

Master Disclosure Regarding UTA Owned TOD Sites

TOD Sites owned by UTA are occasionally subject to numerous encumbrances that vary according to the manner in which the property was acquired. Below is a list of potential issues, which is not intended to be an exhaustive list. UTA has attempted to provide more specific information for each TOD Site as they are currently known. The potential encumbrances listed below and the specific information listed for each TOD Site are included within those encumbrances; however, UTA does not warrant the completeness or accuracy of the information provided. Developers are responsible for performing their own due diligence with regard to each TOD Site. UTA, when possible, will work with parties to identify and address the encumbrances.

- Some TOD Sites, may have been acquired through the use of grant funds from the Federal Transit Administration (the “FTA”). The FTA has adopted restrictions on the use and disposition of properties acquired with FTA grant funds, which may include:
 - The number of parking stalls required by environmental documentation;
 - FTA’s Joint Development guidance;
 - Effective Continuing Control;
 - Non-discrimination;
 - Americans with Disabilities Act;
 - Debarment;
 - Conflicts of interest;
 - Restrictions on Lobbying;
 - If construction assisted with grant funds, there are many other requirements.
- Some TOD Sites may have been acquired using tax exempt bond financing. The structure of tax exempt bond financing limits the uses and proceeds that can be derived by UTA relative to those properties.
- Some TOD Sites were acquired from railroad companies and operators. In some cases, the type of development and the uses permitted on those properties is limited.
- Some TOD Sites were acquired with assistance from other state or federal agencies and may include particular deed restrictions or implied conveyance restrictions.
- Some TOD Sites contain environmental contamination.