City; and

WHEREAS, the Council has reviewed the Study, and has fully considered the analysis and conclusions set forth therein, and all comments made during the public hearing;

NOW, THEREFORE, BE IT RESOLVED by the City Council of Salt Lake City, Utah:

1. The City Council hereby adopts the conclusions set forth in the Study, and hereby finds and determines that, for all the reasons set forth in the Study, the net value to be received by the City by making this grant will constitute adequate consideration, or equivalent value, both tangible and intangible, for the benefit being provided by entering into the Amended Interlocal Agreement; and

2. In the judgment of the City Council, the appropriation to be made pursuant the Amended Interlocal Agreement will provide for the safety, health, prosperity, moral well-being, peace, order, comfort, or convenience of the inhabitants of Salt Lake City; and

3. That the appropriation of funds required under the Amended Interlocal Agreement is hereby approved.

Passed by the City Council of Salt Lake City, Utah, this \_\_\_\_\_ day of November, 2006.

SALT LAKE CITY COUNCIL

By \_\_\_\_\_  
CHAIRPERSON

ATTEST:

CHIEF DEPUTY CITY RECORDER

APPROVED AS TO FORM  
Salt Lake City Attorney's Office  
Date Oct. 26, 2006  
By E. Russell V. [Signature]

## MEMORANDUM

TO: Steve Fawcett

FROM: Kay Christensen

DATE: October 22, 2006

SUBJECT: Amended study regarding the transfer of ownership of the Intermodal Hub from Salt Lake City Corporation to the Utah Transit Authority and a Right-of-Way agreement to give UTA a franchise to use City streets: Study to comply with Utah Code Annotated Section 10-8-2 (3) (*Amended portion in bold italics*)

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Salt Lake City (City) is preparing to convey to the Utah Transit Authority (UTA), without direct monetary payment, the Salt Lake City Intermodal Hub Terminal (the Hub), located at 300 South 600 West, including all or a majority of the approximately 16.5 acres on which the Hub is located. The City is also preparing to grant to the UTA, without a franchise fee, a 100-year franchise to use City streets to construct and operate a light rail extension from the Delta Center station to the Hub, and to assign to UTA all of the agreements to which the City is a party relating to the Hub. These transactions require the study mandated by Utah Code Annotated Section 10-8-2 (3) when a City asset is transferred to another entity without the municipality receiving obvious fair market value for such transfer.

UCA 10-8-2 states the purposes for which a municipal body may appropriate public funds and the factors that must be considered in determining the propriety of such an appropriation. To ensure that the transfer of the Hub and the franchise fee waiver are in compliance with UCA 10-8-2, the following study has been performed. This study will consider the following factors:

- (1) The specific benefits to be received by the City;
- (2) The City's purpose in making the appropriation, including an

analysis of how the safety, health, prosperity, moral well-being, peace, order, comfort or convenience of the residents of Salt Lake City will be enhanced; and

(3) Whether the appropriation is "necessary and appropriate" to accomplish the City's goals.

*Background:*

The Gateway Development Master Plan, adopted by the City Council on August 11, 1998, supported 300 South and 600 West as the location for an intermodal transportation hub. An Environmental Assessment of the location was approved by the Federal Transit Administration (FTA) on September 18, 1998 and that was the basis for a federal grant.

In 1998, the project received authorization for an FTA Grant totaling \$40 million, subject to appropriations over an unspecified number of years. UTA is the grantee, and the City is the sub-grantee. The FTA approved budget for the Hub is \$39,956,060. This includes the extension of TRAX to the Hub.

The Hub facility anticipates accommodating Amtrak, Greyhound, local bus, commuter rail, taxis, shuttles, pedestrians, bicyclists and connections to light rail. The 16.57 acre site is bordered by 600 West to the east, Union Pacific main lines to the west, 200 South to the north and 700 South to the south. The prime acreage for development is between 200 South and 400 South.

The Intermodal Hub Enterprise Fund was established February 9, 1999. The City Council adopted a resolution allowing the fund to borrow up to \$8.41 million from the General Fund. The RDA Board of Directors authorized a \$2.25 million dollar loan to the Intermodal Hub Enterprise Fund.

The City and the UTA signed an Interlocal Cooperative Agreement for the Gateway Intermodal Terminal on August 25, 1999. The agreement outlines the joint effort by UTA and the City to conceptualize, plan, design, construct, operate, and maintain the Hub. The agreement identifies the scope, schedule and budget for each phase of the project.

Phase 1 of the project included land acquisition, trackage work, site utilities, passenger platforms and the temporary Amtrak passenger facility. Phase 2 included design and construction of the permanent hub facility to accommodate Greyhound, local bus, taxis, pedestrian, bicycles, and future commuter rail systems. It also includes completion of environmental work on the Hub parcel. Phase 3 will bring TRAX to the Hub.

The Hub facility costs have totaled \$23,500,000 to date. A total of \$18,800,000 (80%) of that amount has been or will be reimbursed by the FTA through the Hub grant. The grant is based on an 80/20 match, so the local match is \$4,700,000 (20%). Greyhound paid \$1,400,000 toward that requirement, leaving \$3,300,000 to be funded locally. The City appropriated \$2.94 million in FY 2002 to cover this cost, and the remainder is related staff costs.

#### *Benefits and Costs to Salt Lake City:*

In considering the cost of the Salt Lake City Intermodal Hub Terminal to Salt Lake City and its value, it is important to note two requirements tied to the acceptance of federal funds for the project:

1. The property and facilities built with the funds must continue to be used only for mass transit related purposes. Therefore, the City could not choose to use the Hub for any purpose other than mass transit. Even if the City were to sell the property, the City would have to reimburse to the FTA 80% of the then current net market value of the property. For example, the land was purchased for \$4 a square foot and is now valued at \$17 a square foot (not including the facilities).

2. There can be private development on the Hub property, but it must be related to mass transit, and any net revenues must be dedicated to mass transit purposes. As a result, the Hub could not become a profit center for the City.

These two requirements limit the value of the Hub as an asset. If the City were to retain ownership of the Hub, the City would have to bear the cost of owning and managing a transit facility. Typically, transit facilities do not generate a profit, so a City subsidy might be necessary. The City is not in the transit business so it would also be necessary to contract with an outside entity to run the facility.

Salt Lake City receives the following tangible benefits from the transfer of the Hub to the Utah Transit Authority:

1. Salt Lake City assumed numerous obligations in the original Interlocal Agreement signed August 25, 1999. All of our obligations under that Agreement will be assumed by UTA when they take ownership.

2. The previous City Administration saw the reconstruction of I-15 as an opportunity to shorten the 4<sup>th</sup>, 5<sup>th</sup> and 6<sup>th</sup> South viaducts and consolidate the railroad corridor west of 600 West. It was necessary for Amtrak to relocate to make this possible. The City agreed to build a permanent facility for Amtrak in return for their agreement to move. In consideration of the transfer of ownership of the Hub, UTA has agreed to build the permanent Amtrak facility and related parking and transit plaza at an estimated cost of \$2 million. UTA will be eligible for federal reimbursement of this cost over time, but there is no guarantee those funds will be received, and, if the City had retained responsibility to build the facility, it would have had to pay the 20% match, a total of \$400,000 plus the upfront and ongoing financing costs.

3. UTA has argued that the City has a duty to extend TRAX from the Delta Center to the Hub. UTA has agreed to fund the extension on a roughly 75/25 basis in consideration of the Hub transfer, and in so doing, UTA argues it is more than compensating the City for transfer of the Hub. UTA will seek federal reimbursements for up to 50% of the TRAX costs. Of the City's \$8.5 million (25%) funding share, \$2 million has already been funded by UTA, resulting in an actual City share of \$6.5 million, or 20%.

***October 22, 2006 Amendment: Bids on this portion of the project were \$14.5 million above expectations, increasing the budget from \$32 million to \$46.5 million. As a result, by agreement with UTA, certain aspects of the project were scaled back or eliminated, reducing the budget to \$41.7 million and the increased cost to \$9.7 million. This cost will be borne by the City and UTA on the same approximately 75/25 basis as described above. Therefore, UTA will contribute approximately \$7.14 million and the City will contribute approximately \$2.56 million in additional funds above the amounts committed in the original Interlocal Agreement.***

***The project changes include:***

***Elimination of the planned improvements on the east side of 600 West, such as curb and gutter, sidewalk, trees and lighting.***

***Change to ballasted track on 600 West instead of embedded track..***

***Reduction by half in the planned set-aside funds to help mitigate business impacts during construction (from \$250,000 to \$125,000).***

***Elimination of UTA's 3<sup>rd</sup> tail track at the end of the line.***

***Deferral to a later date of public way improvements on the south side of 200 South between 600 West and 700 West.***

***The extension of TRAX to the Intermodal Hub is an integral part of the entire agreement described in this study, and the public benefit of the TRAX extension must be considered on that basis. Therefore, the broad project analysis is not changed by the increased cost. The public benefits as described in the study, both tangible and intangible, continue to outweigh the costs.***

4. UTA will assume responsibility for remediation of the derelict north warehouse on the Hub site. It is a public nuisance and a liability and must either be torn down, at an estimated cost of \$300,000, or rehabilitated.

5. UTA will assume responsibility for obtaining federal grants to complete the transit related projects. For several years, the City has had to concentrate our staff resources on obtaining such grants. UTA's assumption of this responsibility will free the City to pursue grants in other areas.

6. UTA will assume all obligations under existing agreements relating to the Hub, including the leases with Greyhound and Amtrak. Payments under these leases essentially cover the City's ongoing costs of operation, and the leases are not considered assets by the City.

7. UTA will assume all responsibility and liability for further development of the project and management of the Hub on a day-to-day basis.

Salt Lake City receives benefits from granting UTA a 100-year right-of-way franchise to use City streets to construct and operate a light rail extension from the Delta Center station to the Hub, without receiving a franchise fee in return. UTA is providing the City with an important addition to our transit system that will substantially improve the City's transportation options and increase development potential in the area. This agreement is an essential part of the entire Hub transfer package.

With regard to the Hub transfer, there are also numerous intangible benefits to the City. Without further financial responsibility, Salt Lake City will continue to reap the benefits of transit development and related commercial development in the area with the inevitable increase in property values and taxes as well as sales tax.

*Meeting Salt Lake City's Purposes and Enhancing the Quality of Life for Residents:* Salt Lake City Corporation has made enhanced mass transit a major focus in the effort to reduce air pollution and global warming. The City has adopted a performance measurement tool called the Balanced Scorecard to assist the City in articulating strategic goals, measures and targets for all departments and divisions within the City. The Balanced Scorecard is divided into eight focus areas, including Community Building/Diversity, and Revitalization of Downtown/Neighborhoods, Economic Development and Growth/Quality of Life. The accompanying goals include strengthening neighborhoods by investing in quality of life initiatives, revitalizing downtown by improving the City's economic base, increasing the number of people living and working downtown, and protecting and enhancing the environment.

Therefore, at least four of the City's eight identified focus areas will be positively impacted by the Salt Lake City Intermodal Hub and the extension of TRAX to the Hub. It was necessary to reach the Hub transfer and right-of-way agreements with UTA to make these projects economically feasible for the City at the least possible cost to taxpayers.

*Accomplishing Salt Lake City's Goals:* The proposed Hub transfer and right-of-way franchise agreements are necessary and appropriate to accomplish Salt Lake City's goal of revitalizing downtown. As travel downtown is made easier, it will almost certainly lead to many future visits, thus assisting in the accomplishment of a major City goal-bringing people downtown to live, work and play.



Enhanced mass transit opportunities will also protect our environment by offering alternatives to commuting in personal vehicles and driving in the downtown area.

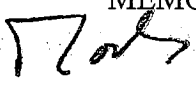



ROSS C. "ROCKY" ANDERSON  
MAYOR

# SALT LAKE CITY CORPORATION

OFFICE OF THE MAYOR

## MEMORANDUM

TO: Rocky J. Fluhart   
Chief Administrative Officer

From: D.J. Baxter   
Senior Advisor to the Mayor

Re: Amendment to TRAX Interlocal Agreement for Extension of TRAX to the Intermodal Hub

Date: October 30, 2006

In April 2006, the Salt Lake City Council approved an Interlocal Agreement (ILA) with the Utah Transit Authority (UTA) to govern the construction of a new light rail segment that would extend the existing TRAX line from its current terminus at the Delta Center to the Salt Lake City Intermodal Hub (Hub). Bids for the project came in significantly higher than anticipated. Therefore, if the project is to proceed, the City and UTA must agree to changes in the scope and budget, and must amend the ILA to reflect those changes.

The original ILA established a project budget, a scope of work for the project, and assigned costs to the parties. It also included Salt Lake City's agreement to transfer to UTA the Salt Lake City Intermodal Hub, to waive franchise fees for use of the City right-of-way, and to assign to UTA the City's current leases with Greyhound and Amtrak, in exchange for UTA's contributions to building the TRAX extension and its assumption of responsibility for all further improvements of and federal reimbursements for the Hub.

This memo will address changes in scope and budget required to move the project forward. This includes the following:

1. Background
2. Recommended changes in scope and budget
3. Assignment of cost increases
4. Possible sources of City funds
5. Related items for consideration

## **1. Background**

The original Interlocal Agreement between Salt Lake City and UTA established a budget of \$32 million, of which the City and UTA would each contribute \$8.45 million, and the Federal Transit Administration (FTA) would pay \$15.1 million. The ILA specified that UTA would be responsible for paying the FTA share up front and seeking reimbursements for these expenses from FTA. Salt Lake City's contribution was comprised of \$7.85 million that would go toward construction of the project, and \$600,000 that would go into an escrow account to be used by UTA at a later date to build the station at 525 West 200 South, which would not be built with the project. The rationale for this arrangement was that Salt Lake City would fully finance the amount required to build this station if it were built with the project, but would not take financial responsibility for a decision on UTA's part to forego station construction until a later time. UTA was reluctant to build a second station with the project due to ridership concerns, and the ILA specified both ridership and date thresholds that would trigger construction of the station. Therefore, Salt Lake City's \$600,000 would be placed in escrow until the station was built, at which time UTA would be responsible for all costs of constructing the station that exceeded the \$600,000.

Most of the City's commitment of \$8.45 million in the original ILA can be covered with funds that are already on hand. Approximately \$2 million will come from funds UTA transferred to Salt Lake City as a contribution to the Intermodal Hub several years ago. Another \$2.4 million has already been appropriated (and spent on design) by the Redevelopment Agency. The City has also received approximately \$3.2 million in federal reimbursements for the Hub, which can be applied to this project. That leaves approximately \$850,000 in cash Salt Lake City will need to contribute under the original ILA. These funds will be needed by July 2007.

## **2. Recommended changes in scope and budget**

After the City and UTA approved the ILA in April 2006, UTA sought bids to construct the project. The lowest bid was \$46.5 million, \$12.5 million above the original budget established by the City and UTA. In the last few months, UTA and City staff members have worked to trim from the work scope items that were non-essential, or could be built at a later date. This effort initially considered several drastic changes to bring the project back within the original budget. These included ending the line at the 525 West 200 South station, building the entire length but only as a single-track configuration, and building the entire line as a double-track system, but eliminating non-essential budget items. The first two approaches were eliminated because eliminating the 600 West segment jeopardized the opportunity for federal matching funds under the Hub grant, and building only a single track too severely compromised the system. The third approach seemed the most reasonable way to reduce the budget substantially and yet retain a final project that both parties could accept.

UTA and City staff members met with the low-bid contractor to identify any and all possible eliminations, and to determine the amount by which removing each item would reduce the overall budget. After developing this list, City and UTA staff members agreed upon a list of items that could be reduced or eliminated from the scope. These items are listed in the table included with the Proposed Amendment to the ILA (Exhibit A). This effort resulted in cost reductions totaling \$4.8 million, leaving a construction budget of \$41.7 million.

### 3. Assignment of cost increases

The original ILA's cost-sharing arrangement assigned costs to the City, UTA, and FTA at a rough percentage split of 26.4 / 26.4 / 47.2, and stated future changes to the scope and budget that were mutually agreed-upon by the parties would be shared according to the same split. Therefore, UTA and Salt Lake City staff members recommend increasing the budget by \$9.71 million, resulting in an additional contribution by each of the entities as follows:

|                |                |
|----------------|----------------|
| Salt Lake City | \$2.56 million |
| UTA            | \$2.56 million |
| FTA            | \$4.58 million |

Under the original ILA, the City's commitment of \$8.45 million is covered largely by funds already in place. As noted previously, however, the City needed to appropriate new funds amounting to \$850,000 to fund its share of the project under the original ILA. When added to the additional funds needed for the increased budget, the City's cash contribution comes to **\$3.41 million**. The City's TOTAL contribution, including the amount committed under the original ILA and the amount recommended for the increased budget, comes to **\$11.01 million** (26.4% of the total project budget of \$41.71 million).

### 4. Possible sources of City Funds

The Council could consider three potential options for funding the increased cost to complete the TRAX extension project. Note that under both bonding options, as described below, the City's \$600,000 payment into escrow for the second station would have to come from fund balance.

#### A. Add to the Grant Tower Sales Tax Revenue Bond

This TRAX extension project should be eligible for bonding because, with one exception, all the funds the City will add to the project will be for facilities we will own and maintain, including utilities, streets, sidewalks and streetlights. The exception might be the \$600,000 we have agreed to place into escrow for the future construction of a

TRAX station. This would leave \$2.81 million of City contribution that would be eligible for bond financing.

Our in-house calculations estimate the additional debt service on \$2.81 million at an interest rate of approximately 4.11% would be \$205,700 a year.

#### B. Issue a Motor Fuel Excise Tax Bond

Debt service for Motor Fuel Excise Tax Bonds (MFET) is not paid directly from Class C revenues. MFET debt service is covered by the General Fund through the CIP along with all other General Fund debt. The bond is merely secured by Class C funds. If we issue a bond with Class C funds as security, we must maintain adequate Class C revenue to cover the debt service.

The same bonding eligibility requirements apply as with a sales tax bond, so approximately \$600,000 of the approximately \$3.41 million in cash needed could not be covered by an MFET bond. MFET bonds have a 10 year maximum payback period. Our in-house calculations suggest the debt service on \$2.81 million at an interest rate of 3.9% would be approximately \$336,600 per year for 10 years.

Obviously, the yearly cost of debt service would reduce the funds available in the CIP.

#### C. Cash Payment from Fund Balance

If there is sufficient cash in fund balance to remain above the 10% level, the Council could consider taking the additional \$3.41 million from fund balance. A major consideration for the Council could be the cost of bonding versus the interest earned on the fund balance. If we could invest our money at 100 basis points higher than the cost of borrowing, as is currently the case, there is a strong argument in favor of borrowing the needed funds and leaving the cash in fund balance to earn interest.

The Council could also consider using a combination of bonding and fund balance to cover the \$3.41 million, remembering that at least \$600,000 MUST come from fund balance, as the second station would not be eligible for municipal bonds.

### 5. Related Items for Consideration

#### A. Public Way Use Agreement

The original ILA included several exhibits that needed to be executed separately. These included lease assignments for Amtrak and Greyhound, the two current tenants at the Hub, and a Public Way Use Agreement, which allows UTA to use the street for TRAX and related facilities for an initial term 50 years, with two renewal terms, each for 25 years.

Since April of 2006, the City and UTA have found it necessary to make two important revisions to the Public Way Use Agreement. One revision reflects the fact that the canopy of the Intermodal Hub encroaches into the City's 600 West right-of-way. The revision grants UTA, who will soon be the owner of the Hub, an easement for the canopy for the same term as the right-of-way. The second revision grants UTA a temporary easement for the current Amtrak facility, which also encroaches into the 600 West right-of-way. The parties originally contemplated that Amtrak would move into the main Hub facility, allowing UTA to remove the current Amtrak building, and, thus, the encroachment. But UTA and Amtrak have since decided that Amtrak will remain in its current facility for a few more years while UTA and the City work on the build-out of the site. Therefore, UTA and City staff members have revised the Public Way Use Agreement to provide a temporary easement for the encroachment of the Amtrak facility. This easement will expire June 1, 2012.

Because of these changes, the Administration will take the Public Way Use Agreement back to the Planning Commission for briefing in November, and we expect it to come to the City Council for approval in December.

#### B. Public Benefits Analysis

Utah Code Annotated §10-8-2 states the purposes for which a municipal body may appropriate public funds and the factors that must be considered in determining the propriety of such an appropriation. The original ILA spelled out the City's intention to transfer the Hub to UTA and to waive franchise fees that could ordinarily be collected for the use of City streets. To ensure that the transfer of the Hub and the franchise fee waiver are in compliance with Section 10-8-2, the City performed an analysis of the benefits that accrue to the City. This analysis has been updated to reflect the changes associated with amending the ILA as described in this transmittal. The revised analysis is attached as Exhibit D.

#### Exhibits:

- A. Proposed Amendment to Interlocal Agreement between UTA and Salt Lake City
- B. Original Interlocal Agreement between UTA and Salt Lake City
- C. Proposed Salt Lake City Ordinance approving Proposed Amendment to the ILA
- D. Revised Public Benefits Analysis

SALT LAKE CITY ORDINANCE

No. \_\_\_\_\_ of 2006

(Relating to the amendment to the Interlocal Agreement for TRAX extension project, extending light rail service from the Delta Center Station to the Salt Lake City Intermodal Hub; the granting by Salt Lake City to Utah Transit Authority of certain City street surface rights for the operation of such light rail extension; the conveyance of the Salt Lake City Intermodal Hub to Utah Transit Authority; and related matters)

\* \* \*

AN ORDINANCE (1) APPROVING AN AMENDED INTERLOCAL AGREEMENT BY AND BETWEEN SALT LAKE CITY CORPORATION AND UTAH TRANSIT AUTHORITY THAT (A) RELATES TO THE DESIGN, CONSTRUCTION, OWNERSHIP AND FUNDING OF AN EXTENSION OF THE TRAX LIGHT RAIL LINE FROM THE DELTA CENTER STATION TO THE SALT LAKE CITY INTERMODAL HUB, (B) PROVIDES FOR TWO LIGHT RAIL STATIONS BETWEEN THE DELTA CENTER STATION AND THE INTERMODAL HUB, (C) PROVIDES FOR THE CONVEYANCE BY SALT LAKE CITY OF THE INTERMODAL HUB SITE AND THE IMPROVEMENTS THEREON TO UTAH TRANSIT AUTHORITY, AND (D) PROVIDES FOR OTHER RELATED MATTERS; AND (2) AUTHORIZING AND APPROVING THE EXECUTION AND DELIVERY OF ALL DOCUMENTS NECESSARY TO CONSUMMATE THE FOREGOING TRANSACTIONS; AND RELATED MATTERS.

\* \* \*

WHEREAS, Title 11, Chapter 13, Utah Code Annotated, allows public entities to enter into cooperative agreements to provide joint undertakings and services; and

WHEREAS, Salt Lake City, Utah (the "City") and Utah Transit Authority ("UTA") have previously entered into an Interlocal Agreement dated April 11, 2006 that (a) provides for the design, construction, funding and ownership of facilities extending TRAX light rail line service from the Delta Center Station to the Salt Lake City Intermodal Hub (the "Hub"), (b) provides for the granting by the City to UTA of certain City street surface use rights, pursuant to a Public Way Use Agreement, for the operation of such TRAX light rail line, (c) provides for the conveyance by the City to UTA of the Hub, the Hub site and all related improvements, (d) provides for the assignment by the City to UTA of certain contracts relating to the Hub and the TRAX extension project, and (e) makes all other arrangements necessary or desirable in connection with the foregoing; and

WHEREAS, the City and UTA desire to amend the Interlocal Agreement to increase the project budget and modify the project scope; and

WHEREAS, a proposed amendment to the Interlocal Agreement (such amended interlocal cooperation agreement, including all exhibits attached thereto, being referred to herein as the "Amended Interlocal Agreement"), has been negotiated, and has been presented to and is now before the City Council for consideration; and

WHEREAS, the City Council desires at this time to approve such Amended Interlocal Agreement and all transactions contemplated therein,

NOW THEREFORE, BE IT ORDAINED by the City Council of Salt Lake City, Utah, as follows:

1. That the Amended Interlocal Agreement, in substantially the form presented to the City Council at the public meeting at which this Ordinance is adopted, is hereby approved, and Ross C. Anderson, Mayor of the City, or his designee, is hereby authorized to execute and deliver the Amended Interlocal Agreement on behalf of the City, subject to such minor changes as do not materially affect the rights and obligations of the City thereunder and as shall be approved by the Mayor, his execution thereof to constitute conclusive evidence of such approval.

2. The Mayor, or his designee, is hereby authorized to execute and deliver all documents, certificates and showings, and to otherwise take any and all actions, deemed by the Mayor to be reasonably necessary or desirable to consummate the transactions contemplated by the foregoing.

3. Each of the foregoing documents authorized and approved by this Ordinance shall take effect on the date last signed by all necessary signatories.

4. This Ordinance shall become effective immediately upon publication of notice thereof by the Salt Lake City Recorder.

Passed by the City Council of Salt Lake City, Utah, this \_\_\_\_ day of November, 2006.

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CHAIRPERSON

ATTEST:

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CHIEF DEPUTY CITY RECORDER



Transmitted to Mayor on \_\_\_\_\_.

Mayor's Action: \_\_\_\_\_ Approved. \_\_\_\_\_ Vetoed.

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CHIEF DEPUTY CITY RECORDER

(SEAL)

Bill No. \_\_\_\_\_ of 2006.  
Published: \_\_\_\_\_.

APPROVED AS TO FORM  
Salt Lake City Attorney's Office  
Date Oct. 26, 2006  
By E. Russell V. Smith

**AMENDMENT TO INTERLOCAL AGREEMENT REGARDING THE DESIGN AND  
CONSTRUCTION OF THE SALT LAKE CITY INTERMODAL TERMINAL CONNECTION  
TO TRAX LRT PROJECT BETWEEN SALT LAKE CITY CORPORATION AND UTAH  
TRANSIT AUTHORITY**

This Amendment to Interlocal Agreement Regarding the Design and Construction of the Salt Lake City Intermodal Terminal Connection to TRAX LRT Project ("Amendment") is entered this \_\_ day of \_\_\_\_\_ 2006 by and between SALT LAKE CITY CORPORATION, a municipal corporation and political subdivision of the State of Utah (the "City"), and UTAH TRANSIT AUTHORITY, a public transit district and political subdivision of the State of Utah ("UTA"). The City and UTA are hereafter sometimes collectively referred to as "parties" and either may be referred to individually as "party," all as governed by the context in which such words are used.

**RECITALS**

WHEREAS, the City and UTA entered into an August 18, 2006 Interlocal Agreement Regarding the Design and Construction of the Salt Lake City Intermodal Terminal Connection to TRAX LRT Project (the "Agreement");

WHEREAS, the Agreement details the terms and conditions pursuant to which the parties would cooperate on the Project extending the TRAX System six (6) blocks from the Delta Center Station to the Intermodal Hub;

WHEREAS, the Agreement incorporates (by reference) 65% Design Drawings which established the general scope for Project design and construction;

WHEREAS, the Agreement establishes a \$32 Million Project Budget, which the parties agreed to jointly fund as described in Article VI of the Agreement;

WHEREAS, UTA received competitive proposals for Project construction that significantly exceeded the \$32 Million Project Budget;

WHEREAS, the parties selected a CM/GC to perform construction and related work with respect to the Project, and UTA in association with the City is negotiating with the CM/GC to establish a GMP;

WHEREAS, as contemplated in Sections 6.7, 6.8, 8.7 and 9.8 of the Agreement, the parties have agreed upon certain modifications to the Agreement that will: (a) increase the Project Budget to \$41,710,000; (b) increase each party's respective contribution to the overall Project Budget; (c) make certain changes to the Project scope of work (deviating from the 65% Design Drawings); and (d) modify other terms and conditions of the Agreement; and

WHEREAS, the parties have entered this Amendment to identify and confirm their mutual agreements regarding the changes made to the Agreement.

**AGREEMENT**

NOW THEREFORE, on the stated Recitals, which are incorporated herein by reference, and for and in consideration of the mutual covenants and agreements hereafter set forth, it is hereby agreed as follows:

1. DEFINITIONS. Except to the extent the context clearly requires a different interpretation, all capitalized terms used in this Amendment shall have the meanings set forth in the Agreement.
2. AMENDMENTS TO PROJECT BUDGET. The parties hereby agree to increase the Project Budget from \$32,000,000 to \$41,710,000. The Project Budget identified in Exhibit "C" to the Agreement is hereby amended, replaced and superseded by the "Amended Exhibit C – Project Budget" (which is attached to this Amendment and hereby incorporated into the Agreement). As indicated in the amended Project Budget, each party has agreed to increase its respective contribution to the Project Budget. To reflect these changes, the parties have agreed to amend the dollar amounts indicated in Article VI of the Agreement as follows:
  - A. Section 6.1 of the Agreement is amended to increase the Project Budget from \$32,000,000 to \$41,710,000.
  - B. Section 6.2 of the Agreement is amended to increase UTA's local funding contribution to the Project from \$8,450,000 to \$11,010,000.
  - C. Section 6.3 of the Agreement is amended to increase the City's local funding contribution to the Project from \$8,450,000 to \$11,010,000.
  - D. Section 6.4 of the Agreement is amended to increase UTA's advancement of remaining portions of the Project Budget from \$15,100,000 to \$19,690,000.
3. AMENDMENTS TO PROJECT SCOPE. Article IV of the Agreement describes the general scope of work for the Project. This scope is more specifically detailed in the 65% Design Drawings, which have been incorporated into the Agreement by reference. In order to construct the Project pursuant to the amended Project Budget, the parties have agreed to certain changes to the scope of work. These changes are identified in the spreadsheet attached as Exhibit One to this Amendment (which is hereby incorporated into the Agreement). The City will cause the Consultant to incorporate these changes into the Final Design Drawings (as contemplated in Sections 8.6 and 9.8 of the Agreement).
4. AMENDMENTS TO PROJECT SCHEDULE. The Project Schedule identified in Exhibit "D" to the Agreement is hereby amended, replaced and superseded by the "Amended Exhibit D – Project Schedule" (which is attached to this Amendment and hereby incorporated into the Agreement).
5. CHANGES TO OTHER AGREEMENT PROVISIONS. Any exhibit, general description or other provision set forth in the Agreement that appears to conflict with the modifications identified in Exhibit One to this Amendment shall be deemed to be modified as reasonably necessary to give effect to this Amendment, whether or not the modifications are specifically identified herein.
6. GMP. UTA will use reasonable efforts to finalize the GMP with the CM/GC in accordance with the amended Project Budget and revised Project scope (both as described in this Amendment). Once a GMP has been established based on the revised scope, any subsequent Changes to the Project will be borne by the parties as set forth in Section 6.9 of the Agreement.

7. EFFECT OF AMENDMENT. Except to the extent specifically modified by this Amendment, all terms and conditions of the Agreement shall continue in full force and effect. This Amendment shall be effective upon its full execution by both parties.
8. CITY ETHICS REQUIREMENTS. UTA represents that it has not: (a) provided an illegal gift or payoff to a City officer or employee or former City officer or employee, or his or her relative or business entity; (b) retained any person to solicit or secure this Amendment upon an agreement or understanding for a commission, percentage, brokerage or contingent fee, other than bona fide employees or bona fide commercial selling agencies for the purpose of securing business; (c) knowingly breached any of the ethical standards set forth in the City's conflict of interest ordinance, Chapter 2.44, Salt Lake City Code; or (d) knowingly influenced, and hereby promises that it will not knowingly influence, a City officer or employee or former City officer or employee to breach any of the ethical standards set forth in the City's conflict of interest ordinance, Chapter 2.44, Salt Lake City Code.

IN WITNESS WHEREOF, the parties hereto have executed this Assignment in triplicate as of the date first herein written.

UTAH TRANSIT AUTHORITY

By: \_\_\_\_\_  
John English, General Manager

By: \_\_\_\_\_  
Michael Allegra, Chief Capital Development Officer

APPROVED AS TO FORM AND LEGALITY

\_\_\_\_\_  
UTA General Counsel's Office

SALT LAKE CITY CORPORATION

By: \_\_\_\_\_  
Ross C. Anderson, Mayor

ATTEST AND COUNTERSIGN:

\_\_\_\_\_  
CHIEF DEPUTY CITY RECORDER

APPROVED AS TO FORM AND LEGALITY

  
\_\_\_\_\_  
Senior City Attorney

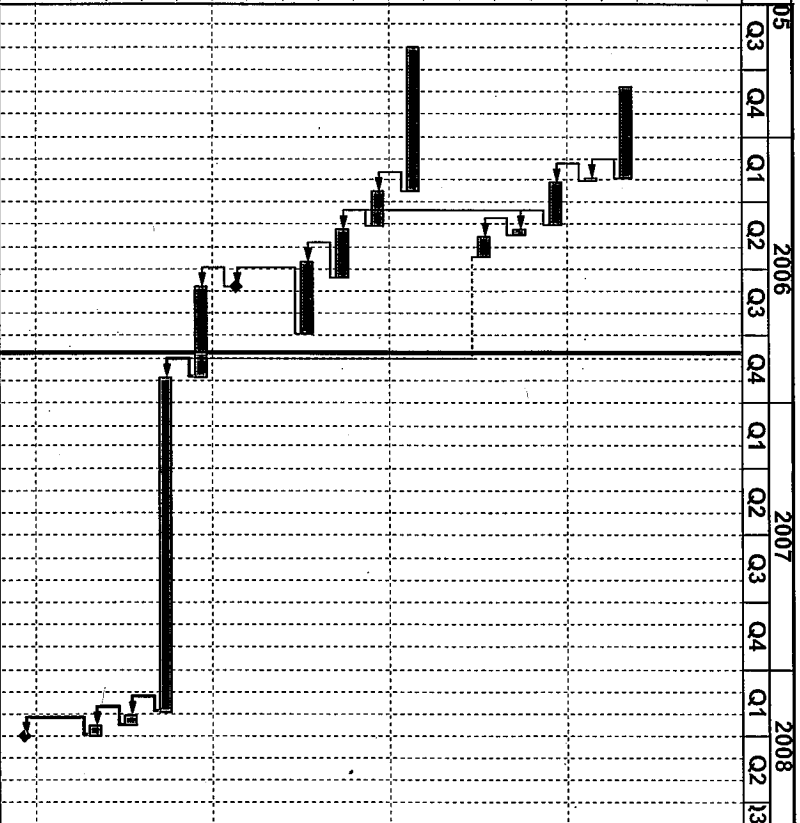
**AMENDED EXHIBIT C**  
**REVISED PROJECT BUDGET**

10/31/2006

|                            | SLC   | UTA   | FTA   | Total  |
|----------------------------|-------|-------|-------|--------|
| Approved Budget            | 8.45  | 8.45  | 15.10 | 32.00  |
| Percent participation      | 26.4% | 26.4% | 47.2% | 100.0% |
| Add Cost - Joint Agreement | 2.56  | 2.56  | 4.59  | 9.71   |
| Add Cost - Each Partner    | 0.00  | 0.00  | 0.00  | 0.00   |
| Total Cost                 | 11.01 | 11.01 | 19.69 | 41.71  |

# Amended Exhibit D – Project Schedule

| Activity Name                       | Rem Dur | Start       | Finish      | <div>05</div> <div>Q3Q4Q1Q2Q3Q4Q1Q2Q3Q4Q1Q2</div> <div>200620072008</div> |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------------------|---------|-------------|-------------|---|--|--|--|--|--|--|--|--|--|--|--|
| RAI020 LRT Hub 400 West (Segment A) | 370     | 01-Sep-05 A | 31-Mar-08   |   |  |  |  |  |  |  |  |  |  |  |  |
| Final Design                        | 0       | 01-Sep-05 A | 16-Jun-06 A |   |  |  |  |  |  |  |  |  |  |  |  |
| PREPARE CM/GC RFP DRAFT             | 0       | 01-Sep-05 A | 16-Mar-06 A |   |  |  |  |  |  |  |  |  |  |  |  |
| Produce 65% Plans                   | 0       | 26-Oct-05 A | 27-Feb-06 A |   |  |  |  |  |  |  |  |  |  |  |  |
| Review 65% Plans                    | 0       | 27-Feb-06 A | 03-Mar-06 A |   |  |  |  |  |  |  |  |  |  |  |  |
| Produce 90% Plans                   | 0       | 06-Mar-06 A | 02-May-06 A |   |  |  |  |  |  |  |  |  |  |  |  |
| Review 90% Plans                    | 0       | 08-May-06 A | 17-May-06 A |   |  |  |  |  |  |  |  |  |  |  |  |
| Produce Release for Construction    | 0       | 18-May-06 A | 16-Jun-06 A |   |  |  |  |  |  |  |  |  |  |  |  |
| CM/GC Procurement                   | 0       | 01-Sep-05 A | 29-Sep-06 A |   |  |  |  |  |  |  |  |  |  |  |  |
| Prepare CM/GC RFP Draft             | 0       | 01-Sep-05 A | 16-Mar-06 A |   |  |  |  |  |  |  |  |  |  |  |  |
| Finalize CM/GC RFP                  | 0       | 17-Mar-06 A | 05-May-06 A |   |  |  |  |  |  |  |  |  |  |  |  |
| CM/GC RFP Available / Proposals \   | 0       | 08-May-06 A | 14-Jul-06 A |   |  |  |  |  |  |  |  |  |  |  |  |
| Select and Negotiate CM/GC Contr.   | 0       | 21-Jun-06 A | 29-Sep-06 A |   |  |  |  |  |  |  |  |  |  |  |  |
| CM/GC and Construction              | 370     | 25-Jul-06 A | 31-Mar-08   |   |  |  |  |  |  |  |  |  |  |  |  |
| Issue CM/GC NTP for Phase I         | 0       |             | 25-Jul-06 A |   |  |  |  |  |  |  |  |  |  |  |  |
| Phase I CM/GC Engineering           | 24      | 26-Jul-06 A | 27-Nov-06   |   |  |  |  |  |  |  |  |  |  |  |  |
| Phase II CM/GC Construction         | 329     | 28-Nov-06   | 29-Feb-08   |   |  |  |  |  |  |  |  |  |  |  |  |
| System Integration Testing          | 11      | 03-Mar-08   | 17-Mar-08   |   |  |  |  |  |  |  |  |  |  |  |  |
| Revenue Operations Testing          | 10      | 18-Mar-08   | 31-Mar-08   |   |  |  |  |  |  |  |  |  |  |  |  |
| Operations & Maintenance            | 0       | 31-Mar-08   | 31-Mar-08   |   |  |  |  |  |  |  |  |  |  |  |  |
| Revenue Operations                  | 0       |             | 31-Mar-08*  |   |  |  |  |  |  |  |  |  |  |  |  |



Data Date: 25-Oct-06

RAI020 LRT Gateway Intermodal Hub  
Connection to TRAX

TASK filter: RAI006 LRT Gateway Intermodal Hub Connec.  
Page 1 of 1

**EXHIBIT ONE TO AMENDMENT – AMENDMENTS  
TO PROJECT SCOPE OF WORK**

| <b>Interlocal Agreement – Baseline</b>  | <b>Proposed Amendment</b>   |                          |
|---|---|--------------------------|
| <i>Item</i>   | <i>Description of Change</i>  | <i>Potential Savings</i> |
| <b>200 South Public Way Improvements</b> – Sidewalk, park strip, curb and gutter, and roadway improvements to the south side of 200 S. adjacent to the Intermodal Hub property. This work was put out to bid as a stand-alone project. Because no bids were received, this project was incorporated into the Hub Connector project. | Postpone the project. UTA will incorporate this work into the development of the north end of the Hub site. When that development occurs, UTA will bear the cost for completing this work. Before completion of the TRAX extension, UTA will eliminate sidewalk trip hazards on north edge of Hub site. | \$530,000                |
| <b>600 W. Roadway</b> – Overall improvements include new sidewalk, curb, gutter, landscaping and lighting on the east side of 600 West. The public way improvements on the west side of 600 West have already been completed.   | Eliminate new improvements on the east side such as curb, gutter, sidewalk, trees and lighting. Do not reconstruct roadway. Pavement cut and trackway installed. Minor drainage and roadway paving required for functional purposes.  | \$1,153,000              |
| <b>Tail Track</b> – Three tail tracks south of the Intermodal Hub platform planned for staging, adding and cutting of trains for operations.  | Eliminate one of the three tail track and crossovers between them. Eliminate train signaling associated with the crossovers.  | \$1,168,000              |
| <b>OCS Spare Parts</b> – spare parts are typically supplied with new capital projects for expected repairs and maintenance of the OCS and TPSS system.  | Eliminate the spare parts and purchase from UTA maintenance budget when required.   | \$317,000                |
| <b>Embedded Track on 600 West</b> – Plans show track embedded in concrete on 600 West   | Change to ballasted track on 600 West. Track curb would still separate trackway from roadway. If future funds become available, the ballasted track could be covered with pavers.   | \$300,000                |
| <b>Brick Crosswalks</b> – Plans show brick crosswalks at the major intersections.   | Eliminate the brick crosswalks and replace with standard painted crosswalks.  | \$140,000                |
| <b>Indian Head Bases</b> – All OCS poles are planned to have the ornamental Indian Head base attached.  | Change to a smooth or non-ornamental base. If funds are available as project progresses, this item will be restored.  | \$360,000                |
| <b>Business Impact Mitigation</b> – funds were set aside to help mitigate impacts to businesses during construction. The program or methods for allocation were not specified.  | Reduce the set aside funds by half; from \$250,000 to \$125,000   | \$125,000                |

| <b>Interlocal Agreement – Baseline</b>  |  | <b>Proposed Amendment</b>  |                          |
|---|--|--|--------------------------|
| <i>Item</i>   |  | <i>Description of Change</i>   | <i>Potential Savings</i> |
| <b>Crossover type</b> – the crossover on 400 West was planned to be embedded in concrete. |  | Embedded crossovers are expensive due to the isolation “bathtub” that needs to be built around and underneath the crossover. Change to a relatively new method where crossover rails are “encapsulated” in a polymer to obtain electrical isolation. | \$120,000                |
| <b>General Conditions and Fee</b>   |  | Reduction of contracted construction costs reduces the general conditions and fee by 8% and 6.5% accordingly. <i>(Business Impact Mitigation is excluded)</i>  | \$592,760                |
| <b>Potential Savings TOTAL</b>  |  |  | <b>\$4,805,760</b>       |



**INTERLOCAL AGREEMENT REGARDING**

**THE DESIGN AND CONSTRUCTION OF**

**THE SALT LAKE CITY INTERMODAL TERMINAL**

**CONNECTION TO TRAX LRT PROJECT**

**BETWEEN SALT LAKE CITY CORPORATION**

**AND UTAH TRANSIT AUTHORITY**

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| <b>EXHIBIT C – PROJECT BUDGET</b>  |          |
| <b>EXHIBIT D – PROJECT SCHEDULE</b>  |          |
| <b>EXHIBIT E – SITE PLAN FOR THE INTERMODAL HUB</b>                        |          |
| <b>EXHIBIT F – PUBLIC WAY USE AGREEMENT</b>                                |          |
| <b>EXHIBIT G – RESERVED</b>  |          |
| <b>EXHIBIT H – SPECIAL WARRANTY DEED FOR INTERMODAL HUB</b>                |          |
| <b>EXHIBIT I – ASSIGNMENT AND ASSUMPTION AGREEMENT FOR GREYHOUND LEASE</b> |          |
| <b>EXHIBIT J – ASSIGNMENT AND ASSUMPTION AGREEMENT FOR AMTRAK LEASE</b>    |          |
| <b>EXHIBIT K – MASTER DEVELOPMENT PLAN FOR INTERMODAL HUB</b>              |          |

THIS INTERLOCAL AGREEMENT REGARDING THE DESIGN AND CONSTRUCTION OF THE SALT LAKE CITY INTERMODAL TERMINAL CONNECTION TO TRAX LRT PROJECT (this "Agreement"), is entered this \_\_\_\_ day of \_\_\_\_\_ 2006, by and between SALT LAKE CITY CORPORATION, a municipal corporation and political subdivision of the State of Utah (the "City"), and UTAH TRANSIT AUTHORITY, a public transit district and political subdivision of the State of Utah ("UTA"). The City and UTA are hereafter sometimes collectively referred to as "parties" and either may be referred to individually as "party," all as governed by the context in which such words are used.

#### RECITALS

WHEREAS, UTA owns and operates a light rail public transportation system (the "TRAX System") within Salt Lake County, all segments of which currently extend to 350 West South Temple Street (the "Delta Center Station") in Downtown Salt Lake City;

WHEREAS, UTA is constructing a high-speed commuter rail passenger system (the "Commuter Rail System"), the initial phase of which will extend from Weber County in the north to the Salt Lake City Intermodal Hub (the "Intermodal Hub") at approximately 600 West and 300 South in Downtown Salt Lake City;

WHEREAS, the City has substantially completed construction of the initial phases of the Intermodal Hub utilizing City funding, with partial federal reimbursements provided through UTA;

WHEREAS, in order to connect the Commuter Rail System with the City's Central Business District, to stimulate growth and development adjacent to the Intermodal Hub, to redevelop a "blighted" area that is part of the Depot District and Central Business District redevelopment project areas, to physically connect the Commuter Rail System to the TRAX System, and to increase the convenience and usage of public transportation within downtown Salt Lake City, the parties are cooperating to extend the TRAX System six (6) blocks from the Delta

Center Station to the Intermodal Hub (the rail, roadway and utilities, and all design, construction and other work related thereto, are hereafter referred to as the "Project");

WHEREAS, the City has retained a consultant to perform the design work for the Project;

WHEREAS, UTA will retain a construction manager/general contractor to oversee and/or perform the construction work for the Project;

WHEREAS, the parties will each bear a portion of the Project costs as outlined in this Agreement;

WHEREAS, the Project will be constructed within public right-of-way owned by the City and will require the modification of City-owned roadways and roadway improvements;

WHEREAS, the Project will require the protection, modification or relocation of public utilities owned by the City;

WHEREAS, in connection with the development of Commuter Rail System and TRAX System improvements at the Intermodal Hub, the City will transfer ownership of the Intermodal Hub to UTA;

WHEREAS, there is an existing August 25, 1999 Interlocal Agreement between the parties and the parties intend that, unless specifically identified in this Agreement, all existing and prospective obligations under that Interlocal Agreement shall be superseded by this Agreement;

WHEREAS, this Agreement is entered into under and pursuant to the provisions of the Interlocal Cooperation Act, Title 11, Chapter 13, Utah Code Annotated 1953, as amended (the "Act"), and the parties desire to evidence compliance with the terms and provisions of the Act; and

WHEREAS, the parties wish to enter this Agreement in order to identify and confirm their mutual agreements regarding the numerous issues related to the Project.

## AGREEMENT

NOW, THEREFORE, on the stated 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 herefrom, and for other valuable consideration, the receipt and sufficiency of which the parties acknowledge, it is hereby agreed as follows:

### **ARTICLE I. DEFINITIONS**

In addition to other terms that may be defined throughout this Agreement, the following capitalized terms shall have the meanings indicated below:

1.1 "Amtrak" means the National Railroad Passenger Corporation, which operates a passenger station and train servicing facility at the Intermodal Hub.

1.2 "Amtrak lease" shall mean collectively, the Agreement between Salt Lake City Corporation and National Railroad Passenger Corporation, dated November 2, 1999, and the Lease Agreement entered into between Amtrak and the City pursuant thereto.

1.3 "Art in Transit" means the incorporation of artwork into public transit facilities in accordance with Federal Transit Administration Circular 9400.1A.

1.4 "Change" means any deletion, addition or other modification to the Project scope made after both the execution of the CM/GC Contract and the establishment of the GMP, which deletion, addition or modification results in a claim for a change order under the CM/GC Contract.

1.5 "City" means Salt Lake City Corporation, a municipal corporation and political subdivision of the State of Utah.

1.6 "City Representative" means the person so designated pursuant to Section 7.4 of this Agreement.

1.7 “City Right-of-Way” means those portions of 400 West Street, 200 South Street and 600 West Street that are owned by the City and will be occupied by TRAX System improvements as shown on Exhibit A to this Agreement.

1.8 “CM/GC” means the construction manager/general contractor with whom UTA will contract to: (a) coordinate with the Consultant during final design; (b) provide preconstruction value engineering and constructability reviews; (c) prepare Traffic and Staging Plans and Public Outreach Plans (as such terms are defined in Article IX of this Agreement) for review by the parties; (d) construct those portions of the Project to be self-performed by the CM/GC; (e) procure, manage and oversee those portions of the Project to be subcontracted; and (f) negotiate and establish a GMP for the Project as identified in the CM/GC Contract.

1.9 “CM/GC Contract” means the contract UTA will execute with the CM/GC.

1.10 “Commuter Rail System” means the 44-mile commuter rail passenger line currently under construction and extending from Pleasant View City to the Intermodal Hub, and includes any future extensions, additions or modifications to such commuter rail line.

1.11 “Construction Submittals” means all construction schedules, construction staging plans, utility shutdown plans, Traffic and Staging Plans and Public Outreach Plans (as such terms are defined in Article IX of this Agreement), QA/QC plans, fabrication drawings, approved equals requests, value engineering proposals, product and test data and other deliverables that are provided by the CM/GC from time to time for review, approval or comment pursuant to the CM/GC Contract.

1.12 “Consultant” means the design consultant with whom the City has contracted to provide preliminary engineering and final design services, construction engineering and administration services, cost estimating and similar work for the Project.

1.13 “Consultant Contract” means the contract the City has entered with the Consultant.

1.14 "Delta Center Station" means the existing light rail station located at approximately 350 West South Temple Street.

1.15 "Design Submittals" means all interim drawings, specifications, basis of design documents, design assumptions, "over-the-shoulder" review items or other matters that are submitted by the Consultant from time to time for review, comment or determination in the preparation of 90% Design Drawings and Final Design Drawings.

1.16 "Final Design Drawings" means the final set of drawings, specifications and cost estimates sealed by the design engineer of record for the Project and prepared to conform with the GMP for the Project.

1.17 "FTA" means the Federal Transit Administration, the public transportation modal administration for the United States Department of Transportation.

1.18 "GMP" means the "not to exceed price" to be paid to the CM/GC for the performance of construction and other work related to the Project.

1.19 "Greyhound" means Greyhound Lines Inc., which operates a passenger station and bus maintenance facility at the Intermodal Hub.

1.20 "Indemnified Party" has the meaning set forth in Article XIII of this Agreement.

1.21 "Indemnifying Party" has the meaning set forth in Article XIII of this Agreement.

1.22 "Intermodal Hub" means the Salt Lake City Intermodal Terminal constructed by the City with funding provided (or to be provided) in part by an FTA grant and including (or to include): (a) Greyhound facilities; (b) Amtrak facilities; (c) UTA bus facilities; (d) TRAX System facilities; (e) Commuter Rail System facilities; and (f) other improvements and facilities constructed from time to time.

1.23 "Ninety Percent (90%) Design Drawings" means the set of drawings, specifications and cost estimates for the Project at 90% completion. "Ninety Percent (90%)

Design Drawings” also means any additional deliverables that the Consultant is required to provide for the “Final Design Phase” pursuant to the Consultant Contract

1.24 “Performance Specifications” has the meaning set forth in Article V of this Agreement.

1.25 “Project” means the design, construction, systems integration, startup testing and other work necessary for the connection of the Intermodal Hub to the TRAX System.

1.26 “Project Budget” means the total amount allocated to the Project by the parties under this Agreement through local funds and anticipated federal grants, based on current cost estimates. The Project Budget is attached as Exhibit C to this Agreement.

1.27 “Project Integration Team” means the committee comprised of representatives from each party, which committee is responsible for reviewing relevant Project matters for the parties. The composition of the Project Integration Team is set forth in Section 7.1 of this Agreement.

1.28 “Project Policy Team” means the dispute resolution and policy setting committee created pursuant to Section 7.5 of this Agreement.

1.29 “Project Schedule” means the proposed completion dates for Project milestones attached as Exhibit D to this Agreement.

1.30 “RDA” means the Redevelopment Agency of Salt Lake City, a body corporate and politic of the State of Utah.

1.31 “RFP” has the meaning set forth in Section 9.1 of this Agreement.

1.32 “Sixty Five Percent (65%) Design Drawings” means the set of drawings, specifications and cost estimates for the Project at 65% completion, which were prepared by the Consultant prior to the execution of this Agreement and which constitute the baseline for the Project scope and the Project Budget. The Sixty Five Percent (65%) Design Drawings are attached as Exhibit B to this Agreement.



1.33 "TRAX System" means the current Sandy and University TRAX Lines operated by UTA and includes any future projects, extensions, additions or modifications to such light rail lines. Upon completion of the Project, the term TRAX System shall include the six-block extension to the Intermodal Hub.

1.34 "UTA" means the Utah Transit Authority, a public transit district and political subdivision of the State of Utah.

1.35 "UTA Representative" means the person so designated pursuant to Section 7.3 of this Agreement.

## **ARTICLE II. STATUS OF PROJECT; PURPOSE OF AGREEMENT**

2.1 Prior to the execution of this Agreement, the City retained the Consultant to prepare 65% Design Drawings, 90% Design Drawings and Final Design Drawings for the Project. The 65% Design Drawings have been accepted and approved by both parties and form the baseline for the Project scope and the Project Budget. The City has authorized the Consultant to proceed with final design of the Project. While the City will be the contracting party with respect to the Consultant Contract, the rail improvements constructed pursuant to the Project will ultimately be accepted, owned, operated and maintained by UTA as part of the TRAX System. Accordingly, it is important that the Project be designed in close coordination with UTA, and in accordance with UTA's Light Rail Criteria Manual and other design and operational requirements and subject to the City's needs, standards and requirements.

2.2 After consultation with the City, UTA will select and contract with the CM/GC responsible for Project construction. While UTA will be the contracting party with respect to the CM/GC Contract, the Project will be constructed in the City Right-of-Way and will affect traffic patterns and commercial and residential access within the City. Project construction will also impact public utilities, roadway improvements and other City-owned facilities. Hence, it is important that the Project be constructed in close coordination with the City and in accordance

with the City's engineering standards and requirements for public utility shutdowns, road closures, maintenance of commercial and residential access and similar matters.

2.3 As part of this Agreement, UTA will assume ownership and responsibility for and with respect to the Intermodal Hub and the operation thereof.

2.4 Therefore, the parties have entered into this Agreement for the following primary purposes:

2.4.1 To identify and document the interests and objectives of each party with respect to the Project and establish minimum Project requirements. This Agreement shall constitute the guiding document governing the Project and shall be referenced in the Consultant Contract and the CM/GC Contract.

2.4.2 To identify the allocation of Project costs between the parties.

2.4.3 To describe the respective responsibilities of the parties and establish cooperative procedures that will achieve the objectives identified herein.

2.4.4 To establish mechanisms for resolving any disputes between the parties arising in connection with the Project.

2.4.5 To establish the terms and conditions pursuant to which the City will convey to UTA (i) fee title to the Intermodal Hub, and (ii) rights to use certain City streets for operation of the extended TRAX System.

### **ARTICLE III. TERM**

This Agreement shall be effective as of the date of execution by both parties and, unless otherwise agreed between the parties, shall continue thereafter in full force and effect until all obligations, commitments and requirements have been fully performed as set forth hereunder. Nothing provided herein shall be construed so as to exceed the term limitation provided in UCA §11-13-204 (as amended). The expiration or termination of this Agreement shall not relieve or excuse either party of any obligations accruing prior to the expiration or termination hereof

including, without limitation, the covenants and warranties made hereunder and any obligations accruing under the indemnification provisions set forth in Article XIII of this Agreement.

#### **ARTICLE IV. PROJECT DESCRIPTION**

4.1 The Project shall be constructed in the City Right-of-Way. The Project shall be built with a center-of-street configuration, except for those portions constructed at the Intermodal Hub. The Project shall be integrated into the TRAX System and shall be generally consistent with the details and specifications of the TRAX System and standard reconstruction of City roadway pavement and utility improvements, storm drainage sidewalk improvements, street lights and traffic signals. The scope of the Project is detailed in the 65% Design Drawings attached as Exhibit B of this Agreement.

4.2 A terminal station shall be constructed at the Intermodal Hub. The details and specifications for the transit plaza, including the terminal station, shall be consistent with the City's site plan for the Intermodal Hub attached as Exhibit E.

4.3 One intermediate station shall be constructed at approximately 125 South 400 West (the "400 West Station") as part of the initial build-out of the Project. This station shall be opened for revenue service with the Project. The station details and specifications shall be similar to other Downtown stations within the TRAX System.

4.4 The infrastructure and track alignment for a second intermediate station shall be constructed at approximately 525 West 200 South (the "200 South Station") as part of the initial build-out of the Project. The scope of the 200 South Station infrastructure shall be determined by the Project Integration Team. The City shall fund an amount equal to the difference between the cost of building the 400 West Station and the cost of building the 200 South Station infrastructure. This amount is part of the City's local funding commitment under Section 6.3 and shall be held by the City, within its Intermodal Hub Enterprise Fund, until UTA commences final build-out of the 200 South Station. At such time as UTA commences completion of the 200 South Station, the City shall make such amount available to UTA, together with interest thereon

at the rate actually earned by the City from the date such amount is determined by the Project Integration Team, to the date such funds are made available to UTA. The future 200 South Station shall be completed upon the first to occur of the following events: (a) the date the total combined average weekday passenger boardings at the 400 West Station and the Delta Center Station reach 4,650; or (b) May 1, 2010. When the first of the aforementioned events occurs, UTA shall complete construction of the 200 South Station and place it into revenue service within one year of such event or, if completion within one year is not practicable, as quickly as reasonable diligence allows. Any costs for constructing the 200 South Station in excess of the amounts provided by the City (as set forth above) shall be the sole responsibility of UTA.

4.5 The City shall grant UTA the right to construct, operate and maintain the Project in the City Right-of-Way pursuant to an agreement in substantially the same form as the Public Way Use Agreement attached as Exhibit F to this Agreement.

4.6 The Project shall be constructed in general accordance with the Project Schedule attached as Exhibit D to this Agreement. The Project Schedule is coordinated with the anticipated opening of the Commuter Rail System and the parties acknowledge the importance of completing the Project prior to the opening of the Commuter Rail System. The parties agree to cooperate and coordinate in good faith to complete the Project in accordance with the Project Schedule.

4.7 The Project Budget includes an Art in Transit line item of one percent (1%) of the Project construction costs or \$250,000, whichever is less. The Art in Transit budget includes amounts for all three stations and will fund all artwork, artist's fees and all costs necessary to integrate Art in Transit into the Project. The purpose of the Art in Transit program is to enhance the TRAX stations by integrating an aesthetic component to the Project reflecting the character, history and cultural context of the CBD and Depot Districts. The Salt Lake Art Design Board (the "Art Design Board"), with administrative support from the Salt Lake City Arts Council, shall: (a) issue a request for qualifications for the public art to be incorporated into the stations;

(b) review the materials submitted in response to the request for qualifications; (c) include City and UTA representatives at review meetings; and (d) provide a recommendation for the artist(s) to be selected for Art in Transit. Final approval for the artist(s) to be selected shall be made by the Salt Lake City Mayor and the General Manager of UTA. The Art Design Board shall not recommend any artwork that: (x) creates a potential safety hazard with respect to the operation of the TRAX System; or (y) materially increases the operation or maintenance costs of the TRAX System. UTA and the City shall contract with the approved artist(s). The City Arts Council shall serve as project manager for any Art in Transit project and UTA shall serve as budget manager. UTA shall cause the installation of supporting improvements for the approved artwork for the 400 West Station and the Intermodal Hub Station to be included within the scope of the CM/GC Contract with budget provided from the Art in Transit account. The amount of the Art in Transit budget allocable to the 200 South Station shall be deposited with the City in the Intermodal Hub Enterprise Fund, and used for artwork at the 200 South Station upon build-out of the 200 South Station.

4.8 The City agrees to fund all required City permit, connection and impact fees related to the Project. The cost of funding such fees shall be in addition to the City's funding obligation set forth in Section 6.3.

4.9 The Project represents a major cooperative effort between the parties. Each party agrees to cooperate with the other in a manner consistent with the respective commitments and obligations made and assumed under this Agreement. Such cooperation shall include the dedication of personnel and payment of committed funds as necessary to complete the Project according to this Agreement.

#### **ARTICLE V. PERFORMANCE SPECIFICATIONS**

The parties agree that the Project shall be designed and constructed, at a minimum, in accordance with the following standards and requirements, which are collectively referred to as the "Performance Specifications." Unless otherwise agreed by the parties: (a) the City shall

cause the Consultant to incorporate the Performance Specifications into Project design; and (b) UTA shall cause the CM/GC to perform all preconstruction and construction work in accordance with the Performance Specifications. The following standards shall constitute the Performance Specifications:

- 5.1 UTA's Light Rail Design Criteria Manual.
- 5.2 Manual of Standard Specifications, as published by the Utah Chapter of the American Public Works Association.
- 5.3 Manual of Standard Plans, as published by the Utah Chapter of the American Public Works Association.
- 5.4 The Salt Lake City Public Utilities Department Performance Specifications and Design Criteria for culinary water, sanitary sewer and storm drain facilities.
- 5.5 The FHWA Manual on Uniform Traffic Control Devices.
- 5.6 The Traffic Control Manual published by the Utah LTAP Center of Utah State University.
- 5.7 The City's as-built construction drawings for the Intermodal Hub.
- 5.8 The Americans With Disabilities Act, and all rules, regulations, interpretive guidance and other authority promulgated pursuant to the Americans With Disabilities Act.
- 5.9 Salt Lake City Intermodal Hub Site Management Plan for the Salt Lake City Intermodal Hub.
- 5.10 All applicable building codes, laws and regulations.

#### **ARTICLE VI. PROJECT BUDGET**

- 6.1 The parties have established a total Project Budget of \$32,000,000. The Project Budget is detailed in Exhibit C to this Agreement.
- 6.2 UTA shall fund the Project in the amount of \$8,450,000, representing 26.4% of the total estimated Project Budget. This shall consist of local UTA funding.

6.3 The City shall fund the Project in the amount of \$8,450,000, representing 26.4% of the total estimated Project Budget. This shall consist of local City funding. The City has expended or will expend approximately \$2,462,000 toward the Consultant Contract. Actual City expenditures under the Consultant Contract shall be credited toward the City's share of the funding. The City has identified additional funding sources for the balance of its commitment in fiscal years 2007 and 2008. The City shall make these funds available to UTA on a monthly basis over the course of construction. UTA shall invoice the City on a monthly basis for the City's share of construction costs incurred by the CM/GC and paid to the CM/GC by UTA, based on the percentages set forth in this Article VI. The City will seek various sources for its share of the Project costs, including contributions from the RDA. RDA contributions will come from funds available associated with the Depot and Central Business Districts.

6.4 UTA shall advance the remaining portion of the estimated Project Budget (\$15,100,000, or 47.2 % of the estimated Project) out of local funding. UTA shall seek to obtain reimbursement for some or all of this \$15,100,000 through one or more federal grants to be issued under the November 2, 2005 Letter of No Prejudice obtained with respect to the Intermodal Hub construction project. UTA shall assume all risks related to obtaining the required federal grants, as well as the appropriation of federal monies pursuant to such grants. UTA will reimburse the City for any funds paid by the City under this Agreement for which UTA subsequently seeks and receives reimbursements from the FTA.

6.5 UTA shall maintain an accounting system and accounting records that thoroughly track the receipt and expenditure of all City and RDA contributions. The system shall be created and administered in a manner such that the City and RDA are able to affirmatively verify that all contributions are expended in compliance with limitations associated with funding sources from the Depot and Central Business Districts. UTA's accounting system and accounting records shall also satisfy all applicable FTA grant requirements.

6.6 Neither party has allocated or budgeted additional funds for the Project. Accordingly, the City has instructed the Consultant to design the Project to stay within the Project Budget. The Project Budget is based on the 65% Design Drawings, which establish the baseline for the Project scope. To the extent that either party requests a modification to the 65% Design Drawings, and such proposed modification will increase Project costs in a manner that increases the overall Project Budget, the requesting party shall agree to unilaterally fund the incremental cost.

6.7 In the event it becomes apparent from the cost estimates that the scope of design (as established by the 65% Design Drawings and refined during final design) shall cause the Project to exceed the Project Budget, the parties shall (i) reduce the scope of the Project, (ii) agree to provide additional funding for the Project, or (iii) agree to some combination of (i) and (ii), all as shall be mutually agreed by the parties. . Nothing provided in this Section shall be construed so as to require or allow the Project to be designed in material conflict with any applicable Performance Specification unless otherwise agreed in writing by the parties.

6.8 Upon approval of the 90% Design Drawings, including construction cost estimates, UTA shall negotiate with the CM/GC a GMP (guaranteed maximum price) for construction. The GMP shall be consistent with the Project Budget. If UTA is unable to negotiate a GMP that is consistent with the Project Budget, the parties shall meet and determine whether to: (a) jointly increase and fund the Project Budget by written amendment to this Agreement, and based upon the Project Budget percentages identified in Sections 6.2 and 6.3 of this Agreement or as otherwise agreed; (b) reduce Project costs through modification or reduction in the scope of the Project; (c) allow either party to unilaterally fund any item that would otherwise be deleted from the scope of the Project; or (d) reduce Project costs through implementation of value engineering proposals. Nothing provided in this Section shall be construed so as to require or allow the Project to be constructed in material conflict with any applicable Performance Specification unless otherwise agreed in writing by the parties. The 90%



Design Drawings shall be advanced to Final Design Drawings conforming to the established GMP.

6.9 After a GMP for construction is reached with the CM/GC, any incremental Project costs resulting from Changes shall be financed in accordance with this Section 6.9. Incremental costs that result from changed site conditions or other circumstances that were unknown to the parties at the time that the GMP was determined, shall be borne by the parties on the basis of 26.4% City, 73.6% UTA, or as otherwise agreed. Incremental costs resulting from a Change that is mutually agreed to by the Parties shall be borne by the parties on the basis of 26.4% City, 73.6% UTA, or as otherwise agreed. Incremental costs resulting from a Change requested by one party, but not accepted by the other party, shall be borne solely by the requesting party.

6.10 As part of the Project Budget, a sum of \$100,000 shall be deposited into an escrow account to be used by UTA to fund future maintenance, restoration and replacement of the Art in Transit improvements installed at the stations.

## **ARTICLE VII. PROJECT MANAGEMENT AND DISPUTE RESOLUTION**

7.1 The parties hereby create a Project Integration Team consisting of the UTA Representative, the City Representative and additional representatives as agreed by the parties from time to time. The Project Integration Team shall: (a) review and approve relevant deliverables as set forth in this Agreement; (b) provide day-to-day input to the Consultant and the CM/GC as necessary for the Project design and construction; (c) implement modifications to the Project scope as may be necessary to conform to the Project Budget; (d) if necessary, recommend any amendments to this Agreement changing the Project Budget as contemplated herein; and (e) address and resolve issues, disputes or concerns arising during the course of the Project. The initial members of the Project Integration Team shall be:

|               |            |              |  |
|---------------|------------|--------------|--|
| For the City: | John Naser | 801-535-6240 | <a href="mailto:john.naser@slcgov.com">john.naser@slcgov.com</a> |
|               | Chuck Call | 801-483-6840 | <a href="mailto:chuck.call@slcgov.com">chuck.call@slcgov.com</a> |

|          |             |              |  |
|----------|-------------|--------------|--|
| For UTA: | Greg Thorpe | 801-287-2572 | <a href="mailto:gthorpe@uta.cog.ut.us">gthorpe@uta.cog.ut.us</a> |
|          | Kevin Cox   | 801-287-2596 | <a href="mailto:kcox@uta.cog.ut.us">kcox@uta.cog.ut.us</a>       |

Either party may change some or all of its representatives on the Project Integration Team by delivering written notice to the other party in accordance with the notice provisions set forth in Article XV of this Agreement.

7.2 The parties hereby commit to appoint to the Project Integration Team individuals who shall be dedicated to the Project as necessary to represent the respective interests of the parties, shall participate in the activities of the Project Integration Team as outlined in this Agreement, and shall attend applicable meetings held throughout the Project. Each member of the Project Integration Team shall consult with such technical experts, principals or other personnel of his or her respective party as may be appropriate in the performance of his or her duties on the Project, and shall obtain any authority or approval required on the part of his or her appointing party prior to authorizing, approving or taking any action on behalf of the Project.

7.3 UTA shall designate the UTA Representative who shall serve on the Project Integration Team and shall be the principal contact point with respect to the CM/GC Contract. Any formal communications, directions, modifications requests for Changes, or other correspondence with the CM/GC shall be delivered by the UTA Representative. The initial UTA Representative shall be Greg Thorpe, UTA Manager of Light Rail Engineering and Construction. UTA may change the UTA Representative from time to time by delivery of written notice to the City as provided in Article XV of this Agreement.

7.4 The City shall designate the City Representative who shall serve on the Project Integration Team and shall be the principal contact point with respect to the Consultant Contract. Any formal communications, directions, modifications, requests for changes, or other correspondence with the Consultant shall be delivered by the City Representative. The initial City Representative shall be John Naser, Senior Engineering Project Manager. The City may

change the City Representative from time to time by delivery of written notice to UTA as provided in Article XV of this Agreement.

7.5 The parties hereby create a Project Policy Team which shall be comprised of UTA's Chief Capital Development Officer and the City Engineer, Max Peterson. Any issues that cannot be resolved at the Project Integration Team level shall be elevated to the Project Policy Team for consideration and resolution.

7.6 Any dispute that cannot be resolved by the Project Policy Team shall be forwarded to UTA's General Manager and the City's Deputy Mayor, Rocky Fluhart.

7.7 The parties shall exhaust the dispute escalation and resolution process identified in this Article prior to the initiation of any formal legal action. If a dispute cannot be resolved by the parties after good faith negotiations as outlined in this Article, the dispute may then be brought before a court of competent jurisdiction as set forth in Article XVIII of this Agreement.

#### **ARTICLE VIII. PROJECT DESIGN**

8.1 The Consultant has completed the 65% Design Drawings, and the City has given the Consultant authorization to proceed with final design. The 65% Design Drawings constitute the scope of the Project and form the basis for the final design work to be performed by the Consultant.

8.2 The City shall oversee and manage the efforts of the Consultant consistent with the Consultant Contract, the Performance Specifications and the provisions of this Agreement. The City Representative shall be the sole point of formal contact with the Consultant until completion of the 90% Design Drawings. The City recognizes that UTA will have considerable interaction with the Consultant, but the parties agree that UTA shall not provide formal direction to the Consultant under the Consultant Contract.

8.3 Throughout the final design process, the City shall cause the Consultant to provide UTA with the opportunity to review and comment upon all Design Submittals. Each Design Submittal shall state the latest permissible date for receipt of comments, which date must

be reasonable given the nature of the Design Submittal. Notwithstanding the identified review period, UTA shall use its best efforts to review and comment upon the Design Submittals in a shorter period of time, if such shorter review time is reasonable. The City shall cause the Consultant to address all comments and objections submitted by UTA with respect to the Design Submittals and to resolve such issues to UTA's reasonable satisfaction.

8.4 The City shall ensure that UTA participates in all formal and informal design meetings and reviews with the Consultant.

8.5 The City shall cause the Consultant to design the Project in a manner such that the cost estimates for construction, including contingency, are consistent with the overall Project Budget. The City shall monitor the design work against the overall Project Budget and shall address any potential overruns identified during the design process consistent with the provisions of Article VI of this Agreement.

8.6 The City shall cause the Consultant to provide UTA with a draft set of 90% Design Drawings. UTA shall have ten (10) days to review and comment upon the 90% Design Drawings. Notwithstanding the 10-day review period, UTA shall use its best efforts to review and comment upon the 90% Design Drawings in a shorter period of time. The City shall cause the Consultant to address all comments and objections submitted by UTA with respect to the 90% Design Drawings and to resolve such issues to UTA's reasonable satisfaction. The 90% Design Drawings shall be used by UTA to negotiate a GMP for the Project. Any changes to the 90% Design Drawings necessitated by the GMP negotiations shall be approved by both parties, and once so approved, shall be incorporated into the Final Design Drawings. The Final Design Drawings shall constitute the final work scope for Project construction.

8.7 Upon completion of the Final Design Drawings, the City shall assign and delegate to UTA, and UTA shall assume, all rights and obligations under the Consultant Contract. UTA shall oversee the construction-phase services to be performed by the Consultant including, without limitation, processing all Construction Submittals, invoices, change orders, requests for

clarification and quality control on behalf of the parties as set forth in the Consultant Contract. The City's obligation to assign and delegate the Consultant Contract shall be subject to the City obtaining the consent of the Consultant. Upon assignment of the Consultant Contract, the City shall be released from all obligations under the Consultant Contract, excepting those obligations previously accrued as of the date of assignment.

8.8 The City and UTA each agree to enforce (for such period as each respectively holds the Consultant Contract) all terms, conditions, performance requirements and warranties provided under the Consultant Contract on behalf of the other party, and to cause the Consultant to correct any defective or non-compliant work as required by the Consultant Contract, the Performance Specifications or as reasonably requested by the other party.

#### **ARTICLE IX. PROJECT CONSTRUCTION**

9.1 Prior to completion of final design, UTA shall prepare, advertise and disseminate a request for proposals ("RFP") to be used in the selection of the CM/GC. The RFP shall be based on the 90% Design Drawings. Prior to public dissemination, UTA shall deliver a draft RFP to the City for review and comment. The City shall have fifteen (15) days to review and comment on the draft RFP. Notwithstanding the 15-day review period, the City shall use its best efforts to review and comment upon the draft RFP in a shorter period of time, if such shorter review time is reasonable. The parties shall cooperate and resolve all City comments or objections to the RFP prior to public dissemination.

9.2 UTA shall coordinate the evaluation of proposals received in response to the RFP and the process of selecting the CM/GC. The Project Integration Team shall appoint the selection team for this procurement, which selection team shall evaluate the proposals received in response to the RFP and select the CM/GC. The CM/GC shall be selected according to a "best value" selection process based on the criteria set forth in the approved RFP.

9.3 UTA shall negotiate, prepare, execute and deliver the CM/GC Contract, and shall authorize the CM/GC to proceed with the preconstruction phase of the CM/GC Contract. The CM/GC Contract shall incorporate the scope, terms and conditions of the approved RFP.

9.4 UTA shall ensure that the City participates in all formal and informal meetings and reviews with the CM/GC.

9.5 UTA shall cause the CM/GC to provide the City with the opportunity to review and comment upon all Construction Submittals materially affecting the City, including any Construction Submittals related to the City's roadway or utility facilities, the Project Budget, the management of traffic during construction or the distribution of construction information to the public. Each Construction Submittal shall state the latest permissible date for receipt of comments, which date must be reasonable given the nature of the Construction Submittal. Notwithstanding the identified review period, the City shall use its best efforts to review and comment upon the Construction Submittals in a shorter period of time, if such shorter review time is reasonable. UTA shall cause the CM/GC to address all comments and objections submitted by the City with respect to the Construction Submittals, and to resolve such issues to the City's reasonable satisfaction.

9.6 UTA shall oversee and manage the efforts of the CM/GC consistent with the CM/GC Contract, the Performance Specifications and the provisions of this Agreement. UTA shall be the sole point of formal contact with the CM/GC during the preconstruction and construction phases of the Project. UTA recognizes that the City will have considerable interaction with the CM/GC, but the parties agree that the City shall not provide formal direction to the CM/GC under the CM/GC Contract.

9.7 The parties agree and acknowledge that the CM/GC shall begin preconstruction services, construction materials procurement and advance utility work before the approval of the 90% Design Drawings and Final Design Drawings. The parties have selected the CM/GC project delivery method, in part, to allow for value engineering proposals and constructability reviews.

This delivery method also allows the CM/GC to provide input regarding Traffic and Staging Plans and Public Outreach Plans (as such terms are defined below) related to the Project. The involvement of the CM/GC during the preconstruction phase may result in changes to the design, or the redesign of certain elements of the Project. The parties agree to cooperate and closely coordinate the work of the Consultant and the CM/GC during the preconstruction phase of the Project in order to minimize duplicative work and to reduce the overall budget for the Project. The parties also agree to manage their respective contracts in a manner that allows for a cooperative and constructive process consistent with the Project Budget, the Project Schedule and the objectives identified in this Agreement.

9.8 UTA shall negotiate a GMP, and shall authorize the CM/GC to proceed with the construction phase of the CM/GC Contract. The GMP shall be consistent with the Project Budget described in Article VI of this Agreement. To the extent UTA is unable to negotiate a GMP for the work identified in the 90% Design Drawings within the scope of the Project Budget, UTA and the City shall address the potential overruns consistent with the provisions of Article VI of this Agreement. Any changes to the 90% Design Drawings shall be subject to the approval of both parties and, once so approved, shall be incorporated into the Final Design Drawings. The Final Design Drawings shall constitute the final work scope for Project construction.

9.9 UTA shall ensure that the City has access to the Project site as necessary to monitor all Project construction. If, as a result of the City's observation of construction, the City objects to the manner in which work is being performed, the City shall immediately notify the UTA Representative or his or her designee. UTA shall cause the CM/GC to comply with the Final Design Drawings (including any Changes approved by the Project Integration Team), the Performance Specifications and the terms and conditions of this Agreement. The City shall not directly order the CM/GC to stop or correct work except as necessary to prevent or mitigate an imminent threat of death, bodily injury, or other serious damage to persons or property as determined by the City in good faith.

9.10 Any proposed Changes to the CM/GC Contract shall be subject to review and approval of the Project Integration Team. Any incremental costs that result from a proposed Change shall be allocated between the parties as provided in Article VI of this Agreement. Unless otherwise agreed between the parties, no Change will be approved to the extent that the Change would adversely affect the Project Schedule.

9.11 UTA agrees to enforce all terms, conditions, performance requirements and warranties provided under the CM/GC Contract on behalf of the City and to cause the CM/GC to correct any defective or non-compliant work as required by the CM/GC Contract and as reasonably requested by the City.

9.12 To the extent that the Final Design Drawings require privately-owned utility facilities (including but not limited to electric power, gas, telephone, cable or telecommunications) to be relocated, the City will, consistent with applicable law and on a case-by-case basis, consider exercising any rights it may have under existing contracts, franchise agreements, ordinances or general law to cause such owners to relocate their utilities at the owner's expense. All direct and indirect costs incurred by the City in connection with the enforcement of such contracts, franchise agreements, ordinances or general law shall be borne by the Project.

9.13 In order to minimize the adverse impact of the Project on traffic and abutting property owners and patrons, UTA shall cause the CM/GC to prepare a Maintenance of Traffic and Access Plan, Traffic Control Plan and Construction Staging Plan (the "Traffic and Staging Plans") as part of the CM/GC's scope of work. The Traffic and Staging Plans shall be prepared by a Utah-licensed professional engineer with demonstrated expertise in traffic engineering and the development of maintenance of traffic and access plans in construction areas. The Traffic and Staging Plans shall include measures to minimize traffic disruption, provide traffic safety and assure abutting property access during construction. The Traffic and Staging Plans shall take into account other major construction projects which may affect traffic in and near the area affected



by the Project. The Traffic and Staging Plans shall include construction-related traffic mitigation strategies, a signage plan from the 600 South Interchange recommending directions to the Gateway development and other impacted businesses, and construction staging. Notwithstanding the foregoing, the Traffic and Staging Plans shall address: (a) internal and external parking and circulation strategies in and around the Gateway development and other businesses impacted by the Project that would help mitigate any potential impacts of the Project; and (b) prohibitions regarding work performed on the Project during the holiday shopping season. The Traffic and Staging Plans shall be reviewed and approved by the parties.

9.14 In order to minimize the adverse impact of the Project to the community, the parties will cause a public outreach, communication and coordination effort (the "Public Outreach Plan") to be implemented with respect to all construction. Proposals for a Public Outreach Plan will be considered in the selection of the CM/GC, and the Public Outreach Plan will be developed by CM/GC as part of the pre-construction services. The Public Outreach Plan will be reviewed and approved by the parties.

#### **ARTICLE X. OWNERSHIP AND MAINTENANCE OF IMPROVEMENTS**

10.1 Upon satisfactory completion of the track and station improvements constructed pursuant to the Project, UTA shall accept such improvements as part of the TRAX System. UTA shall assume all maintenance and operation responsibility with respect to such improvements, and shall indemnify the City with respect to the operation and maintenance of such improvements, consistent with the terms and conditions of the Public Way Use Agreement attached as Exhibit F.

10.2 Upon satisfactory completion of the utility, roadway, sidewalk and related improvements constructed pursuant to the Project, the City shall accept such improvements as the City's public improvements. The City shall assume all maintenance and operation responsibility with respect to such improvements, and shall indemnify UTA with respect to the operation and maintenance of such improvements, subject to the terms and conditions of the Public Way Use Agreement attached as Exhibit F. Nothing provided in this Section 10.2 shall be construed to

limit UTA's obligation to enforce the terms of the CM/GC Contract as set forth in Section 9.11 of this Agreement.

#### **ARTICLE XI. INSURANCE**

11.1 The City shall cause the Consultant to maintain the following insurance: (a) professional liability insurance that provides limits of not less than \$5 Million per occurrence with a \$10 Million annual aggregate limit, and that insures the Consultant's obligation to indemnify the City and UTA under the Consultant Contract; (b) commercial general liability insurance with limits of at least \$1 Million per occurrence with a \$2 Million annual aggregate; (c) commercial automobile insurance with limits of not less than \$1 Million for any one accident or loss; and (d) worker's compensation and employer's liability insurance providing coverage for the statutory benefits required by Utah law. The commercial general liability and automobile liability policies shall each include an endorsement naming the City and UTA as additional insureds. All insurance policies shall include an endorsement prohibiting any modification or cancellation of insurance without 30 days prior notice to the City and UTA. The City shall cause the Consultant to deliver UTA, on an annual basis, insurance certificates evidencing the insurance coverage described above. The Consultant shall be required to maintain the professional liability and commercial general liability insurance for a period of two years following the close out of the Consultant Contract or must provide a comparable "extended discovery" clause or "tail endorsement" to such policies.

11.2 UTA shall cause the CM/GC to maintain the following insurance: (a) commercial general liability insurance with limits of at least \$5 Million per occurrence with a \$10 Million annual aggregate, and that insures the CM/GC's obligation to indemnify UTA and the City under the CM/GC Contract; (b) commercial automobile insurance with limits of not less than \$1 Million for any one accident or loss; and (c) worker's compensation and employer's liability insurance providing coverage for the statutory benefits required by Utah law. The commercial general liability and automobile liability policies shall each include an endorsement naming UTA

and the City as additional insureds. All insurance policies shall include an endorsement prohibiting any modification or cancellation of insurance without 30 days prior notice to the UTA and the City. UTA shall cause the CM/GC to deliver the City, on an annual basis, insurance certificates evidencing the insurance coverage described above. The CM/GC shall be required to maintain the commercial general liability insurance for a period of two years following the close out of the CM/GC Contract or must provide a comparable "extended discovery" clause or "tail endorsement" to such policy.

## **ARTICLE XII. TRANSFER OF OWNERSHIP; INTERMODAL HUB**

12.1 The parties acknowledge that:

12.1.1 the land acquisition, development and construction related to the Intermodal Hub were all financed with the City's local money, part of which has been reimbursed from the proceeds of an FTA grant with a federal/local matching ratio equal to 80/20 percent, respectively;

12.1.2 UTA has been the primary recipient of the federal funding provided by the FTA and has transferred FTA funds to the City pursuant to an August 25, 1999 Interlocal Cooperation Agreement (Gateway Intermodal Terminal);

12.1.3 the City is eligible to receive reimbursement of additional federal funds for expenditures incurred relative to the development of the Intermodal Hub. Reimbursement for those funds will be received by the City prior to UTA receiving reimbursements for the Project;

12.1.4 pursuant to the August 25, 1999 Interlocal Cooperation Agreement, UTA has been responsible for monitoring and ensuring the City's compliance with respect to federal grant programs mandated by the FTA;

12.1.5 UTA is currently providing bus service to the Intermodal Hub; and

12.1.6 with the addition of TRAX System and Commuter Rail System improvements at the Intermodal Hub, UTA's presence at the Intermodal Hub will increase dramatically.

12.2 The City hereby agrees to convey fee title to the Intermodal Hub, and the approximately 16.5 acres of land constituting the Intermodal Hub site, to UTA (collectively the "Intermodal Hub Property"). Notwithstanding the foregoing, the City shall not convey to UTA such portion of the Intermodal Hub site as is situated in the historic area of 600 West Street, as reasonably determined by the City. Such portion of the Intermodal Hub site shall be retained by the City, and dedicated as part of the City's right-of-way. The Intermodal Hub Property shall be conveyed to UTA as consideration for UTA: (a) assuming the risk of future appropriations of federal monies for the Project; (b) advancing and committing local UTA funds pending receipt of future federal monies; (c) incurring finance costs attributable to the Project pending receipt of federal reimbursement; (d) assuming responsibility for the development of interim pedestrian and parking improvements (as depicted in Exhibit E) as part of the Project; (e) assuming the obligation to relocate the Amtrak station, parking and trackage, and to provide Amtrak with interim passenger facilities, as part of the Project; (f) assuming future responsibility for construction of permanent Amtrak facilities; (g) assuming other obligations under the Amtrak lease; (h) assuming obligations under the Greyhound lease; (i) assuming future responsibility for the mitigation of the north warehouse building; (j) assuming the City's obligations under the Salt Lake City Intermodal Hub Site Management Plan for the Salt Lake City Intermodal Hub; and (k) assuming operation and maintenance responsibility for the Intermodal Hub. In addition, UTA agrees that any income derived by UTA from the operation of the Intermodal Hub, including any future facilities situated on the Intermodal Hub Property, net of costs and expenses of operating the Intermodal Hub and such other facilities, shall be allocated to City mass transit needs or projects and, to the extent such projects require the City to contribute a "local match," shall be applied toward such local match obligation of the City, all as mutually agreed upon by the City,

UTA, and FTA. No other consideration beyond the covenants and requirements of this Agreement shall be conveyed.

12.3 Within 30 days following the execution of this Agreement (or such later date as the parties shall mutually agree), the City shall convey fee title to the Intermodal Hub Property (including any easements, access rights, covenants, restrictions or other interests appurtenant to and benefiting the Intermodal Hub Property) to UTA by special warranty deed in substantially the same form as that attached as Exhibit H. The conveyance shall be made subject to all matters of record including the existing leases between: (a) the City and Greyhound; and (b) the City and Amtrak. The special warranty deed shall provide that the interest conveyed by the City thereunder shall revert back to the City in the event that UTA (or a successor public transit provider) ceases to use the Intermodal Hub Property for public transportation purposes, or in the event that UTA attempts to convey the Intermodal Hub Property to a third party, excepting a successor public transit provider.

12.4 Upon delivery of the special warranty deed for the Intermodal Hub Property, the City shall execute and deliver an assignment and assumption agreement assigning and delegating the City's rights and obligations under the Greyhound lease. The assignment and assumption agreement shall be in substantially the same form as that attached as Exhibit I.

12.5 Upon delivery of the special warranty deed for the Intermodal Hub Property, the City shall execute and deliver an assignment and assumption agreement assigning and delegating the City's rights and obligations under the Amtrak lease. The assignment and assumption agreement shall be in substantially the same form as that attached as Exhibit J. The assignment and assumption shall be subject to obtaining the required consent to assignment from Amtrak.

12.6 Prior to the execution of this Agreement, UTA has performed the following due diligence with respect to the Intermodal Hub Property: (a) UTA has reviewed the environmental investigations conducted by the City in conjunction with the City's acquisition of the Intermodal Hub Property, and has conducted additional and/or updated environmental investigations as

deemed necessary by UTA; (b) UTA has reviewed the preliminary title commitment for the Intermodal Hub Property and approved all matters set forth on such commitment; (c) UTA has reviewed the Greyhound and Amtrak leases affecting the Intermodal Hub Property and satisfied itself as to the content of such leases; (d) UTA has reviewed the rent rolls and other documents related to the program income (as such term is defined by the FTA) generated from Intermodal Hub Property; (e) UTA has conducted any physical inspections deemed necessary with respect to the Intermodal Hub Property; (f) UTA has reviewed estoppel letters from Greyhound and Amtrak (dated as of the date of this Agreement) stating the basic terms of each lease and providing that the leases are in good standing, in full force and effect, and free of any default or event of default; and (g) UTA has performed any additional due diligence it deemed necessary.

12.7 The City makes the following covenants and warranties with respect to the Intermodal Hub Property, both as of the date of this Agreement, and as of the date the deed is actually delivered: (a) after the date of this Agreement, and prior to the delivery of the special warranty deed, the City shall not have entered into any new contract or agreement with respect to the Intermodal Hub Property that will survive the delivery of the deed or affect the use, operation or enjoyment of the Intermodal Hub Property after delivery of the deed; (b) the City has paid all bills and invoices for labor, goods, materials, utilities and services of any kind related to the Intermodal Hub Property up to the date of the deed is delivered to UTA (provided that the City shall have up to 30 additional days to make prorated payments of utilities for the month during which the deed is delivered); (c) the City has no actual or constructive knowledge of any pending or threatened action to enforce or seek damages with respect to any federal or state environmental law or to cause the cleanup of (or seek contributions to be used in the cleanup of) the Intermodal Hub Property, or any portion thereof; (d) the City has no actual or constructive knowledge of any other pending or threatened action involving the City's ownership of the Intermodal Hub Property, or contesting the City's title to the Intermodal Hub Property; (e) the City has no actual or constructive knowledge of any other pending or threatened action seeking to acquire the

Intermodal Hub Property, or any portion thereof, through the use of eminent domain authority; (f) the City has no actual or constructive knowledge of any claims regarding liens or other encumbrances, except to the extent that such liens or encumbrances are shown as matters of record; and (g) the Greyhound and Amtrak leases are the only leases that affect the Intermodal Hub Property and will survive the delivery of the deed, and both leases are in good standing, in full force and effect and free from any default or event of default on the part of the City or either lessee. All covenants and warranties made pursuant to this provision shall survive the delivery of the special warranty deed and the expiration and/or termination of this Agreement. The covenants and warranties provided by the City are limited to those set forth in this provision. All other representations regarding the Intermodal Hub Property are specifically disclaimed. Except as otherwise provided in this Section 12.7 or elsewhere in this Agreement, UTA is accepting the Intermodal Hub Property on an "AS-IS" "WHERE-IS" basis and with all faults.

12.8 The City has developed a site development plan for the Intermodal Hub Property as depicted on the attached Exhibit K. After conveyance of the Intermodal Hub Property, UTA agrees to make all reasonable efforts, in good faith, to develop the Intermodal Hub Property consistent with the site development plan, as such plan is amended from time to time. It is the intent of the City to rezone the Intermodal Hub Property and other nearby properties from their current zoning to Gateway mixed-use zoning ("GMU"), consistent with the Gateway Area Master Plan. UTA, as a property owner, shall support the rezoning of the Intermodal Hub Property and other nearby properties to GMU, or other consistent zoning. UTA shall comply with the zoning requirements of GMU zoning for the development of the site and shall, to the greatest extent possible, integrate development at the Intermodal Hub Property with development of the surrounding area. In addition, UTA shall assure that all buildings constructed at the Intermodal Hub Property meet, at a minimum, the requirements of the U.S. Green Building Council Leadership in Energy and Environment Design (LEED) for certification at the "Silver" level. UTA's commitment under this provision shall be subject to UTA securing acceptable funding for

the development of such improvements and receiving any necessary development approvals or other required approvals from third parties.

12.9 In connection with the development of the Intermodal Hub Property, there is hereby established a Joint Development Committee. The Joint Development Committee shall consist of three City employees, to be appointed by the Salt Lake City Mayor, three UTA employees, to be appointed by the UTA General Manager, and one employee of the Redevelopment Agency of Salt Lake City, to be appointed by the Redevelopment Agency Director. The purpose of the Joint Development Committee shall be to promote and support development of the Intermodal Hub Property, by initiating and proposing ideas, concepts and plans for consideration and action by UTA. The Joint Development Committee shall coordinate and integrate development of the Intermodal Hub Property with development of the surrounding area. The Joint Development Committee shall meet bi-monthly, and more frequently as determined by a majority of its members. UTA shall, in good faith, endeavor to implement the initiatives and proposals generated by the Joint Development Committee.

12.10 In addition to the general indemnity provisions provided in this Agreement, the City hereby agrees to assume, defend and hold UTA harmless with respect to, any third party claims relating to the ownership of the Intermodal Hub Property that accrued prior to the conveyance of the special warranty deed, unless such third party claims result from the actions or omissions of UTA.

12.11 In addition to the general indemnity provisions provided in this Agreement, UTA hereby agrees to assume, defend and hold the City harmless with respect to, any third party claims relating to the ownership of the Intermodal Hub Property that accrue after the conveyance of the special warranty deed, unless such third party claims result from the actions or omissions of the City.

12.12 Upon the execution of this Agreement, the August 25, 1999 Interlocal Cooperation Agreement shall be subsumed into, and replaced by, this Agreement. This provision



shall not be construed so as to: (a) relieve the City of any violation or breach of any "Grant Requirements" (as such term is defined in the August 25, 1999 Interlocal Cooperation Agreement) prior to the conveyance of the Intermodal Hub Property; (b) nullify the City's ability to seek and obtain reimbursement under federal grants for any costs properly incurred by the City prior to the date of this Agreement and otherwise reimbursable to the City under the terms of the August 25, 1999 Interlocal Cooperation Agreement; (c) nullify any debts, claims of liens, liabilities or other obligations incurred from, under or related to the City's construction contract related to the construction of Phase II of the Intermodal Hub project; or (d) nullify any third party claims against the City relating to the ownership of the Intermodal Hub Property that accrued prior to the conveyance of the Intermodal Hub Property by special warranty deed.

#### **ARTICLE XIII. INDEMNITY**

Each party (the "Indemnifying Party") hereby agrees to indemnify, defend and hold harmless the other party (the "Indemnified Party") from and against any and all claims, demands, liens, liabilities, costs, fees (including reasonable attorneys' fees), damages or other losses incurred by the Indemnified Party and arising out of or by reason of: (a) the negligent acts or omissions of the Indemnifying Party or its agents; or (b) the material breach of this Agreement by the Indemnifying Party or its agents. The indemnities provided hereunder are contractual obligations personal to the parties hereto. Nothing provided in this Agreement is intended to waive, modify, limit or otherwise affect any defense or provisions that the parties may assert with respect to any third party under the Utah Governmental Immunity Act or other applicable law.

#### **ARTICLE XIV. DEFAULT**

A party shall be deemed in default of this Agreement upon the failure of such party to observe or perform a covenant, condition or agreement on its part to be observed or performed, and the continuance of such failure for a period of thirty (30) days after the giving of written notice by the non-defaulting party, which notice shall specify such failure and request that it be remedied; provided, however, that if the failure stated in such notice cannot be corrected within

the applicable period, it shall not give rise to a default hereunder if corrective action is instituted within the 30-day period and diligently pursued until such failure is corrected. In the event of a default hereunder, the non-defaulting party shall have a breach of contract claim remedy against the defaulting party in addition to all other remedies provided or permitted by law, provided that no remedy which would have the effect of amending any provisions of this Agreement shall become effective without formal amendment of this Agreement.

#### **ARTICLE XV. NOTICES**

Any notice, demand, request, consent, submission, approval, designation or other communication which either party is required or desires to give under this Agreement shall be made in writing and mailed or faxed to the other party at the addresses set forth below or at such other addresses as the party may provide in writing from time to time. Such notices shall be hand delivered, mailed (by first-class mail, postage prepaid) or delivered by courier service as follows:

If to the City:  
Salt Lake City Corporation  
Attn: City Mayor  
City & County Building  
451 South State Street, Room 306  
Salt Lake City, Utah 84111

With a Copy to  
Salt Lake City Attorney's Office  
City & County Building  
451 South State Street, Room 505  
Salt Lake City, Utah 84111

If to UTA  
Utah Transit Authority  
Attn: Deputy Chief, Major Capital Projects  
3600 South 700 West  
Salt Lake City, Utah 84119

With a Copy to  
Utah Transit Authority  
Attn: General Counsel's Office  
3600 South 700 West  
Salt Lake City, Utah 84119

#### **ARTICLE XVI. NON-WAIVER**

No covenant or condition of this Agreement may be waived by either party unless done so in writing by such party. Forbearance or indulgence by a party in any regard whatsoever shall not constitute a waiver of the covenants or conditions to be performed by the other party.

#### **ARTICLE XVII. SEVERABILITY**

If any provision of this Agreement shall be held or deemed to be or shall, in fact, be illegal, inoperative or unenforceable, the same shall not affect any other provisions herein contained or render the same invalid, inoperative or unenforceable to any extent whatsoever.

#### **ARTICLE XVIII. GOVERNING LAW**

This Agreement shall be governed by the laws of the State of Utah, both as to interpretation and performance. It shall be enforced only a court of competent jurisdiction located in Salt Lake City, Utah.

#### **ARTICLE XIX. NO THIRD PARTY BENEFICIARIES**

There are no intended third party beneficiaries to this Agreement. It is expressly understood that enforcement of the terms and conditions of this Agreement, and all rights of action relating to such enforcement, shall be strictly reserved to the parties, and nothing contained in this Agreement shall give or allow any claim or right of action by any third person under this Agreement. It is the express intention of the parties that any third person who receives benefits under this Agreement shall be deemed an incidental beneficiary only.

#### **ARTICLE XX. ENTIRE AGREEMENT; AMENDMENT**

This Agreement contains the entire agreement between the parties with respect to the subject matter hereof, and no statements, promises or inducements made by any party or agents of any party that are not contained in this Agreement shall be binding or valid. This Agreement may not be amended, enlarged, modified or altered except through a written instrument signed by all parties.

#### **ARTICLE XXI. POLICE POWER**

The parties acknowledge the rights vested in the City pursuant to general law to exercise its police powers for the protection of health, safety and welfare of its constituents and their properties. Nothing in this Agreement shall be construed as precluding the City from exercising such powers in connection with the Project.

## **ARTICLE XXII. INTERLOCAL COOPERATION ACT REQUIREMENTS**

In satisfaction of the requirements of the Interlocal Cooperation Act, Title 11, Chapter 13, Utah Code Annotated 1953, as amended, and in connection with this Agreement, the parties agree as follows:

22.1 The Agreement shall be authorized by resolution or ordinance of the governing body of each party pursuant to §11-13-202.5 of the Act.

22.2 This Agreement shall be approved as to form and legality by a duly authorized attorney on behalf of each party pursuant to §11-13-202.5 of the Act.

22.3 A duly executed original counterpart of this Agreement shall be filed with the keeper of records of each party pursuant to §11-13-209 of the Act.

22.4 Prior to the expiration of the term of this Agreement pursuant to Article III of this Agreement, this Agreement may only be terminated by and upon the express written consent of the parties.

22.5 Except as otherwise specifically provided in this Agreement or in any of the documents incorporated herein, any real or personal property acquired by a party, or by the parties jointly, pursuant to this Agreement or in conjunction with the Project shall be acquired and held, and disposed of by such party upon termination of this Agreement as agreed among the parties or as otherwise required by applicable local, state and federal law.

## **ARTICLE XXIII. LIMITED OBLIGATIONS**

Any obligations of the parties to pay money or incur costs under this Agreement shall be subject to appropriation of sufficient funds for such purpose to the extent such payments or incurrence of costs fall outside of the present fiscal year or exceed amounts budgeted and available therefor in the budget for the present fiscal year. Except as otherwise provided herein, this Agreement shall not be construed to obligate either party to make financial contributions toward the Project. It is not the intention of the parties to create, and no obligations of the parties

hereunder shall be construed as creating or constituting, debt within the meaning of Article XIV, Section 3 of the Utah Constitution.

#### **ARTICLE XXIV. ETHICAL STANDARDS**

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

#### **ARTICLE XXV. INCORPORATION OF EXHIBITS**

This Agreement in its entirety includes Exhibits A through K, all of which are incorporated herein and made a part hereof by this reference. The Exhibits of this Agreement are as follows:

25.1Exhibit A – Project Alignment and Station Locations.

25.2Exhibit B – Sixty Five Percent (65%) Design Drawings.

25.3Exhibit C – Project Budget.

25.4Exhibit D – Project Schedule.

25.5Exhibit E – Site Plan for the Intermodal Hub.

25.6Exhibit F – Public Way Use Agreement.

25.7Exhibit G – Reserved.

25.8Exhibit H – Special Warranty Deed for Intermodal Hub.

25.9Exhibit I – Assignment and Assumption Agreement for Greyhound Lease.

25.10Exhibit J – Assignment and Assumption Agreement for Amtrak Lease.

25.11Exhibit K – Master Development Plan for Intermodal Hub.

IN WITNESS WHEREFORE, the parties have each executed this Interlocal Agreement Regarding the Design and Construction of the Salt Lake City Intermodal Hub Connection to TRAX LRT Project as of the date first set forth above.

**SALT LAKE CITY CORPORATION**

**UTAH TRANSIT AUTHORITY**

By: \_\_\_\_\_  
Ross C. Anderson, Mayor

By: \_\_\_\_\_  
John M. English, General Manager

**ATTEST AND COUNTERSIGN:**

By: \_\_\_\_\_  
Chief Deputy City Recorder

By: \_\_\_\_\_  
Michael Allegra, Chief Capital Development Officer

**APPROVED AS TO FORM AND LEGALITY:**

**APPROVED AS TO FORM AND LEGALITY:**

\_\_\_\_\_  
Senior City Attorney

\_\_\_\_\_  
UTA Legal Counsel


SALT LAKE CITY CORPORATION

By: \_\_\_\_\_  
Ross C. Anderson, Mayor

ATTEST AND COUNTERSIGN:

By: \_\_\_\_\_  
Chief Deputy City Recorder

APPROVED AS TO FORM AND LEGALITY:

  
City Attorney *March 31, 2006*

UTAH TRANSIT AUTHORITY

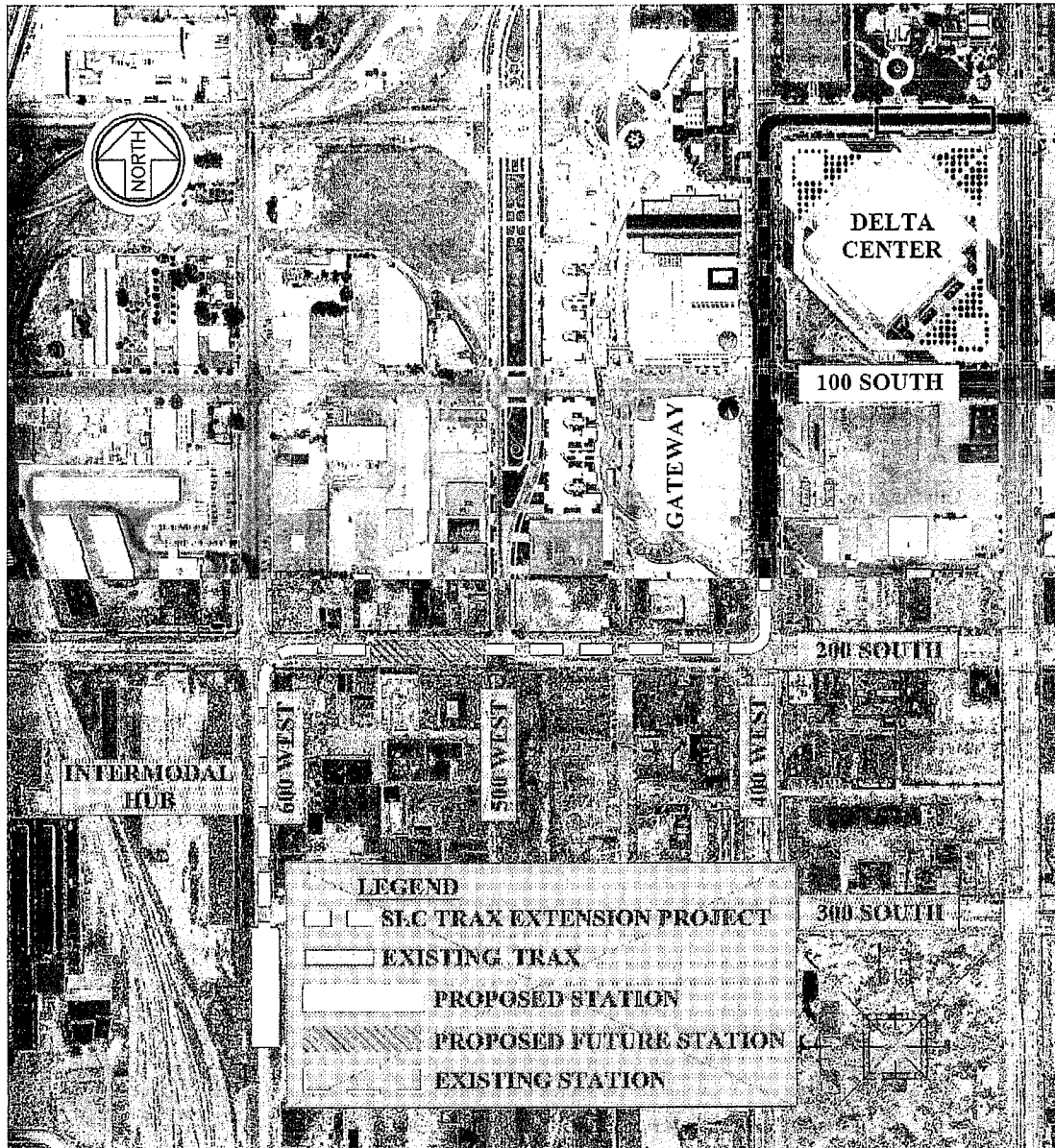
By: \_\_\_\_\_  
John M. English, General Manager

By: \_\_\_\_\_  
Michael Allegra, Chief Capital Development  
Officer

APPROVED AS TO FORM AND LEGALITY:

\_\_\_\_\_  
UTA Legal Counsel

## Exhibit A – Project Alignment and Station Locations





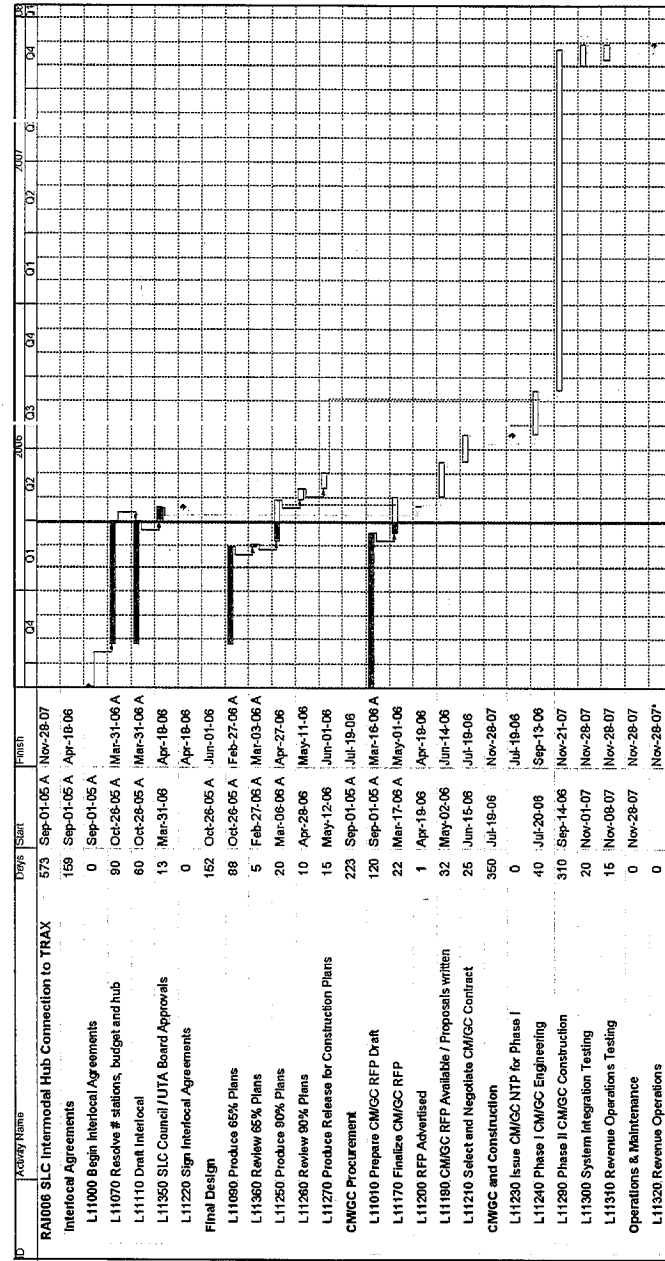
## **Exhibit B – Sixty Five Percent (65%) Design Drawings**

The March 2006 65% Engineering Plans for SLC Intermodal Hub Connection to TRAX Project, prepared by Parsons Transportation Group, are hereby incorporated by reference and are made a part of this Agreement as if fully included herein.

### Exhibit C - Project Budget

| <u>Funding<br/>Source</u> | <u>Budget<br/>(\$millions)</u> | <u>Future<br/>200 So<br/>Station</u> | <u>Total<br/>Budget</u> | <u>Percent<br/>(%)</u> |
|---------------------------|--------------------------------|--------------------------------------|-------------------------|------------------------|
| City                      | \$7.85                         | \$0.60                               | \$8.45                  | 26.4%                  |
| UTA                       | \$8.45                         | \$0.00                               | \$8.45                  | 26.4%                  |
| FTA                       | \$15.10                        | \$0.00                               | \$15.10                 | 47.2%                  |
| Total                     | \$31.40                        | \$0.60                               | \$32.00                 | 100.0%                 |

# Exhibit D – Project Schedule

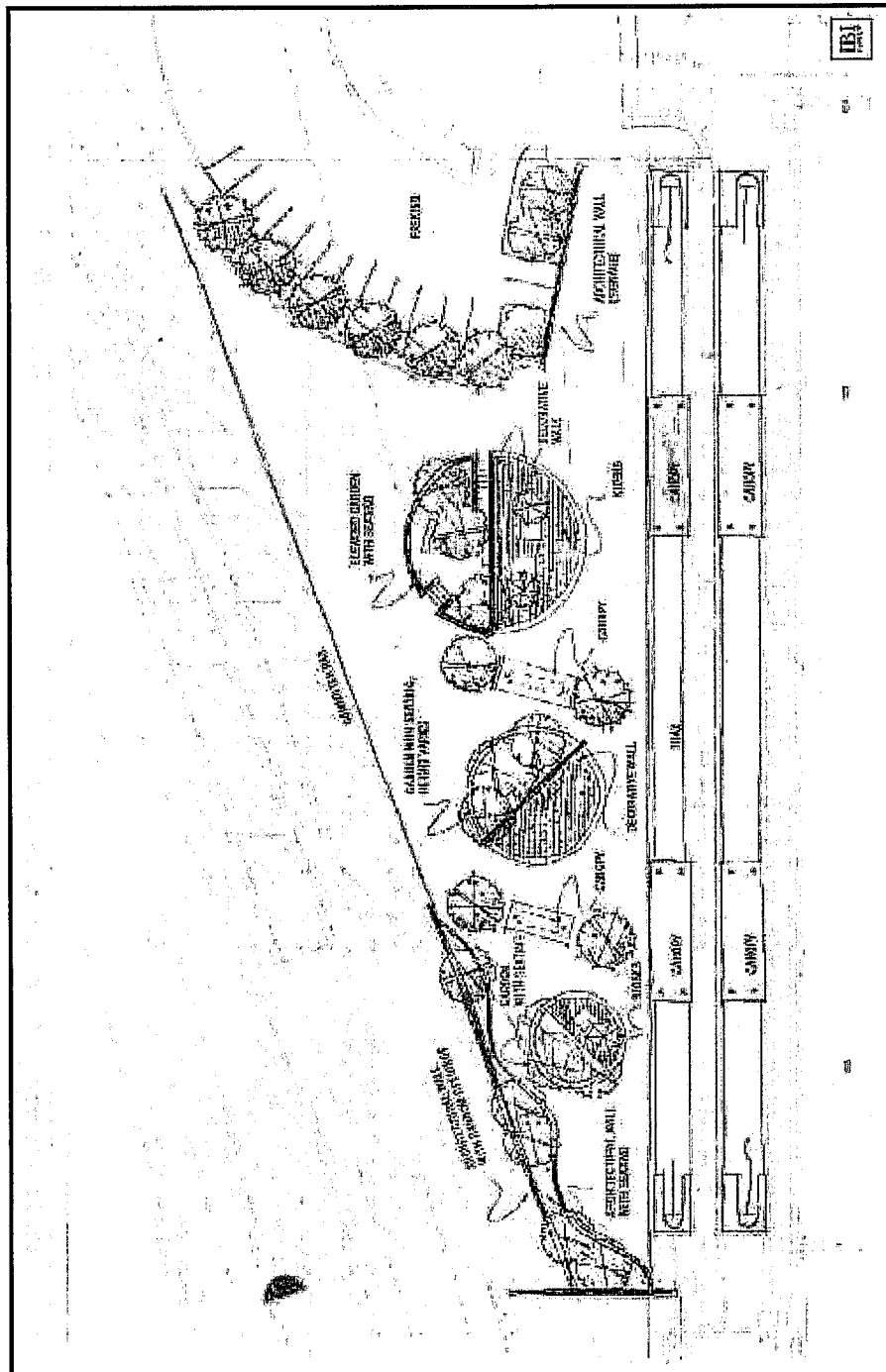


SLC Intermodal Hub Connection to TRAX

Layout: Intermodal Hub Connection - ILA

Mar-31-06

## Exhibit E – Site Plan for the Intermodal Hub



**SALT LAKE CITY INTERMODAL HUB  
CONCEPTUAL TRANSIT PLAZA PLAN (3/30/06)**

## **Exhibit F – Public Way Use Agreement**

THIS PUBLIC WAY USE AGREEMENT (INTERMODAL HUB CONNECTION) (the "Agreement") is hereby entered the \_\_\_ day of \_\_\_\_\_ 2006 by and between UTAH TRANSIT AUTHORITY ("UTA"), a public transit district and political subdivision of the State of Utah, and SALT LAKE CITY CORPORATION, a municipal corporation and political subdivision of the State of Utah (the "City"). UTA and the City are hereafter sometimes collectively referred to "parties" and either may be referred to individually as "party," all as governed by the context in which such words are used.

### **RECITALS**

WHEREAS, the City is the owner of various property rights and interests in certain streets and public ways which lie within the City; and

WHEREAS, UTA proposes to occupy and use a portion of such City streets and appurtenant property for the construction, operation and maintenance of a six-block extension to the UTA TRAX light rail system from the Delta Center Station to the Salt Lake City Intermodal Terminal; and

WHEREAS, the City has agreed in that certain Interlocal Agreement Regarding the Design and Construction of the Salt Lake City Intermodal Hub Terminal to TRAX LRT Project ("LRT Agreement"), dated as of the date hereof and by and between the City and UTA, to enter into this Agreement for the purpose of authorizing UTA to use certain City streets in connection with the light rail system along the alignment described herein; and

WHEREAS, the City desires to grant such rights and privileges to UTA, and to document the terms and conditions upon which such City streets and other property may be used by UTA.

### **AGREEMENT**

NOW, THEREFORE, for and in consideration of the mutual covenants and promises contained herein and in the LRT Agreement, and other good and valuable consideration, the

receipt and sufficiency of which are hereby acknowledged, the parties hereto do hereby agree as follows:

SECTION 1. Definitions. The following capitalized terms shall have the following meanings when used in this Agreement, unless a different meaning is clearly intended:

“City Property” means all real property, including streets and other improvements thereto, which is owned or controlled by the City.

“CM/GC Contract” means the contract to be entered between UTA and the contractor selected to oversee the construction of the System, all as set forth in the LRT Agreement.

“Effective Date” means the date on which the UTA Use Rights granted hereunder become operative, as specified in Section 3 hereof.

“Final Design Drawings” means the plans for the System as approved by the parties pursuant to the LRT Agreement.

“Force Majeure” means any event which: (i) causes UTA to be unable to exercise the UTA Use Rights provided for hereunder; and (ii) is outside the reasonable control of UTA and could not be avoided by UTA through the exercise of due care. Force Majeure events include, without limitation: earthquakes, fires, floods, tornadoes, wars, labor strikes or similar accidents, disputes or similar events.

“Interlocal Act” means the Interlocal Co-operation Act, Title 11, Chapter 13, Utah Code Annotated (1953), as amended.

“LRT Agreement” means that certain Interlocal Agreement Regarding the Design and Construction of the Salt Lake City Intermodal Hub Terminal to TRAX LRT Project entered by and between the City and UTA, dated as of the date hereof, which document sets forth the terms and conditions pursuant to which the System will be designed and constructed.

“Occupied City Property” means City property to be physically occupied by System facilities in accordance with this Agreement and pursuant to the Final Design Drawings.

“Project” means the planning, design, financing, construction and installation of the System as set forth in the LRT Agreement.

“Public Facilities” means all City-owned public improvements of any kind which are affected by construction or operation of the System including, without limitation, public utility facilities, curbs and gutters, sidewalks, street paving, trees, landscaping, planters, fountains, beautification facilities, traffic signals, street lights, wiring, controllers, poles and related facilities, signs, lighting facilities and fire protection facilities.

“System” means the six-block extension of the existing UTA TRAX light rail system from the Delta Center Station to the Salt Lake City Intermodal Terminal, including all tracks, stations, cars, conduits, electrical lines, traction power poles, traction power substations, cross-span wires, LRT traffic equipment, stray-current protection equipment, and other functionally related and appurtenant equipment and facilities.

“System Alignment” means the alignment for the System agreed to between the parties as identified in Exhibit A of the LRT Agreement.

“System Corridor” means all land located generally in and adjacent to City streets along the System alignment.

“UTA Use Rights” means the right to use the City Property, as granted to UTA by this Agreement.

## SECTION 2. UTA Use of City Property.

(a) UTA is hereby authorized to use, on a non-exclusive basis, such portion of the City Property, including surface, subsurface and air space property, as shall be necessary to accommodate the construction, operation and maintenance of the System. UTA’s use of such property shall be strictly limited to the terms, conditions, limitations and restrictions contained herein.

(b) The location and extent of the City Property which may be utilized by UTA for System facilities, and the scope and nature of such use, shall be governed by the Final Design Drawings approved by the parties.

(c) UTA acknowledges that: (i) the City has previously granted franchises affecting the City Property; and (ii) no right of action in favor of UTA and against the City relating in any way to the existence of utility lines or facilities pursuant to such franchises, or for damages of any kind against the City relating to such franchises or lines and facilities or the existence of said franchises or franchised lines or equipment, shall arise or be deemed to arise from this Agreement. UTA and the City agree that, as between them, matters of relocation of private utility lines under existing franchises will be governed and handled pursuant to the terms and provisions of 9.12 of the LRT Agreement dated \_\_\_\_\_. The City agrees that, except for renewals or extensions of existing franchises, and renewals or extensions of existing use rights, the City shall not hereafter grant franchises or use rights which materially interfere with UTA's construction, operation or maintenance of the System.

(d) The City makes no warranties, either express or implied, regarding the nature, extent or status of its title to the Property or within the System Corridor or the existence or non-existence of rights in third parties which may be superior to the UTA Use Rights. If UTA finds it necessary to acquire additional rights from third parties, the City shall have no obligation whatsoever to pay, or to reimburse UTA for the payment of, any costs related to such acquisition, or in connection with any litigation challenging UTA's use of City Property.

### SECTION 3. Effective Date; Term.

(a) The UTA Use Rights granted herein shall not become operative until the Effective Date, which shall be the date on which the contract with the CM/GC is executed by UTA in accordance with the terms of the LRT Agreement.

(b) Beginning on the Effective Date, this Agreement and the UTA Use Rights herein granted shall be operative for an initial term of fifty (50) years. The initial term shall



automatically (subject to the last sentence of this subsection (b)) be renewed by the City for two (2) additional, successive twenty-five (25) year terms; provided, however, that if, at least one hundred and eighty (180) days prior to the expiration of the initial term or the first renewal term, the City notifies UTA of one or more significant concerns regarding System facilities, or UTA's operation or maintenance of the System facilities, or UTA's operation or maintenance of the System (whether or not the matters of concern are addressed by or constitute a default under this Agreement), and such concerns are not corrected by UTA to the reasonable satisfaction of the City (or an appropriate amendment to this Agreement is not executed) within such 180 day period, the City shall not be obligated to renew the term of this Agreement, in which event the UTA Use Rights shall terminate at the end of the then-effective term. The parties do not intend that the term of this Agreement, or the UTA Use Rights granted hereunder, shall exceed any limitation imposed by law, including without limitation the Interlocal Act, and agree to comply with any applicable requirements of the Interlocal Act in connection with any renewal of the term of this Agreement.

(c) This Agreement, and the UTA Use Rights granted hereby, shall be subject to termination at the option of the City and by written notice delivered to UTA prior to the end of the otherwise effective term hereof upon the occurrence of any of the following events:

(i) UTA fails to commence construction of the System within twenty-four (24) months after approval of the Design Plans as provided in the Memorandum or to diligently proceed with construction;

(ii) UTA intentionally abandons the Occupied City Property, or disavows the UTA Use rights;

(iii) UTA shall discontinue use of the Occupied City Property for the provision of regular System service for a consecutive period of one year, provided any such discontinuation is not caused by Force Majeure; or

(iv) UTA is in default in the performance of any material covenant, term or condition contained in this Agreement, including any time frames set forth in the Agreement.

The City shall have no obligation to terminate this Agreement or the UTA Use Rights in the event of default, and may continue to perform hereunder without terminating and without waiving the right to terminate.

(d) The UTA Use Rights, including the right to use portions of the Occupied City Property, shall be subject to partial termination by written notice delivered to UTA prior to the end of the otherwise effective term hereof, if and to the extent that such rights are intentionally abandoned, or use of such portions of the Occupied City Property is discontinued for a consecutive period of one year (other than for reasons of Force Majeure).

SECTION 4. Consideration. In consideration for the UTA Use Rights granted by the City to UTA hereunder, UTA agrees as follows:

(a) UTA agrees to construct, operate and maintain the System as set forth in the LRT Agreement and this Agreement.

(b) UTA agrees to provide regular System service to the general public within the System Corridor.

SECTION 5. Maintenance and Repair. After construction of the System is completed, UTA shall comply with the following provisions concerning ongoing maintenance and repair work within the System Corridor:

(a) Except as otherwise provided in subsection (b) below, the System shall be maintained or replaced, and all Occupied City Property shall be maintained or replaced, by UTA at UTA's expense. The System and Occupied City Property shall be reasonably maintained in a manner consistent with the Final Design Drawings, and as required by this Agreement, by applicable State or Federal law and by City ordinance. The portion of the Occupied City Property to be utilized by vehicular or pedestrian traffic shall be maintained by UTA as a smooth, safe and

consistent surface (except for rumble areas approved by the parties), free of depressions or obstructions and consistent with the grade of the public streets, all in a manner consistent with the Final Design Drawings. The System and the Occupied City Property shall, at all times, be maintained in a neat, clean and orderly condition. Without limiting the foregoing, UTA shall keep the Occupied City Property free of weeds, garbage, and unsightly or deleterious objects or structures, and shall keep the System and all Occupied City Property free from graffiti.

(b) The City reserves the right to plant landscaping on any Occupied City Property, both within and outside of System stations. All landscaping planted by the City both within and outside of System stations shall be maintained by the City at its cost. All landscaping planted by UTA within stations shall be maintained by UTA at its cost.

(c) Prior to the performance by UTA of any maintenance or repair work within the System Corridor (other than routine maintenance which does not require excavation or removal of any portion of the street, or emergency work such as derailment), UTA will obtain any permits, and pay all fees and charges, required by City ordinance in connection with such work, and shall abide by the reasonable requirements thereof which are not in conflict with State or Federal laws or regulations.

(d) The City and UTA shall in good faith endeavor to avoid disruption of System service for maintenance and other work and may agree to perform work during off-peak traffic times to minimize disruptions to System operations, businesses and traffic. The City shall not be liable to UTA for interruption of System service for emergency work or for scheduled work or work for which proper notice is given. The parties agree that when interruption of the System is required for non-emergency work, the party performing the work shall provide at least ten (10) days prior written notice to the other and shall perform the work so as to minimize disruptions to the greatest extent possible. In cases of emergency or exigent circumstances, the party effecting the repair shall immediately notify and cooperate with the other party.

(e) For repair or maintenance work in City streets, UTA shall abide by the provisions of the City's Traffic Barricade Manual, as amended from time to time, except as preempted by Federal or State law. UTA shall prepare traffic control plans relating to repair and maintenance work, which shall be subject to City approval, and which shall be followed by UTA. The City may require repair and maintenance work to be done during off-peak traffic times to minimize business and traffic disruptions.

(f) If any maintenance is required to be performed by this Agreement or by any State or Federal legislative act, rule or regulation, and is not completed within ten (10) days after written notice is sent by the City to UTA, or within a longer reasonable time given the nature of the maintenance required (as approved by the City), the City may perform such maintenance or repairs as it reasonably deems necessary, not inconsistent with State or Federal law or regulation, pursuant to said notice. For such work, UTA shall entirely reimburse the City within thirty (30) days of receipt of the city's bill. UTA will pay any reasonable City costs or expenses incurred in collecting such maintenance costs and expenses, including attorney's fees.

(g) If, in connection with the performance of any repair or maintenance work, UTA shall remove or damage any Public Facilities, UTA shall repair or replace such Public Facilities with the same or similar materials, if available, as reasonably required by the City, consistent with applicable Federal and State laws and regulations and to the satisfaction of the City.

(h) Repair and maintenance of the tracks and related system facilities shall be done, to the extent practicable, in a manner which avoids unnecessary impediment to the common and ordinary use of City streets by pedestrians and vehicles. The duration during which repair and maintenance equipment and repair and maintenance operations may block pedestrian or vehicular passage on the street shall be controlled by City ordinance and State law.

(i) UTA shall be responsible for all removed snow on Occupied City Property. UTA will be allowed to place and store snow removed from Occupied City Property in the same

places and in the same manner as the City stores snow removed from other areas of the streets. Snow removal will be closely coordinated with the City snow removal operations to ensure that City snow removal operations are not unduly hindered.

(j) The City may, by separate agreement with UTA, and for adequate consideration, agree to undertake certain of UTA's maintenance responsibilities hereunder.

#### SECTION 6. Utilities.

(a) UTA agrees to pay, as long as the System is in place, all costs incurred by the City in connection with maintaining, repairing, replacing or connecting to City Lines, in excess of the costs which would have been incurred absent the System. UTA also agrees to pay, as long as the System is in place, all costs of repairing damage to City Lines to the extent such damage is caused by the System.

(b) In connection with the development of the Design Plans, the parties shall engage an independent corrosion consultant, approved by the City, and shall incorporate into the System, and maintain during the term of this Agreement at UTA's expense, such stray current protection measures and devices for all publicly-owned utilities, wherever located, as shall be reasonably required by the City, based upon the recommendations of such consultant. Prior to the start of System service, readings shall be taken by appropriate methods. Readings shall be taken after the commencement of service, and at regular intervals during the terms of this Agreement. Such readings shall be compared with the "before" readings. From these comparisons, the consultant shall develop a recommendation for further stray current mitigation measures, which shall be implemented as reasonably required by the City based upon such recommendation.

SECTION 7. Traffic Regulations. System vehicles traveling on City streets shall be subject to all generally applicable speed limits and other traffic control ordinances and regulations, consistent with State and Federal law. Nothing in this Section 6 shall be construed as

preventing the City from adopting traffic ordinances and regulations which apply solely to the System vehicles, other than speed limits.

SECTION 8. Traffic Signal Priority. UTA shall construct, install and maintain a traffic signal priority system in favor of System vehicles, approved by the City, which system shall be operated and controlled by the City.

SECTION 9. Advertising. Neither UTA nor any private party shall use any fixed System facilities for purposes of advertising, without first obtaining City approval, which approval may be granted or withheld by the City in its sole and absolute discretion. Nothing in this Section 8 shall prevent UTA from advertising its public transportation services, or providing information regarding such services, such as maps, schedules or information kiosks, at stations and stops.

SECTION 10. No Public Forums. In recognition of the safety concerns associated with potentially crowded station platforms, substantial foot traffic, street traffic and System vehicle traffic, and the resulting need for crowd control and attention to surroundings, UTA agrees not to take any action or authorize any activity which would result in any Occupied City Property (including such property as shall be occupied by stations) being designated or recognized as a public forum. Furthermore, the City may establish and enforce policies prohibiting public speaking or other free speech activities on any Occupied City Property, including without limitation Occupied City Property occupied by stations, and may take such other action as may be necessary to prevent the designation or recognition of such Occupied City Property as public forums.

SECTION 11. Potential Extension of Free Fare Zone. The Parties acknowledge that UTA provides public transportation services free of charge in the downtown area circumscribed by, and including, 500 South, 400 West, North Temple and 200 East. As of the date this Agreement is executed, the parties are conducting a downtown transportation and transit study. The downtown transportation and transit study will address, among other items, certain

recommendations regarding a potential extension of the free fare zone. To the extent that the downtown transportation and transit study makes a recommendation that free public transportation services be extended to the Salt Lake City Intermodal Terminal, UTA agrees that its staff will forward this recommendation to UTA's Board of Trustees (the "Board"). The parties agree and acknowledge that all decisions regarding any extension of the free fare zone may only be made by the Board by separate resolution or agreement. Neither the Board's approval of this Agreement, nor its approval of the LRT Agreement, shall be construed as approving any extension of the current free fare zone.

SECTION 12. Special Events. The City agrees not to issue special event permits for public events which substantially interfere with the operation of the System within the System Corridor without the prior written consent of UTA.

SECTION 13. Design Approval.

(a) The City has design approval rights with respect to the Final Design Drawings, as set forth in the LRT Agreement. In addition to the design approval rights set forth in the LRT Agreement, UTA agrees that the City shall have the right to review and approve (such approval not to be withheld unreasonably), during the term of this Agreement, any design plans and specifications for future significant additions, changes and alterations to, and modifications and replacements of, any System facilities within the City. UTA agrees not to construct, install or otherwise make any such significant additions, changes, alterations, modifications or replacements without first obtaining design approval from the City.

(b) The purpose of the City's design approval authority with respect to future significant additions, changes and alterations to, and modifications and replacements of, any System facilities is to ensure that the System remains a fully integrated element of the City, both functionally and aesthetically. The City agrees to negotiate any design changes with UTA in good faith, and not to impose unrealistic or overly burdensome design requirements on UTA. UTA recognizes, however, that design decisions shall not be based solely or primarily on budgetary

constraints.

SECTION 14. Agreement Non-Assignable. UTA may not assign or otherwise transfer any of its rights or obligations hereunder to a third party (other than to a successor public entity charged with providing public transportation), without the express prior written consent of the City, which may be granted or withheld by the City in its sole and absolute discretion.

SECTION 15. City approval of Agreements With Third Parties. All agreements between UTA and private parties which may affect the Occupied City Property or the subject matter of this Agreement including, without limitation, any agreements with companies operating private utilities, shall be subject to City approval as to those provisions which affect the City.

SECTION 16. UTA Indemnification of the City. UTA shall indemnify, defend and hold harmless the City, and its respective past, present and future employees (each an "Indemnified Party"), from and against all claims, demands, liens and all liability or damage of whatever kind, including attorneys' fees and expenses of dispute resolution (including expert witness fees and investigative expenses), arising out of or by reason of any acts, errors or omissions: (a) related to the exercise of the UTA Use Rights after Project design and construction; (b) related to UTA's breach of any material provision of this Agreement; or (c) related to UTA's failure to comply with any federal, state, or local environmental laws or regulations in the operation of the System. This provision shall not impact, reduce or modify any indemnification provision related to the design and construction of the System as set forth in the LRT Agreement. These indemnification provisions shall survive the termination of this Agreement.

SECTION 17. Duty to Restore. Upon the expiration of this Agreement, or earlier termination or partial termination of the UTA Use Rights and/or this Agreement pursuant to Section 3 hereof, all System improvements located on Occupied City Property as to which UTA Use Rights have been terminated shall, at the option of the City, be removed, and the Occupied City Property shall be restored to a condition consistent with the then current condition of adjoining streets or other public facilities with respect to grade, appearance, quality, finish and



type of construction, at the sole cost and expense of UTA. Restoration shall be performed within ninety (90) days of such expiration or termination, or such longer period as shall be required by the nature of the work and agreed to by the City. If UTA fails to restore the Occupied City Property, the City may perform such work after thirty (30) days prior written notice to UTA, and UTA hereby agrees to pay all costs of the City in connection with such work, including any collection costs and attorney's fees.

SECTION 18. Notice. Any notice, demand, request, consent, submission, approval, designation or other communication which either party is required or desires to give under this Agreement shall be made in writing and mailed to the other parties at the addresses set forth below or at such other addresses as the parties may provide in writing from time to time. Such notices shall be hand delivered, mailed (by first-class mail, postage prepaid) or delivered by courier service as follows:

If to the City:  
Salt Lake City Corporation  
Attn: Salt Lake City Mayor  
City & County Building  
451 South State Street, Room 306  
Salt Lake City, Utah 84111

With a Copy to  
Salt Lake City Attorney's Office  
City & County Building  
451 South State Street, Room 505A  
Salt Lake City, Utah 84111

If to UTA  
Utah Transit Authority  
Attn: General Manager  
3600 South 700 West  
Salt Lake City, Utah 84119

With a Copy to  
Utah Transit Authority  
Attn: General Counsel's Office  
3600 South 700 West  
Salt Lake City, Utah 84119

SECTION 19. Amendment. This Agreement may be modified or amended only by a written instrument executed by the parties and/or all their successors, as applicable.

SECTION 20. Police Powers. Each party acknowledges the right vested in the other pursuant to general law to exercise its police powers for the protection of the health, safety and welfare of its citizens/passengers and their properties. Nothing in this Agreement shall be construed as precluding either party from exercising such powers in connection with the System,

except with respect to matters specifically addressed in this Agreement, and then only to the extent of the express terms of this Agreement.

SECTION 21. Default. Either party shall be deemed in default under this Agreement upon the failure of such party to observe or perform any covenant, condition or agreement on its part to be observed or performed hereunder, and the continuance of such failure for a period of ninety (90) days after the giving of written notice by the other party, which notice shall specify such failure and request that it be remedied, unless the party giving such notice shall agree in writing to an extension of such time period prior to its expiration; provided, however, that if the failure stated in such notice cannot be corrected within the applicable period, it shall not give rise to a default hereunder if corrective action is instituted within the applicable period and diligently pursued until such failure is corrected. In the event of a default hereunder, the non-defaulting party shall have a breach of contract claim and remedy against the other in addition to any other remedy provided or permitted by law, provided that no remedy which would have the effect of amending any provisions of this Agreement shall become effective without the formal amendment of this Agreement. In the event of any dispute with respect to any of the covenants or agreements contained herein, the prevailing party shall be entitled to recover from the other party all costs and expenses, including reasonable attorneys' fees, which may arise or accrue from enforcing this Agreement or its provisions, and in pursuing any remedy provided by this Agreement or the laws of the State of Utah or the United States, whether such remedy is pursued by filing a suit or otherwise.

SECTION 22. Dispute Resolution. Any dispute regarding the meaning of any provision of this Agreement or the determination of an issue of fact, and which is not resolved by staff, shall be referred to the General Manager of UTA and the City's Mayor. Prior to the initiation of any formal legal action, such individuals shall engage in good faith negotiations aimed at reaching an amicable solution of the dispute that is consistent with this Agreement and with the LRT Agreement. If, after good faith negotiations, a dispute cannot be resolved by such

individuals, such dispute may then be brought before a court of competent jurisdiction in Salt Lake County.

SECTION 23. Interlocal Co-operation Act Requirements. In satisfaction of the requirements of the Interlocal Act in connection with this Agreement, the parties agree as follows:

(a) This Agreement shall be authorized by resolution of the governing body of each party, pursuant to Section 11-13-219 of the Interlocal Act;

(b) This Agreement shall be approved as to form and legality by a duly authorized attorney on behalf of each party, pursuant to Section 11-13-202.5 of the Interlocal Act; and

(c) A duly executed original counterpart of this Agreement shall be filed with the keeper of records of each party, pursuant to Section 11-13-209 of the Interlocal Act.

(d) Except as provided in Section 3 hereof, this Agreement and the UTA Use Rights may be terminated only by and upon the express written consent of the parties.

(e) Except as otherwise specifically provided in this Agreement, any real or personal property acquired by either party, or by the parties jointly, pursuant to this Agreement or in conjunction with the Project shall be acquired and held, and disposed of by such party upon termination of this Agreement as agreed among the parties or as otherwise required by applicable local, State and Federal law.

SECTION 24. Governing Law. This Agreement shall be construed, interpreted and applied in accordance with the laws of the State of Utah.

SECTION 25. Entire Agreement. This Agreement contains the entire agreement between the parties with respect to the subject matter hereof, and no statement, promises or inducements made by either party or agents or either party that are not contained in this Agreement shall be binding or valid, and this Agreement may not be enlarged, modified or altered except through a written instrument which is signed by all parties. To the extent of any

conflict between the provisions of this Agreement and the provisions of any later agreements, the later agreements shall be controlling.

SECTION 26. Non-Waiver. No covenant or condition of this Agreement may be waived by any party, unless done so in writing. Forbearance or indulgence by any party in any regard whatsoever shall not constitute a waiver of the covenants or conditions to be performed by the other.

SECTION 27. Severability. If any provision of this Agreement shall be held or deemed to be or shall, in fact, be illegal, inoperative or unenforceable, the same shall not affect any other provision or provisions herein contained or render the same invalid, inoperative or unenforceable to any extent whatever.

SECTION 28. Binding Agreement. This Agreement shall be binding upon all of the assigns, grantees and successors in interest to each of the parties, and shall remain in full force and effect until amended as provided herein.

SECTION 29. Further Assurances. The parties hereto shall execute such other documents and take such other actions as may be reasonably necessary or proper to achieve the intent and purposes hereof.

SECTION 30. Ethical Standards. UTA represents that it has not: (a) provided an illegal gift or payoff to a City officer or employee or former City officer or employee, or his or her relative or business entity; (b) retained any person to solicit or secure this Agreement upon an agreement or understanding for a commission, percentage, brokerage or contingent fee, other than bona fide employees or bona fide commercial selling agencies for the purpose of securing business; (c) knowingly breached any of the ethical standards set forth in the City's conflict of interest ordinance, Chapter 2.44, Salt Lake City Code; or (d) knowingly influenced, and hereby promises that it will not knowingly influence, a City officer or employee or former City officer or employee to breach any of the ethical standards set forth in the City's conflict of interest ordinance, Chapter 2.44, Salt Lake City Code.

IN WITNESS WHEREOF, the parties have executed this Agreement as of the day and year first above written.

**SALT LAKE CITY CORPORATION**

**UTAH TRANSIT AUTHORITY**

By: \_\_\_\_\_  
Ross C. Anderson, Mayor

By: \_\_\_\_\_  
John M. English, General Manager

**ATTEST AND COUNTERSIGN:**

By: \_\_\_\_\_  
Chief Deputy City Recorder

By: \_\_\_\_\_  
Michael Allegra, Chief Capital Development Officer

**APPROVED AS TO FORM AND LEGALITY:**

**APPROVED AS TO FORM AND LEGALITY:**

\_\_\_\_\_  
Senior City Attorney

\_\_\_\_\_  
UTA Legal Counsel

STATE OF UTAH       )  
                                  : ss  
County of Salt Lake    )

On the \_\_ day of \_\_\_\_\_, 2006, personally appeared before me Ross C. Anderson and \_\_\_\_\_, who being by me duly sworn did say that they are the Mayor and Chief Deputy Recorder, respectively, of SALT LAKE CITY CORPORATION, a municipal corporation of the State of Utah; and that the foregoing instrument was signed on behalf of said corporation by authority of a resolution of its City Council; and said persons acknowledged to me that said corporation executed the same.

\_\_\_\_\_  
NOTARY PUBLIC

Residing at: \_\_\_\_\_

My Commission Expires:  
\_\_\_\_\_

STATE OF UTAH       )  
                                  : ss  
County of Salt Lake    )

On the \_\_ day of \_\_\_\_\_, 2006, personally appeared before me John M. English and Michael Allegra, who being by me duly sworn did say that they are the General Manager and Chief Capital Development Officer, respectively, of UTAH TRANSIT AUTHORITY, a public transit district and political subdivision of the State of Utah; and that the foregoing instrument was signed on behalf of said public transit district by authority of a resolution of its Board of Trustees and said persons acknowledged to me that said public transit district executed the same.

\_\_\_\_\_  
NOTARY PUBLIC

Residing at: \_\_\_\_\_

My Commission Expires:  
\_\_\_\_\_

Exhibit G – Reserved

When Recorded Please Return to:

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For good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, SALT LAKE CITY CORPORATION (the “GRANTOR”) conveys in fee and warrants (only as against those claiming by, through or under GRANTOR) to UTAH TRANSIT AUTHORITY (hereafter “GRANTOR”) (hereafter “GRANTEE”), all of Grantor’s interest in the following described real property situated in Salt Lake County, State of Utah:

The fee interest granted hereunder is subject to existing rights-of-way and easements of record, including those of all public utilities or private third parties now located on, in, under or over the confines of the above described property, and the rights of entry thereon for the purposes of obtaining, altering, replacing, removing, repairing or rerouting said utilities.

By \_\_\_\_\_  
SALT LAKE CITY CORPORATION  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_

STATE OF UTAH )  
 )  
 ) :SS  
COUNTY OF \_\_\_\_\_ )

The foregoing Special Warranty Deed was acknowledged before me this \_\_\_\_ day of \_\_\_\_ 2006 by \_\_\_\_\_, who before me duly sworn, did say that he is the \_\_\_\_\_ of Salt Lake City Corporation.

My Commission expires:

Notary Public

Residing at \_\_\_\_\_, Utah

## **Exhibit I – Assignment and Assumption Agreement for Greyhound Lease**

### **ASSIGNMENT, ASSUMPTION AND CONSENT AGREEMENT**

This Assignment, Assumption and Consent Agreement ("Agreement") is hereby entered into this \_\_\_ day of \_\_\_\_\_ 2006 by and between Utah Transit Authority, a public transit district organized under the laws of the State of Utah ("UTA"), Salt Lake City Corporation, a municipal corporation and political subdivision of the State of Utah (the "City"), and Greyhound Lines, Inc., a corporation organized under the laws of the Delaware ("Greyhound"). UTA, the City and Greyhound are hereafter collectively referred to as the "parties" and any of the foregoing may be individually referred to as "party," all as governed by the context in which such words are used.

### **RECITALS**

WHEREAS, the City and Greyhound entered into a *MONTH, DATE, 2005* Lease Agreement (hereafter collectively the "Lease");

WHEREAS, the Lease provided for Greyhound's lease of exclusive and common areas for a bus maintenance and passenger station facility at the Salt Lake City Intermodal Terminal, located at approximately 600 West 300 South in Downtown Salt Lake City (the "Intermodal Hub");

WHEREAS, effective the date of this Agreement, the City has conveyed the Intermodal Hub (including the real estate subject to the Lease) and the underlying real estate to UTA;

WHEREAS, the City is willing to assign and delegate all rights and obligations under the Lease, and UTA is willing to accept and assume all such rights and obligations; and

WHEREAS, although not required under the Lease, Greyhound consents to the assignment described herein.

### **AGREEMENT**

NOW THEREFORE, on the stated Recitals, which are incorporated herein by reference, and for and in consideration of the mutual covenants and Lease hereafter set forth, the mutual benefits to the parties to be derived herefrom, and for other valuable consideration, the receipt and sufficiency of which the parties acknowledge, it is hereby agreed as follows:

1. Assignment and Assumption. The City hereby assigns and delegates and UTA hereby accepts and assumes all rights and obligations of the City under the Lease. The Assignment shall be effective as of the date set forth above. Hereafter, UTA shall be solely responsible for all obligations and requirements allocated to the City under the Lease, and UTA shall be the sole beneficiary of all rights and obligations allocated to Greyhound under the Lease. Greyhound hereby releases the City from all obligations and liability accruing under the Lease.
2. Consent to Assignment. Greyhound hereby consents to the assignment of the Lease as set forth in this Agreement.



3. Payment of Rent and Other Obligations. Any rent payments or other obligations payable by Greyhound under the Lease shall be delivered in accordance with the Agreements and to the following address:

Utah Transit Authority  
Attn: Property Administrator – Intermodal Hub  
3600 South 700 West  
P.O. Box 30810  
Salt Lake City, Utah 84130-0810

4. Notices. Any notices or other communications deliverable by Greyhound under the Lease shall be provided in accordance with the Agreements to the following addresses:

Utah Transit Authority  
Attn: Deputy Chief – Asset Management and Business Development  
3600 South 700 West  
P.O. Box 30810  
Salt Lake City, Utah 84130-0810

With a Copy to:

Utah Transit Authority  
Attn: General Counsel  
3600 South 700 West  
P.O. Box 30810  
Salt Lake City, Utah 84130-0810

5. Ethical Standards. UTA represents that it has not: (a) provided an illegal gift or payoff to a City officer or employee or former City officer or employee, or his or her relative or business entity; (b) retained any person to solicit or secure this Agreement upon an agreement or understanding for a commission, percentage, brokerage or contingent fee, other than bona fide employees or bona fide commercial selling agencies for the purpose of securing business; (c) knowingly breached any of the ethical standards set forth in the City's conflict of interest ordinance, Chapter 2.44, Salt Lake City Code; or (d) knowingly influenced, and hereby promises that it will not knowingly influence, a City officer or employee or former City officer or employee to breach any of the ethical standards set forth in the City's conflict of interest ordinance, Chapter 2.44, Salt Lake City Code.
6. Other Provisions. Except as specially amended by this Agreement, all terms, conditions and provisions of the Lease shall continue unmodified and in full force and effect.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement in duplicate as of the date first herein written.

UTA

THE CITY

UTAH TRANSIT AUTHORITY

SALT LAKE CITY CORPORATION

By: \_\_\_\_\_  
John English, General Manager

By: \_\_\_\_\_  
Ross C. Anderson, Mayor

By: \_\_\_\_\_  
Michael Allegra, Chief Capital Development Officer

ATTEST AND COUNTERSIGN:

By: \_\_\_\_\_  
Chief Deputy City Recorder

APPROVED AS TO FORM AND LEGALITY

APPROVED AS TO FORM AND LEGALITY:

\_\_\_\_\_  
UTA General Counsel's Office

\_\_\_\_\_  
Senior City Attorney

GREYHOUND LINES, INC

By: \_\_\_\_\_  
Stephen Gorman  
President and Chief Executive Officer

## **Exhibit J – Assignment and Assumption Agreement for Amtrak Lease**

### **ASSIGNMENT, ASSUMPTION AND CONSENT AGREEMENT**

This Assignment, Assumption and Consent Agreement ("Agreement") is hereby entered into this \_\_\_\_ day of \_\_\_\_\_ 2006 by and between Utah Transit Authority, a public transit district organized under the laws of the State of Utah ("UTA"), Salt Lake City Corporation, a municipal corporation and political subdivision of the State of Utah (the "City"), and National Railroad Passenger Corporation, a corporation organized under the laws of the District of Columbia ("Amtrak"). UTA, the City and Amtrak are hereafter collectively referred to as the "parties" and any of the foregoing may be individually referred to as "party," all as governed by the context in which such words are used.

### **RECITALS**

WHEREAS, the City and Amtrak entered into a November 2, 1999 development agreement and a November 2, 1999 lease agreement (hereafter collectively the "Intermodal Agreements");

WHEREAS, the Intermodal Agreements provided for the relocation of Amtrak's passenger rail station and rail improvements to the Salt Lake City Intermodal Terminal located at approximately 600 West 300 South in Downtown Salt Lake City (the "Intermodal Hub");

WHEREAS, the Intermodal Agreements provided for the lease of approximately \_\_\_\_ acres of real property for the development passenger platforms, parking improvements and trackage;

WHEREAS, the Intermodal Agreements provided for the installation of a temporary, modular building to be used by Amtrak until the completion of the permanent Amtrak improvements as contemplated by Exhibit A of the development agreement;

WHEREAS, the Intermodal Agreements provided for the development of permanent Amtrak improvements in conjunction with the development of UTA's commuter rail and light rail facilities at the Intermodal Hub;

WHEREAS, effective the date of this Agreement, the City has conveyed the Intermodal Hub (including the real estate subject to the Intermodal Agreements) and the underlying real estate to UTA;

WHEREAS, the City is willing to assign and delegate all rights and obligations under the Intermodal Agreements, and UTA is willing to accept and assume all such rights and obligations; and

WHEREAS, Amtrak consents to the assignment described herein.

### **AGREEMENT**

NOW THEREFORE, on the stated Recitals, which are incorporated herein by reference, and for and in consideration of the mutual covenants and Intermodal Agreements hereafter set forth, the mutual benefits to the parties to be derived herefrom, and for other valuable

consideration, the receipt and sufficiency of which the parties acknowledge, it is hereby agreed as follows:

1. Assignment and Assumption. The City hereby assigns and delegates, and UTA hereby accepts and assumes, all rights and obligations of the City under the Intermodal Agreements. The Assignment shall be effective as of the date set forth above. Hereafter, UTA shall be solely responsible for all obligations and requirements allocated to the City under the Intermodal Agreements, and UTA shall be the sole beneficiary of all rights and obligations allocated to Amtrak under the Intermodal Agreements. Amtrak hereby releases the City from all obligations and liability accruing under the Intermodal Agreements.
2. Consent to Assignment. Amtrak hereby consents to the assignment of the Intermodal Agreements as set forth in this Agreement.
3. Payment of Rent and Other Obligations. Any rent payments or other obligations payable by Amtrak under the Intermodal Agreements shall be delivered in accordance with the Agreements and to the following address:

Utah Transit Authority  
Attn: Property Administrator – Intermodal Hub  
3600 South 700 West  
P.O. Box 30810  
Salt Lake City, Utah 84130-0810

4. Notices. Any notices or other communications deliverable by Amtrak under the Intermodal Agreements shall be provided in accordance with the Agreements to the following addresses:

Utah Transit Authority  
Attn: Deputy Chief – Asset Management and Business Development  
3600 South 700 West  
P.O. Box 30810  
Salt Lake City, Utah 84130-0810

With a Copy to:

Utah Transit Authority  
Attn: General Counsel  
3600 South 700 West  
P.O. Box 30810  
Salt Lake City, Utah 84130-0810

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

employee or former City officer or employee to breach any of the ethical standards set forth in the City's conflict of interest ordinance, Chapter 2.44, Salt Lake City Code.

6. Other Provisions. Except as specially amended by this Agreement, all terms, conditions and provisions of the Intermodal Agreements shall continue unmodified and in full force and effect.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement in duplicate as of the date first herein written.

UTA

THE CITY

UTAH TRANSIT AUTHORITY

SALT LAKE CITY CORPORATION

By: \_\_\_\_\_  
John English, General Manager

By: \_\_\_\_\_  
Ross C. Anderson, Mayor

By: \_\_\_\_\_  
Michael Allegra, Chief Capital Development Officer

ATTEST AND COUNTERSIGN:

By: \_\_\_\_\_  
Chief Deputy City Recorder

APPROVED AS TO FORM AND LEGALITY

APPROVED AS TO FORM AND LEGALITY:

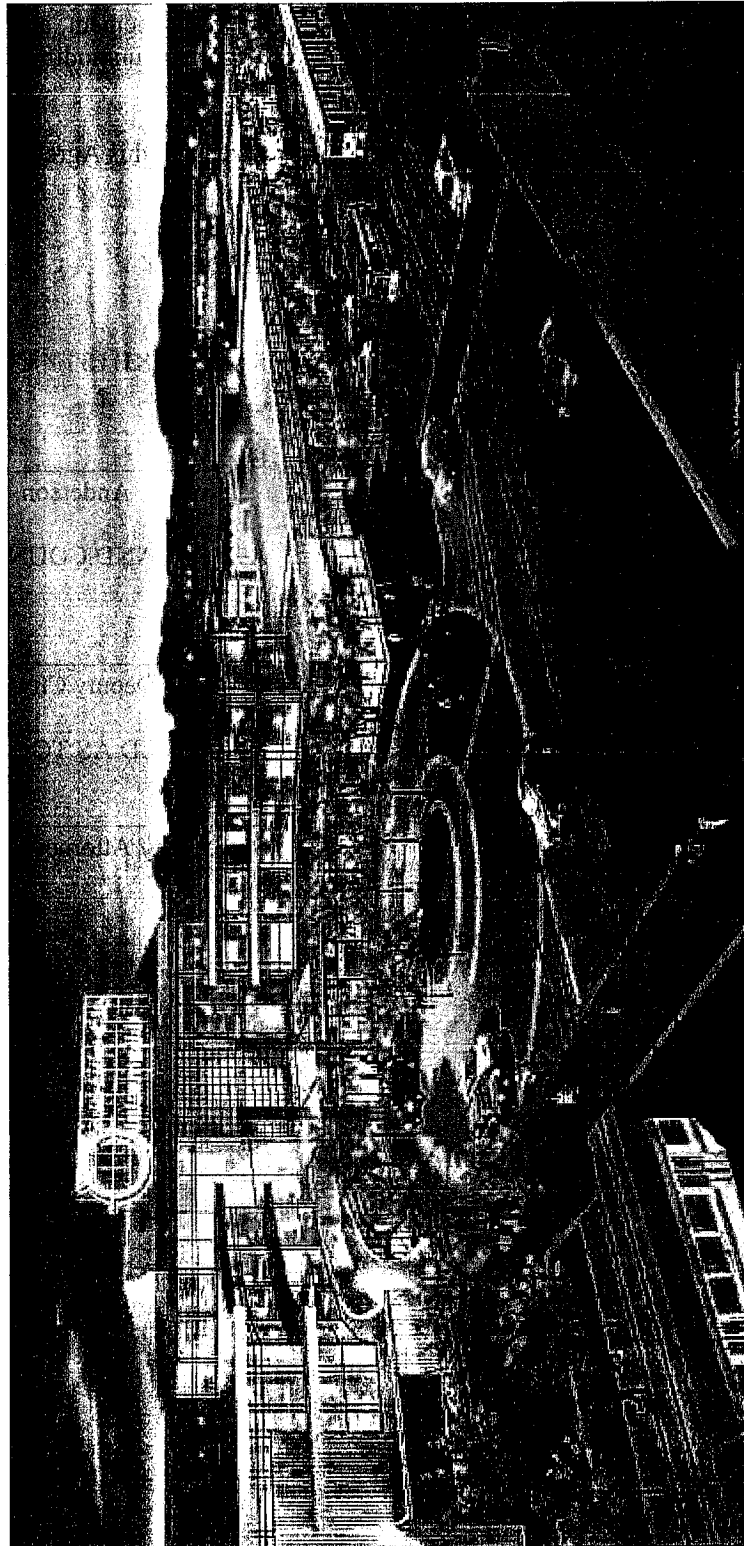
\_\_\_\_\_  
UTA General Counsel's Office

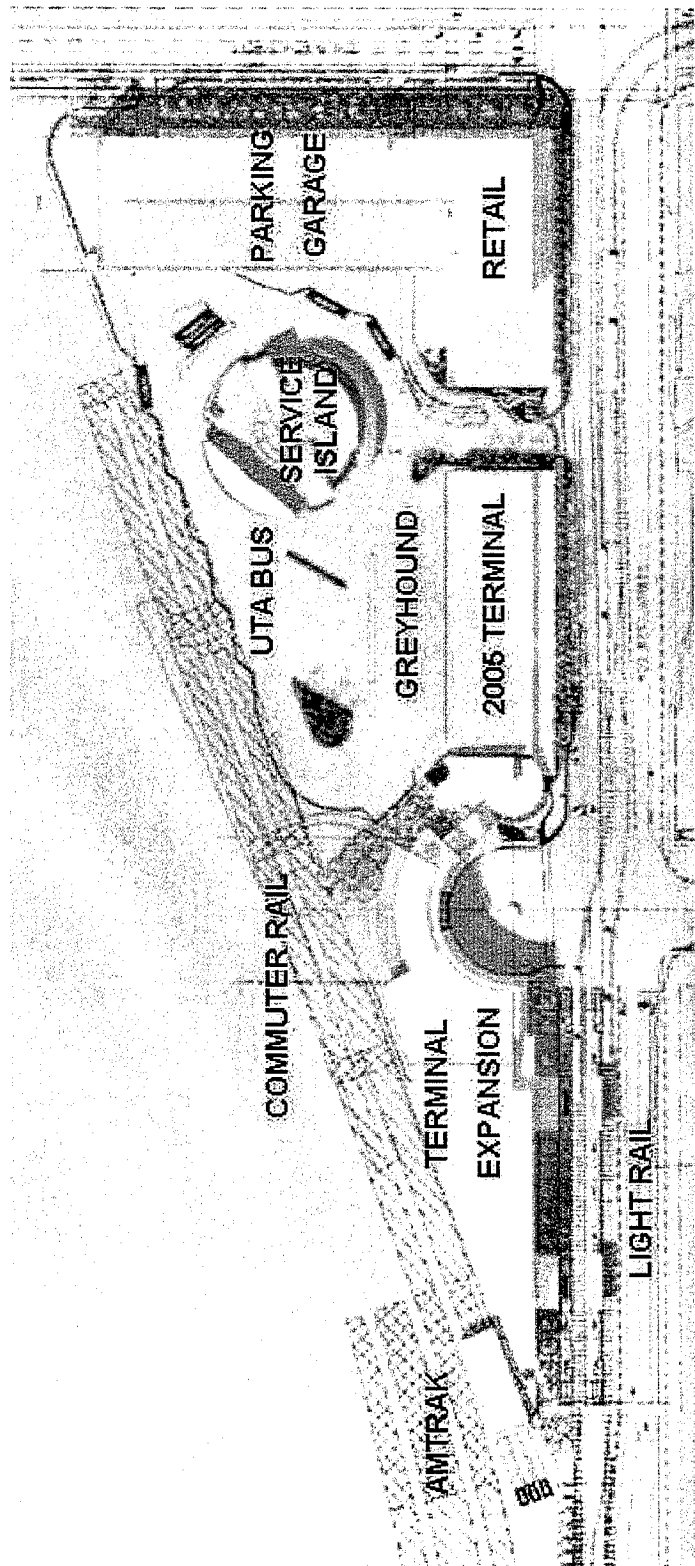
\_\_\_\_\_  
Senior City Attorney

NATIONAL RAILROAD PASSENGER CORPORATION

By: \_\_\_\_\_  
Lee W. Bullock  
President, Amtrak Intercity

**Exhibit K – Site Development Plan for Intermodal Hub**





Site Plan - Hub Expansion



East Elevation - Hub Expansion

