

UTA Board of Trustees Meeting

May 20, 2020



Call to Order and Opening Remarks



Public Comment

Due to the format of the meeting, no in-person comment will be taken

Public comment was solicited prior to the meeting through alternate means, including email, telephone, and the UTA website

All comments received were distributed to the board before the meeting and will be attached as an appendix to the meeting minutes



In Memory of Operator Kris Newman



Safety First Minute



Consent Agenda

- a. Approval of May 6, 2020 Board Meeting Minutes
- b. UTA Policy 6.2.1 – Use of Electronic Devices While Driving



Recommended Action (by acclamation)

Motion to approve



Agency Report

- a. Budget Amendment #2 Addition – Capital Planning and Environmental Funding
- b. UTA Recovery Guidelines



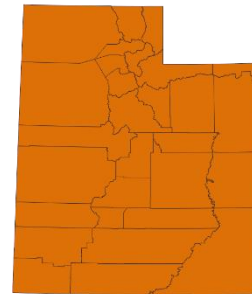
UTA's Recovery Plan Summary

Governor's Office Recovery Plan Guidelines

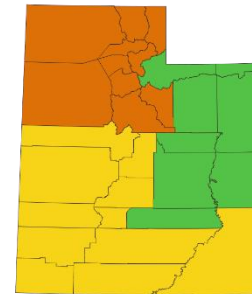
High Risk	Moderate Risk	Low Risk	Normal Risk
<p>Key features related to transit:</p> <ul style="list-style-type: none"> • Face covering worn in public where social distancing measures are difficult to maintain • Essential travel only • Social Distancing • Groups up to 10 • Schools closed • Encourage high contact businesses not to operate 	<p>Key features related to transit:</p> <ul style="list-style-type: none"> • Face covering worn in public where social distancing measures are difficult to maintain • Leave home infrequently • Social distancing • Groups up to 20 • Schools closed • High contact businesses can operate under strict protocols 	<p>Key features related to transit:</p> <ul style="list-style-type: none"> • Face covering worn in public where social distancing measures are difficult to maintain • Groups up to 50 • All businesses open 	<p>Key features related to transit:</p> <ul style="list-style-type: none"> • All businesses operating • Schools are open • Travel restrictions mostly lifted



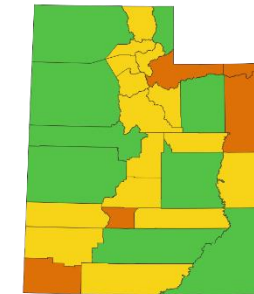
RISK
Color-coded Health
Guidance System



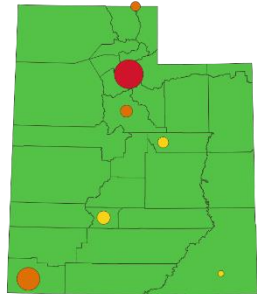
**State
Example**



**Regional
Example**



**County
Example**



**Community
Example**

Hypothetical examples of how public health guidelines could be applied

UTA's Recovery Plan Guidelines

High Risk	Moderate Risk	Low Risk	Normal Risk
Short and Mid-term Service Provision			
<p>Right-size service levels corresponding to serving critical essential trips.</p> <p>Monitor ideal passenger loads: 10 per bus, 15 per TRAX car, 35 per FrontRunner car.</p> <p>Limit 3 per vehicle UTA On Demand</p> <p>Add frequency where needed to ensure social distancing</p>	<p>Add service based on route ridership and</p> <ul style="list-style-type: none"> Consistent with levels of reopenings throughout service region Financial ability limitations Low-income and minority populations <p>Monitor ideal passenger loads: 20 per bus, 30 per TRAX car, 35 per FrontRunner car, 6 per Flex bus.</p> <p>Limit 3 per vehicle UTA On Demand</p>	<p>Add service based on route ridership and</p> <ul style="list-style-type: none"> Consistent with levels of designated reopenings throughout service region Rider and pass holder survey results Financial ability limitations Low-income and minority populations <p>Monitor passenger loads: 30 per bus, 45 per TRAX car, 50 per FrontRunner car, 8 per Flex bus.</p> <p>Limit 3 per vehicle UTA On Demand</p>	<p>Add service based on route ridership and</p> <ul style="list-style-type: none"> Consistent with long-term service plan Financial ability limitations Low-income and minority populations
Safety Protocol			
<p>Encourage riders to socially distance</p> <p>Implement enhanced cleaning and disinfecting for vehicles, stations and equipment</p> <p>For operators:</p> <ul style="list-style-type: none"> Implement 6 foot distancing from operators Provide masks, gloves and hand cleaning supplies Eliminate paper handling <p>Additional for buses:</p> <ul style="list-style-type: none"> Create and install operator barriers on high ridership routes Rear door boarding on buses 	<p>Strongly encourage customers to wear masks and social distancing. Distribute masks to riders</p> <p>Continue vehicle cleaning and disinfecting protocol</p> <p>Continue rear door boarding on bus</p> <p>Installation of:</p> <ul style="list-style-type: none"> hand sanitizers on vehicles operator barriers on all buses <p>For operators:</p> <ul style="list-style-type: none"> Implement 6 foot distancing from operators Provide masks, gloves and hand cleaning supplies 	<p>Strongly encourage customers to wear masks and practice social distance</p> <p>Continue vehicle cleaning and disinfecting protocol including new industry practices and products</p> <p>Continue operator protective items</p> <p>Complete installation of operator barriers on buses. Use rear boarding until barriers installed</p> <p>Continue to review and implement industry best practices and availability of new products for health safety enhancement.</p>	<p>Implement long term safety protocol</p> <p>Continue to review and implement industry best practices and availability of new products for health safety enhancement.</p>
Planning for Recovery			
	<p>Gather data on short/long term financial impact</p> <p>Conduct customer and operator survey</p> <p>Monitor ridership and financial impact</p> <p>Identify capital improvements to enhance safety</p> <p>Monitor industry practices for safety protocol</p> <p>Develop ridership return marketing and information campaign</p>	<p>Determine short/long range financial impact</p> <p>Develop long term service plan elements</p> <p>Develop fares/fare collection plan</p> <p>Develop long term safety protocol</p> <p>Develop capital improvement plan consistent with financial capability</p> <p>Implement ridership marketing campaign</p>	<p>Finalize long term service plan</p> <p>Implement new fare policy and fare collection system ¹</p> <p>Continue marketing and information campaign</p> <p>Implement capital improvement plan consistent with financial capability</p>

Resolutions



R2020-05-02

Resolution Establishing a Debt Reduction Reserve Fund



Resolution R2020-05-02

- Creates the Debt Reduction Reserve at an initial funding level of \$30 million
- Additional funding through annual budget process
- Purposes:
 - Primary – retire outstanding bonds early
 - Secondary – May be used to supplement General Operating reserves with advance notice to the Board of Trustees
- If reserve is used for anything besides debt reduction, the CFO must present the Board of Trustees with a plan to reimburse the reserve within 60 months of first use

Recommended Action (by roll call)

Motion to approve R2020-05-02

Resolution Establishing a Debt Reduction Reserve Fund



R2020-05-03

**Resolution Approving the Execution of an Interlocal
Cooperation Agreement (ILA) with the Utah Department
of Transportation (UDOT) and Lehi City for a Pedestrian
Bridge over SR-92**



UTA, UDOT, & Lehi City ILA-Pedestrian Bridge Over SR-92

- The Lehi Pedestrian Overpass Bridge is a TIGER First/Last Mile Project
- TIGER Stakeholder Agreement and Supplement No. 1 were executed on March 30, 2018 between UTA and Lehi City for design and construction of the Bridge
- Current project funding (\$5,282,740) includes TIGER grant funds, MAG funds, and UDOT TAP funds.
- It will be constructed over the portion of UDOT's SR-92/Timpanogos Hwy located within UTA ROW, per an Agency License Agreement dated November 3, 2016



UTA, UDOT, & Lehi City ILA-Pedestrian Bridge Over SR-92



UTA, UDOT, & Lehi City ILA-Pedestrian Bridge Over SR-92

- This ILA between UTA, Lehi, and UDOT defines the roles and responsibilities for construction and maintenance of the Pedestrian Bridge
 - The Pedestrian Bridge will be constructed by UTA in UTA owned ROW.
 - UTA will transfer by Bill of Sale ownership of the pedestrian bridge to Lehi City.
 - After construction, Lehi City will be responsible for on-going bridge maintenance.
 - UDOT will perform bridge inspections, but City is responsible for cost.



Recommended Action (by roll call)

Motion to approve R2020-05-03

Resolution Approving the Execution of an Interlocal Cooperation Agreement (ILA) with the Utah Department of Transportation (UDOT) and Lehi City for a Pedestrian Bridge over SR-92



R2020-05-04

**Resolution Approving the Execution of an Interlocal
Cooperation Agreement (ILA) with Millcreek City for
Provision of Additional Funds to Supplement the Existing
TIGER Stakeholder Agreement**

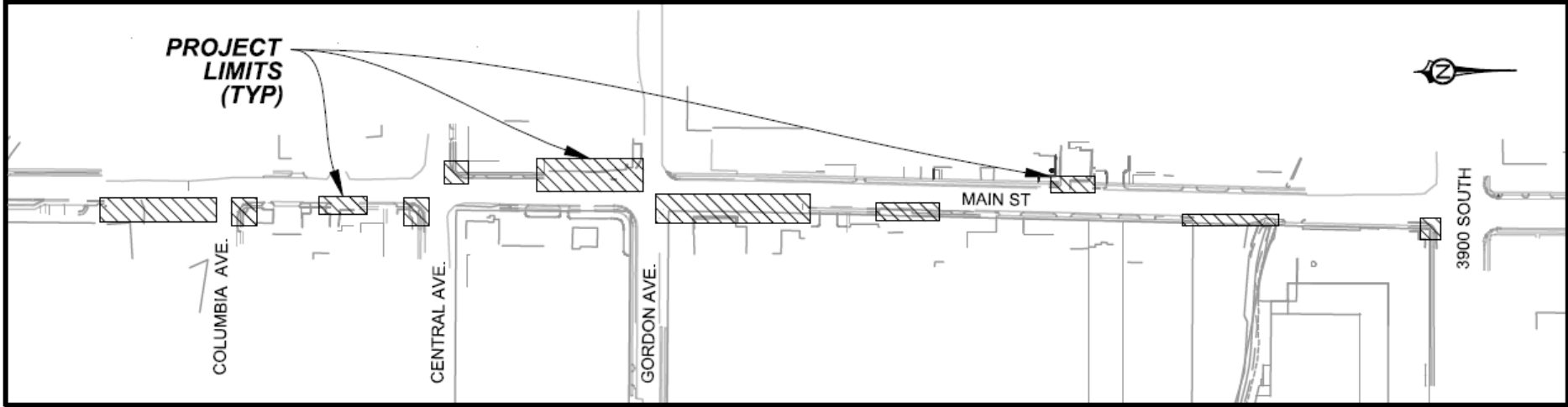


Millcreek City ILA (Supplement No. 2)

- TIGER Stakeholder Agreement and Supplement No. 1 were previously executed on March 30, 2018 for Millcreek's TIGER First/Last Mile Project: 3900 South to Big Cottonwood Creek Sidewalk Project
- Initial project budget was \$394,711
- During project design, the need for additional construction funding for the sidewalk was identified
- In addition, the City requested bike lanes along Main Street be added to the project



Millcreek City ILA (Supplement No. 2)



PROJECT MAP
(N.T.S.)



Millcreek City ILA (Supplement No. 2)

- Supplement No. 2 adds the bike lane scope and increases the budget for the City Projects
 - Additional Funding \$219,213 (Millcreek City; \$125,000 potentially from SL County)
 - Total Budget \$613,924
 - TIGER Participation \$315,769
 - CATNIP SL County \$78,942
 - City Participation \$94,213
 - Salt Lake County (or Millcreek City) \$125,000



Recommended Action (by roll call)

Motion to approve R2020-05-04

Resolution Approving the Execution of an Interlocal Cooperation Agreement (ILA) with Millcreek City for Provision of Additional Funds to Supplement the Existing TIGER Stakeholder Agreement



R2020-05-05

**Resolution Authorizing Execution of a Collective
Bargaining Agreement (CBA) with Amalgamated Transit
Union Local 382**



Proposed Terms of the Collective Bargaining Agreement



Background

- Approximately 1600 Operators, Maintenance, and Parts employees of UTA are represented by ATU Local 382 for negotiation of wages, benefits, and working conditions.
- In August 2019, Utah Transit Authority (UTA) and ATU Local 382 entered negotiations on new terms for the Collective Bargaining Agreement, which expired on December 10, 2019.
- UTA's bargaining team was led by Rich Murray, Director of HR Services & Labor Relations; Andres Colman, RGM Ogden; Catie Casson, HR Business Partner; and Mike Toronto, HR Business Partner.



Bargaining Team Objectives

- Negotiate new terms that:
 - Helped attract and retain a qualified workforce
 - Ensure agreement supports UTA's ability to provide quality service to customers
 - Improve operator working conditions
 - Ensure agreement fits within the parameters of UTA's Long Range Financial Plan
- A Tentative Agreement (TA) on terms was reached on March 16, 2020
- The TA is for a three-year period, December 10, 2019 through December 10, 2022
- The TA was ratified by the ATU membership on May 6, 2020



Employee Pay

Wage Increases					
Year	2020		2021		2022
Month	March	December	July	December	July
	1.75%	1.5%	1.5%	1.5%	2.0%

Lump sum ratification payment: \$300 full-time employee, \$150 part-time employee



Insurance/Healthcare

Joint Insurance Trust Fund Contributions			
	May 1, 2020	May 1, 2021	May 1, 2022
Percent Increase	5.5%	6.0%	6.5%

- Continued participation in UTA’s onsite Health Clinics



Ancillary Benefits

- Increase to Maintenance Tool allowance: \$25 effective 2020
- Increase to Uniform allowance: \$25 effective 2020
- Increase to Graveyard shift differential: \$0.35 from \$0.65 to \$1.00/hour
- Increase in Distance Allowance: \$7.00 in August 2020, \$8.00 in August 2021
- Parental Leave Program: Four weeks paid leave (mirrors administrative employee program)
- Additional Floating Holiday after five years of service
- Overtime pay for all hours worked on holidays



Employee Working Conditions

- Seasonal clothing options for operator uniforms
- Additional access to restrooms for operators during their shifts
- Increased union input in scheduling of operators' shifts
- Yearly meeting between UTA and ATU to prioritize needed improvements to working conditions
- Timely notification to employees about changes in schedules due to State of Good Repair projects
- Development of apprenticeship programs in rail maintenance crafts, modeled after bus maintenance program
 - UTA provides shuttle service to minimize operator travel times
 - UTA and ATU will work to reduce split shifts with three pieces



Conclusion

- The terms of this Tentative Agreement meet the objectives given to the bargaining team.
- The costs associated with the terms of this Tentative Agreement are programmed into UTA's Long Range Financial Plan and programmed into the 2020 budget.
- Recommend the Board adopt this resolution authorizing UTA's Board Chair, Executive Director, and Treasurer to execute and deliver the new terms of a collective bargaining agreement (CBA) with Amalgamated Transit Local 382.



Recommended Action (by roll call)

Motion to approve R2020-05-05

Resolution Authorizing Execution of a Collective Bargaining Agreement (CBA) with
Amalgamated Transit Union Local 382



Contracts, Disbursements, and Grants



**Contract: Vendor-Managed Inventory – Light Rail Parts
(Siemens Mobility, Inc.)**



Recommended Action (by acclamation)

Motion to approve contract as presented in the meeting materials



**Contract: Northern ADA Complementary Paratransit and
Route Deviation Provider Services
(MV Transportation, Inc.)**



Recommended Action (by acclamation)

Motion to approve contract as presented in the meeting materials



**Contract: Southern ADA Complementary Paratransit and
Route Deviation Provider Services
(United Way of Utah County)**



Recommended Action (by acclamation)

Motion to approve contract as presented in the meeting materials



**Contract: Accident Repair for Light Rail Vehicle 1137
(Siemens Mobility, Inc.)**



Recommended Action (by acclamation)

Motion to approve contract as presented in the meeting materials



**Change Order: Employer Dental Insurance Agreement –
Administrative Employees
(EMI Health)**



Recommended Action (by acclamation)

Motion to approve change order as presented in the meeting materials



**Change Order: Employer Dental Insurance Agreement –
Bargaining Employees
(EMI Health)**



Recommended Action (by acclamation)

Motion to approve change order as presented in the meeting materials



Change Order: Employer Assistance Program (Blomquist Hale)



Recommended Action (by acclamation)

Motion to approve change order as presented in the meeting materials



**Change Order: Organizational Development Consultant
Contract Extension
(Nesso Strategies)**



Recommended Action (by acclamation)

Motion to approve change order as presented in the meeting materials



Discussion Items



Facilities Strategic Plan

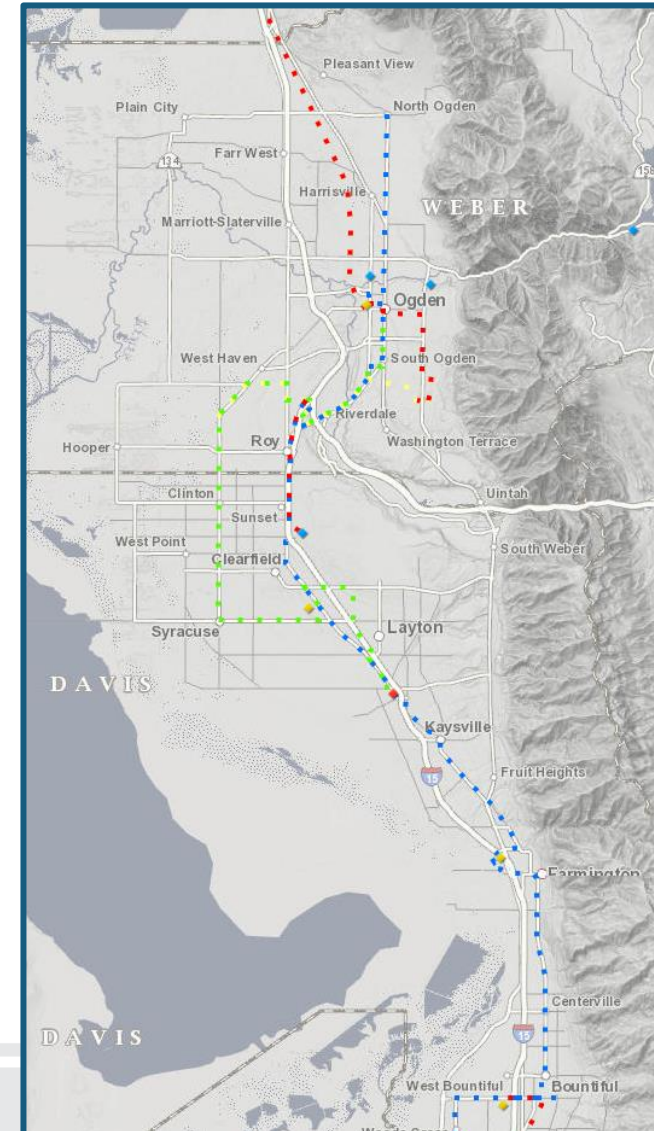
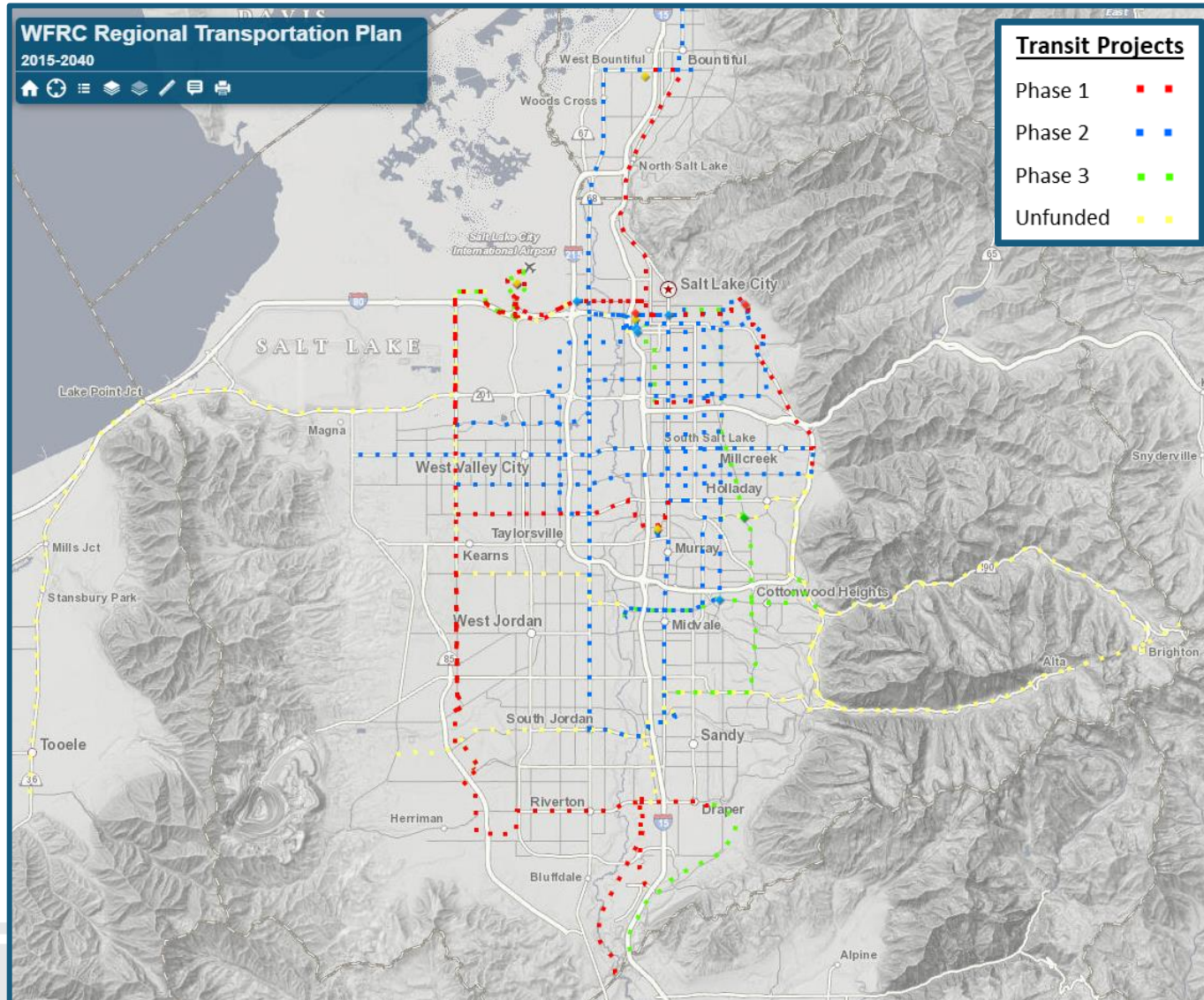


Project Need

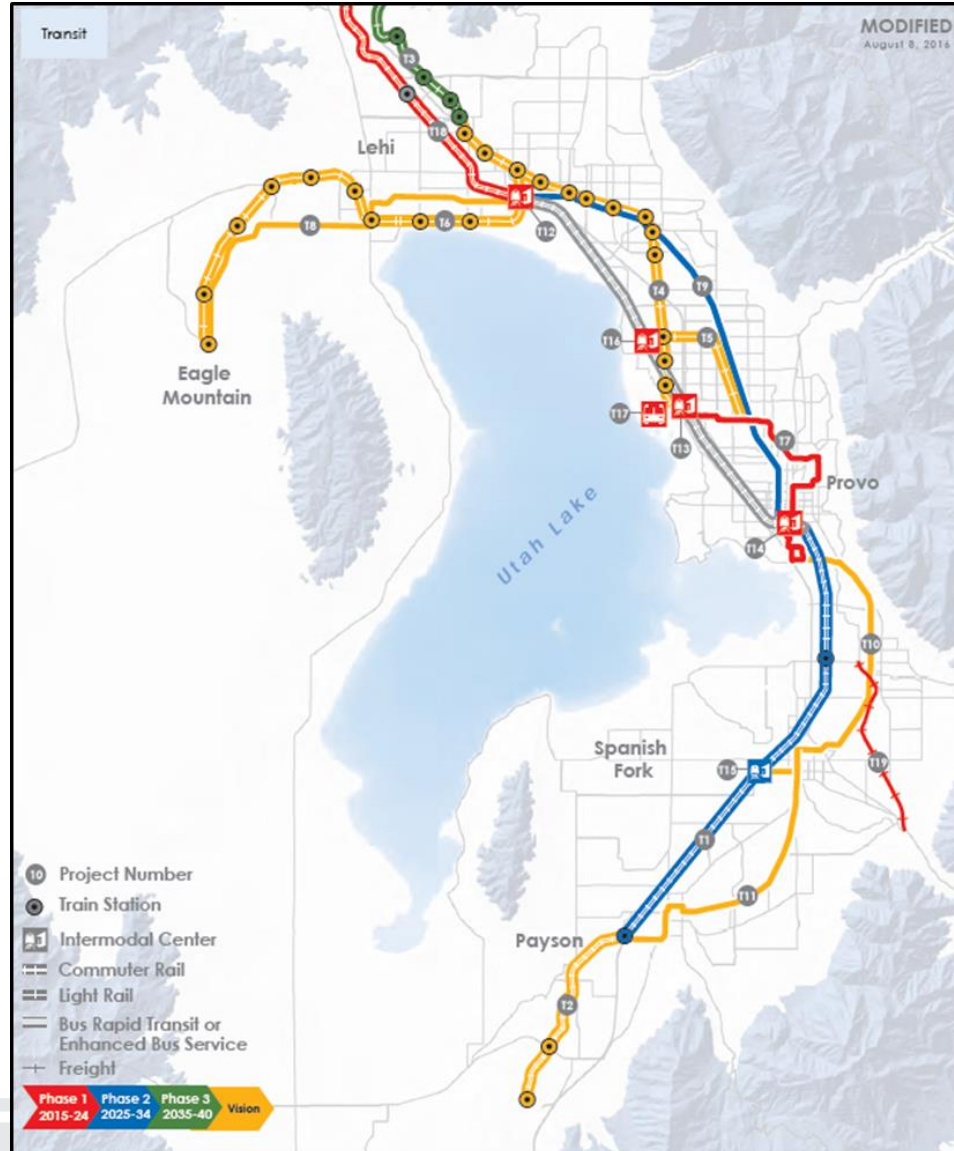
- As the Wasatch Front's population continues to grow, transit service will have to expand to meet the demand
 - WFRC and MAG Regional Transportation Plans identifies how the transit system will expand
- Additional buses, light rail vehicles, and commuter trains will be required
- Maintenance of UTA's fleet and infrastructure is vital to provide safe and efficient service to the public
 - The Facilities Strategic Plan helps identify how UTA needs to grow to meet the demand of future projects



Wasatch Front Regional Transportation Plan 2015-2040



TransPlan 40 (Regional Transportation Plan 2015-2040)



Project Overview

- Met with team members throughout the agency to learn about existing conditions
 - Surveys were distributed to the maintenance facilities
- WFRC and MAG Regional Transportation Plans used to determine how the transit system will grow
- Existing conditions and planned growth was used to determine future needs
- Recommendations were made based off additional discussions with UTA's business units



Summary of Recommendations



Bus



Bus Fleet Expansion and Facilities Need

- New transit service will require UTA to grow the bus fleet
- Facility expansions and new garages will be needed to house and maintain these buses
- Based on the 2015-2040 Regional Transportation Plans an estimated 450 to 460 additional buses will be needed to implement the proposed projects and services increases
 - Salt Lake Business Unit: 315
 - Mt. Ogden Business Unit: 86
 - Timpanogos Business Unit: 62



UTA Bus Fleet Overview

- 2019 Bus Fleet: **548**
 - Estimated Fleet Increase by 2040: **450-460**
 - Planning level estimate based on the regional transportation plan
 - Existing Additional Capacity/Expansions Currently Under Construction: **76**

Facilities to accommodate 375-385 more vehicles are needed by 2040



Needed Bus Facility Expansions

2040 Need: 375-385

Depot District Phase 2—Expand Bus Parking*
 Project Cost: \$10.0—\$13.0 Million
 Increased Capacity: Approx. 100 Buses
 Cost per bus: \$100,000—\$130,000
Date Needed: 2030

Expand Meadowbrook
 Project Cost: \$1.9—\$2.5 Million
 Increased Capacity: Approx. 24 Buses
 Cost per bus: \$79,100—\$104,200
Date Needed: 2022

Construct New Facility in Southern Salt Lake County*
 Project Cost: \$75.00—\$97.5 Million
 Increased Capacity: Approx. 120 Buses
 Cost per bus: \$625,000—\$812,500
Date Needed: 2035

Expand Mt. Ogden
 Project Cost: \$16.2—\$21.0 Million
 Increased Capacity: Approx. 80 Buses
 Cost per bus: \$202,500—\$262,500
Date Needed: 2025-2040

Timpanogos Phase 2 + Expand Yard*
 Project Cost: \$16.6—\$21.6 Million
 Increased Capacity: Approx. 65 Buses
 Cost per bus: \$255,400—\$332,300
Date Needed: 2025

**Requires Additional Land Purchase (Included in the Cost Estimate)*



Additional Bus Facilities Recommendations



Central/Depot District

Short Term (0-5 years)

- Prepare Central for electric buses
- Begin transition to Depot District
- Acquire additional property needed to expand Depot District in the future
 - Additional capacity maybe needed sooner due to SLC purchasing more service



Quick Facts
 Acres - 7.3
 Vehicles - 94
 Employees - 190



Central/Depot District

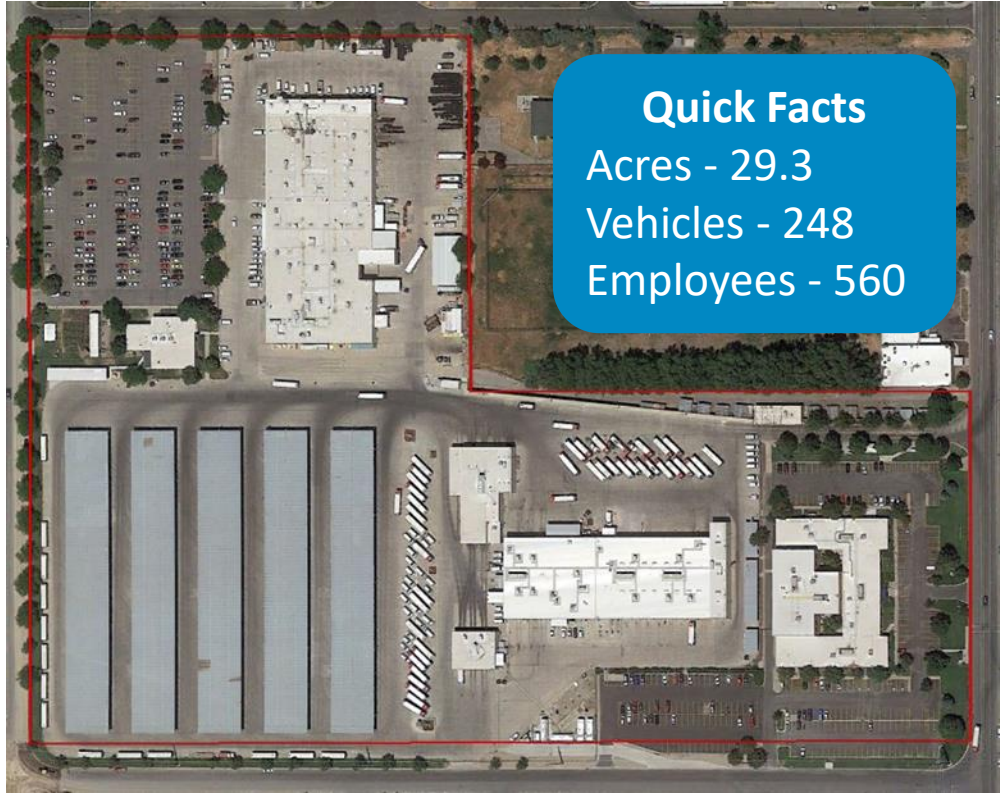


Medium Term (6-15 years)

- Redevelop Central Garage when Depot District is complete
- Install solar panels on the new bus canopies



Meadowbrook



Short Term (0-5 years)

- Replace aging maintenance equipment
- Expand and upgrade maintenance building, add capacity for 20-30 buses



Meadowbrook

Medium Term (6-15 years)

- Upgrade the operations building
- Construct a fit factory/lunch area for all Meadowbrook employees
- Upgrade bus yard to accommodate electric buses



Mt. Ogden

Short Term (0-5 years)

- Add four bays to the maintenance building (as part of the Ogden/WSU BRT Project)
- Expand the Operations/ Administration
- Add crane to maintenance building
- Remodel maintenance supervisor offices
 - Convert downstairs maintenance conference room to tool box storage room



Quick Facts
 Acres - 29.6
 Vehicles - 110
 Employees - 230



Timpanogos

Quick Facts

Acres - 16.4

Vehicles - 96

Employees - 185

Short Term (0-5 years)

- Develop plan to expand and improve Administration/Operations building
- Make modifications to former security check-out to add conference space
- Upgrade aging maintenance equipment as per Asset Management's plans
- Add crane to maintenance building
- Purchase property for alternative entrance to improve pull in/out safety and efficiency



Timpanogos

Medium Term (6-15 years)

- Expand the Operations/Administration building
- Construct alternative entrance to connect with a traffic light to improve pull in/out safety and efficiency



Tooele

Quick Facts

Sq. Ft. - 45,000

Used for overnight storage of bus routes operating in Tooele County to reduce deadhead miles

Buses receive maintenance at Meadowbrook during the day

Short Term (0-5 years)

- Acquire warehouse in Tooele for bus storage (completed)
 - Remodel building (UTA's portion)
- Buy land for future maintenance facility using Prop 1 funding

Long Term (15+ years)

- Build a maintenance facility in Tooele



Summary of Bus Fleet Expansion and Facilities Need

- Additional investments will be needed to support the growing fleet
 - New bus garage in south Salt Lake County. Given the rapid development in the Southwest part of SLCO it is recommended to purchase property as soon as feasible.
 - Depot District bus parking expansion
 - Expansion of Meadowbrook, Mt. Ogden, and Timpanogos bus garages
 - Space for Operations and dispatching is currently very limited at all UTA garages



Special Services



Riverside

Quick Facts
Acres - 23.5
Vehicles - 120
Employees - 195

UTAH TRANSIT AUTHORITY



Short Term (0-5 years)

- Upgrade aging infrastructure in the maintenance building

Medium Term (6-15 years)

- Relocate the wash bay to improve circulation
- Expand the administration and maintenance building



21st South Office

Quick Facts

Acres (Including P&R) - 1.8

Employees: 6

- UTA's Coordinated Mobility team is currently housed here but are in the process of relocating to Meadowbrook Administration building
- The facility is also used as an operator break space
- UTA's transit police needs additional space, and it is recommended that they use the space in the future



Mobility Center

Quick Facts

Acres (including P&R) - 8.4
Employees - 10

- The facility is used for Paratransit eligibility testing and Vanpool Ride Share administration
- It is recommended that the Vanpool staff be relocated to Meadowbrook
- It is recommended that an elevator is installed at the Mobility Center to enable the second floor to be used for future needs
- Much of the site is used by Facilities for bulk material storage
- UTA is also using the building for long term records storage



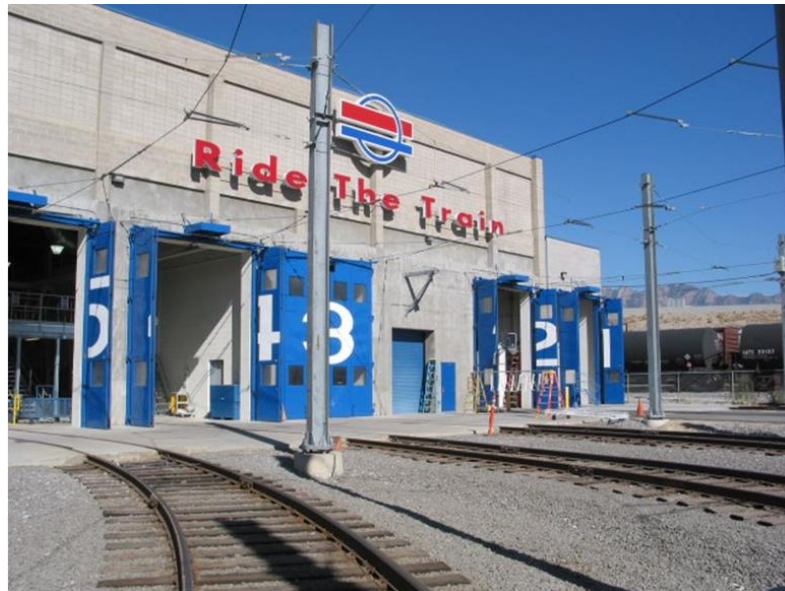
Light Rail



Midvale

Short Term (0-5 years)

- Repair and upgrade aging infrastructure as per Asset Management's plans



Quick Facts
Acres - 20.1
Vehicles - 40
Employees - 125



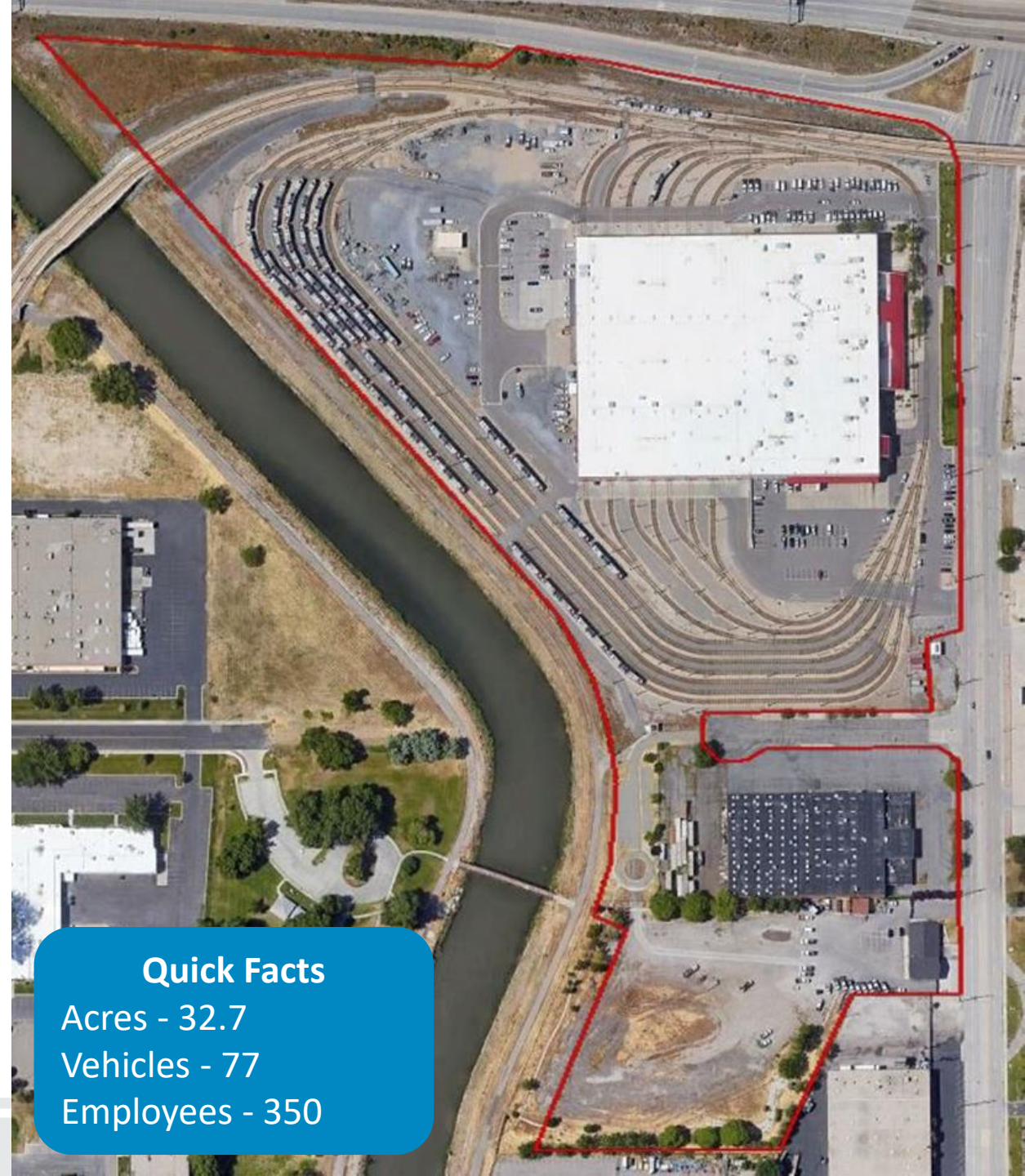
Jordan River

Short Term (0-5 years)

- Relocate Maintenance of Way to provide more parking for TRAX
- Rework the office area to provide a more conducive work space. Install ice melt outside the wash bay

Medium Term (6-15 years)

- Obtain a Wheel Truing Machine for Jordan River (Currently there is only one at Midvale)



Quick Facts

Acres - 32.7

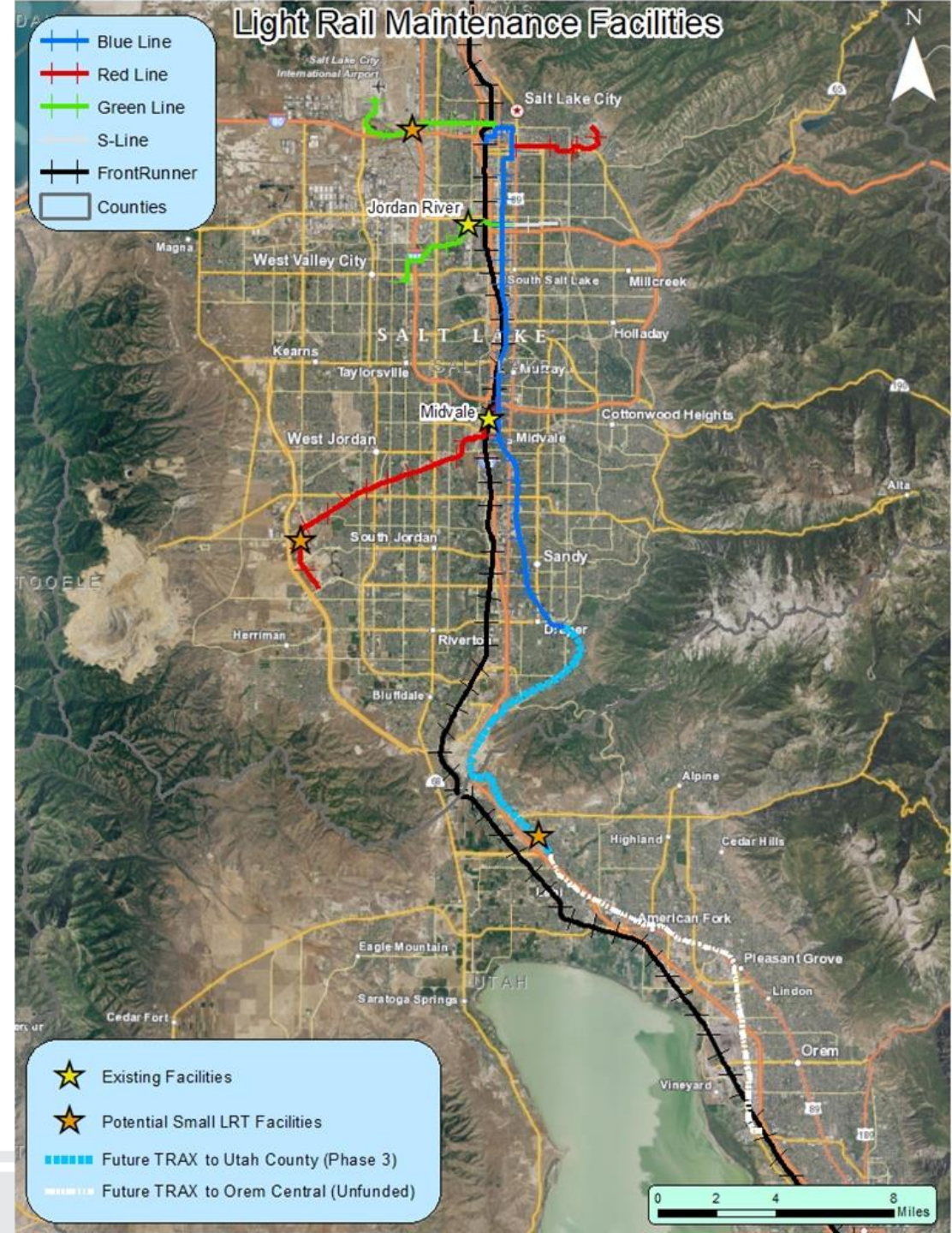
Vehicles - 77

Employees - 350

Encompassing Recommendations

Short Term (0-5 years)

- Future of Light Rail Study will further inform facility needs
- Work on concepts for small maintenance facilities and obtain property



Encompassing Recommendations

Medium Term (6-15 years)

- Construct a small maintenance facility in Daybreak near the 5600 South station
- Construct a small facility near the Airport to allow for 24 hour service in downtown

Long Term (15+ years)

- Construct a small maintenance facility in Utah County if light rail is extended
 - Construct a small maintenance facility near the airport or remove freight from the main line



Commuter Rail



Warm Springs

Short Term (0-5 years)

- Add Fuel, sewer, sand facilities on track 15
- Add a paint booth to the maintenance building
- Expand communications room
- Acquire additional property from Union Pacific to the west of Warm Springs



Quick Facts

Acres - 20.4

Vehicles - 71

- Locomotives - 18
- Bi-Level Cars - 38
- Comet Cars - 15

Employees - 190

Warm Springs

Medium Term (6-15 years)

- Relocate mainline to west side of maintenance building, and convert track on the west to storage
- Expand the maintenance building
- Add a wash building to the far south part of the yard



Encompassing Recommendations

Short Term (0-5 years)

- Acquire property for small maintenance facilities in the Ogden and Provo area

Long Term (15+ years)

- Construct small maintenance facilities in the Ogden and Provo area



Other Recommendations



Asset Management

Short Term (0-5 years)

- Design and remodel the OK Manufacturing building
 - Consult with Asset Management and Supply Chain about space needs
 - Relocate maintenance of way, facilities maintenance, and the parts warehouse to OK Manufacturing
- Perform additional research on the centralized rebuild facility (Currently wrapping-up the study)



Frontline Headquarters

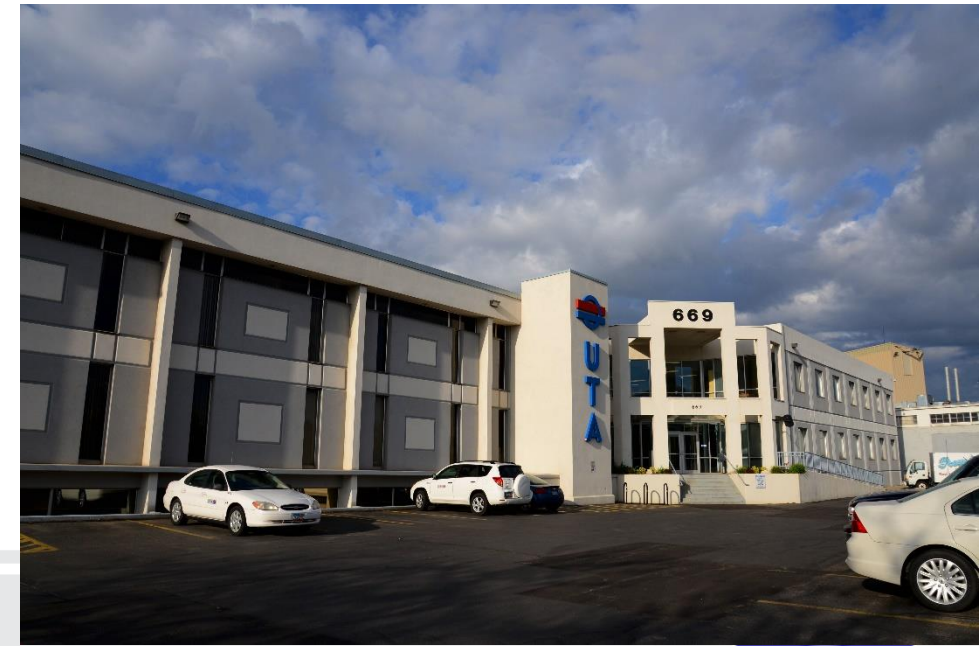
- Complete a structural analysis on the building
 - Finished in December of last year
- Evaluate the cost of upgrading the existing building verses constructing a new facility as part of the Salt Lake Central Transit Oriented Development
- Plan for future administrative staff growth
 - It is estimated that 100,000 square feet needed in the future

Quick Facts

Acres (FLHQ Only) - 5.1

Sq. Ft. – 80,895

Employees - 310



Operator Restrooms

Salt Lake Business Unit Operator Restroom Needs		
Priority	Location	Reasoning / Justification
1	3900 South and Wasatch Blvd (Current Need)	Replace temporary restroom
2	Rocky Mtn. Power – Power Station Transit Center (Current Need)	Facilitate the expansion of bus service on the Westside of SLC
3	Jordan Valley Station (Current Need)	Terminal location for routes 232 and 240, as well as future planned routes to terminate at this location
4	Midvale Center Station (Current Need)	Long standing need for the routes 525, 213 and F578
5	Midvale Fort Union Station (Current Need)	Terminal location for the route 72, 953, and F570
6	Fashion Place West Station (Current Need)	Terminal location for the routes 62 and 209
7	5600 West between 4100 South & 4700 South (Current Need)	Terminal location for routes 41 and 47
8	West Jordan City Center Station (Current Need)	Terminal locations for routes 217 and 218
9	Farmington Station (Current Need)	Terminal location for route 667, future routes
10	Bingham Junction Station (Current Need)	Terminal location for the route 972, mid route for F570 and F578
11	Historic Sandy (Current Need)	Terminal location for the routes F94, F590 and 990
12	5600 West Old Bingham Hwy Station (Future Need)	Facilitate the implementation of 5600 West project
13	Draper Station (Future Need)	Facilitate expansion of service in South Salt Lake County
14	Millcreek Station (Potential Need)	Mid-Route restroom location
15	Stansbury Park & Ride (Potential Need)	Mid-Route restroom location
16	Sugar Factory Road Station (Potential Need)	Current terminal location for the route 227

Ogden Business Unit Operator Restroom Needs		
Priority	Location	Reasoning / Justification
1	Clearfield Station	Terminal location for routes 626, 627, 628
2	Farmington Station	Terminal location for routes 667
3	Layton Station	Terminal location for routes 628, 677
4	Roy Station	Terminal location for routes 604, Future F620
5	Woods Cross Station	Terminal location for routes 460, 461



Facilities Plan Addendums

- Efforts are continuing on the plan
 - FLHQ Structural Analysis: Completed Dec 2019
 - Rebuild Facility Feasibility Study: Complete 2nd quarter 2020
 - Structural evaluation of Warm Springs Commuter Rail facility will be taking place this year
 - Space Allocation and Remodel Procedure Developed: Currently administering the process to allocate space and facilities
 - OK Manufacturing Remodel Plan: Under development
 - Looking for a south Salt Lake County property: UTA owns a site in Bluffdale that is not ideal
 - Rocky Mountain Power Partnership
 - 5 year capital improvement plan has been developed



Other Business

- a. Next meeting on June 3, 2020 at 9:00 a.m.



Adjourn

in memory of UTA Operator Kris Newman

