Regular Meeting of the
Local Advisory Council of the Utah Transit Authority

Wednesday, May 27, 2020, 1:00 p.m.
Remote Electronic Meeting – No Anchor Location – Live-Stream at
https://www.youtube.com/results?search_query=utaride

NOTICE OF SPECIAL MEETING CIRCUMSTANCES DUE TO COVID-19 PANDEMIC:

In keeping with recommendations of Federal, State, and Local authorities to limit public gatherings in order to control the continuing spread of COVID-19, and in accordance with Utah Governor Gary Herbert's Executive Order on March 18, 2020 suspending some requirements of the Utah Open and Public Meetings Act, the UTA Local Advisory Council will make the following adjustments to our normal meeting procedures.

- All members of the Local Advisory Council and meeting presenters will participate electronically via phone or video conference.
- **Public Comment** will not be taken during the meeting but may be submitted through the means listed below. Comments submitted before 4:00 p.m. on Tuesday, May 26th will be distributed to council members prior to the meeting:
  o via email at advisorycouncil@rideuta.com
  o by telephone at 801-743-3882 option 5 (801-RideUTA option 5) – specify that your comment is for the Local Advisory Council meeting.
- Meeting proceedings may be viewed remotely through YouTube live-streaming.
  https://www.youtube.com/results?search_query=utaride

1.	**Call to Order & Opening Remarks**	**Chair Troy Walker**
2.	**Safety First Minute**	**Sheldon Shaw**
3.	**Consent**	**Chair Troy Walker**
	a. Approval of February 19, 2020 Advisory Council Meeting Minutes	
	b. Agency Bylaw and Board Policy Revisions	
4.	**Board of Trustees Report**	**Carlton Christensen**
	a. Strategic Development of Future Transit Opportunities	
	b. Onboard and Benchmark Surveys	
	c. Updates to State and Local Officials	
5.	**Agency Report and Service Update**	**Carolyn Gonot**
	a. COVID-19 Agency Response and Service Modifications	
6.	**Safety and Security Report - Utah State Safety Oversight Program Report**	**Sheldon Shaw, Jim Golden (UDOT)**

7. **Budget and Finance Consultation**   **Bob Biles**
   a. 2020 Budget Amendment #2

8. **Capital Development Projects Consultation**   **Mary DeLoretto**
   a. Capital Projects and Funding Update

9. **Transit Oriented Development Consultation**   **Paul Drake**
   a. Report on Senate Bill 150 from the 2020 Utah State
      Legislative Session

10. **Other Business**   **Chair Troy Walker**
    a. Next meeting: September 16, 2020 at 1:00 p.m.

11. **Adjourn**   **Chair Troy Walker**

Website: https://www.rideuta.com/Board-of-Trustees/Advisory-Council
Live Streaming: https://www.youtube.com/results?search_query=utaride

Be Proactive. Report Hazards.

MAY 2020

UTA

SAFETY & SECURITY

SAFETY FIRST

MEMORANDUM TO THE BOARD

TO: Utah Transit Authority Board of Trustees
FROM: Jana Ostler, Board Manager

LOCAL ADVISORY COUNCIL MEETING DATE: May 27, 2020

SUBJECT:	**Approval of February 19, 2020 Advisory Council Meeting Minutes**
AGENDA ITEM TYPE:	**Consent**
RECOMMENDATION:	Approve the minutes of the February 19, 2020 Local Advisory Council meeting.
BACKGROUND:	A regular meeting of the UTA Local Advisory Council was held on Wednesday, February 19, 2020 at 1:00 p.m. at UTA Headquarters. Minutes from the meeting document the actions of the Council and summarize the discussion that took place in the meeting. A full audio recording of the meeting is available on the Utah Public Notice Website and video feed is available on You Tube at https://www.youtube.com/results?search_query=utaride
ATTACHMENTS:	1) 2020-02-19_LAC_Minutes_UNAPPROVED

Minutes of the Regular Meeting of the
Advisory Council of the Utah Transit Authority

Wednesday, February 19, 2020, 1:00 p.m.
Utah Transit Authority (UTA) Headquarters
669 West 200 South, Salt Lake City, Utah
Golden Spike Conference Rooms

UTA Advisory Council Members Present:

Jeff Acerson	Julie Fullmer
Erin Mendenhall	Robert Hale
Leonard Call	Clint Smith
Erik Craythorne	Troy Walker
Karen Cronin	

Also attending were members of UTA staff, as well as interested citizens and members of the media.

Welcome and Call to Order
Chair Jeff Acerson welcomed attendees and called the meeting to order at 1:01 p.m. with six council members present. Following Chair Acerson's opening remarks, the advisory council and meeting attendees recited the Pledge of Allegiance. Members Walker and Mendenhall arrived shortly after the start of the meeting.

Safety Minute
Chair Acerson yielded the floor to Sheldon Shaw, UTA Director of Safety & Security, for a brief safety message.

Public Comment Period
George Chapman informed the council he does not believe UTA is functioning in a good manner. He stated the agency needs to focus on increased service and higher pay for drivers in order to mitigate the 50% turnover seen within the first year for that position.

Oath of Office
Cathie Griffiths performed the oath of office for new Advisory Council Member Salt Lake City Mayor Erin Mendenhall.

Approval of November 20, 2019 Advisory Council Meeting Minutes
A motion to approve the November 20, 2019 Advisory Council Meeting Minutes was made by Member Karen and seconded by Member Hale. The motion carried unanimously.

Member Fullmer joined the meeting at 1:19 p.m.

Board of Trustees Report

Carlton Christensen, UTA Board of Trustees Chair, was joined by Trustees Kent Millington and Beth Holbrook. Together they informed the council that March 3, 2020 officially marks the 50-Year anniversary for UTA as a transit authority. They also presented a PowerPoint itemizing highlights and milestones they accomplishments as a board in 2019. Andrea Packer, UTA Communications Director, reviewed plans to commemorate UTA's 50th Anniversary. She noted a celebration event on March 3, 2020 at Transit Day on the Hill amongst others that will occur throughout the year. Shule Bishop, UTA Government Relations Director provided a summary of Senate Bill 150 (SB150) - Transportation Governance and Funding Amendments sponsored by Senator Wayne Harper. He also reported that the Infrastructure & General Government (IGG) Subcommittee just prioritized their appropriations list which currently shows the Cottonwood Canyons Ski Bus Traffic Bypass Pilot Program as #6, the Point of the Mountain (POTM) Transit Study as #7, and SB92 -Statewide Comprehensive Rail Plan from Senator Jake Anderegg is #28. Questions on whether tier 3 gasoline applies to the bus system, if there have been discussions to get tier 3 gasoline into the fleet, when and where transit service began 50 years ago, what U.S. Representatives Curtis and McAdams are working on at the federal level, further explanation of SB92 and the extent of collaboration UTA has had with Senator Anderegg, and what the status of final funds is for the POTM alternative analysis were posed by the council and answered by the trustees.

Agency Report

Carolyn Gonot, UTA Executive Director was joined by Jaron Robertson, UTA Director of Innovative Mobility Solutions. Mr. Robertson provided a brief update on the microtransit pilot. He stated the trial is currently in month 3 of the 12-month pilot. He reviewed rider counts which were mainly first/last mile related. He also summarized trip counts and noted the average ranking per trip is 4.8. Ms. Gonot provided an update on the service choices initiative. She reported that a draft bus network plan focusing on ridership scenarios designed by Jarrett Walker and Associates is currently being reviewed by staff and anticipated at the next Local Advisory Council meeting. She also reported public outreach efforts will occur over the coming summer with formal adoption presentations planned for September of 2020. Ms. Gonot concluded by noting that microtransit discussions maybe considered as part of the service choices plan. Questions on what limitations and/or funding problems UTA anticipates with microtransit if ridership continues to grow and what the fare payment by type graphic on page 4 of the evaluation report provided in the council's packet means were posed by the council and answered by staff. Chair Acerson suggested it would be helpful to have statistics on new ridership generated by the microtransit pilot.

Audit Committee Update

Chair Acerson and Member Walker reported on the December 9, 2019 and February 10, 2020 Audit Committee meetings where they were updated on internal audits as well as the external risk assessment performed by Crowe LLP.

AR2020-02-01 Resolution Appointing Advisory Council Officers for the Year 2020. Chair Acerson opened the item up for discussion. A brief dialogue ensued regarding rotation of members through the officer positions.

Member Walker moved to approve resolution AR2020-02-01 appointing Troy Walker as Chair, Karen Cronin as Vice-Chair, and Clint Smith as 2nd Vice-Chair of the Advisory Council for the 2020 Year with an amendment that officers rotate up through the offices and that the 2nd vice-chair be elected annually in the future. Member Craythorne seconded the motion and all voted in favor.

Member Walker left the meeting at 1:56 p.m.

Consultation and Recommendation

Approval and Recommendation to Adopt the Woods Cross Station Area Plan - Resolution AR2020-02-02. Paul Drake, UTA Senior Manager of Real Estate and Transit-Oriented Development was joined by Kevin Leo, UTA Transit Oriented Development Project Specialist I. Together they overviewed the Woods Cross station area plan. They briefed the council on the study area, public outreach, change scenarios, preferred scenario, and recommendations for implementing the plan. Discussion ensued. Questions on the potential housing near the Holly Refinery, whether the proposed commercial space can be supported by the current density, what pedestrian access and costs the project has, what the council's role is with the particulars of the plan, who is proposing the preferred option, what discussion there has been regarding the pedestrian/bike bridge, if the city has a small area plan, whether there has been any discussion of UTA funding portion(s) of the plan, the uniqueness of the plan, and whether the city is ready or if this process is premature were posed by the council and answered by staff.

Member Call moved to approve resolution AR2020-02-02 adopting the Woods Cross Station Area Plan with an amendment that priority be given to residential density and the creation of the pedestrian/bike bridge. Member Cronin seconded the motion, and all voted in favor.

Consultation on Amendment Number 1 to the 2020 Budget. Bob Biles, UTA Chief Financial Officer, reviewed the proposed operating and capital budget changes. He indicated the operating budget changes include increased sales tax revenues of $479,000 which staff is proposing be allocated to fund the carryover of four planning studies from 2019 as well as increased funding expenses. Mr. Biles noted that adjustments are also being made to the capital budget for the purposes of carrying over funds from projects not completed in 2019, incorporating funding contributions by third parties, and/or reallocating funds from contingency. He informed the council the amendments are scheduled to be heard by the board of trustees at their February 26, 2020 meeting.

Discussion Item: Wasatch Choice 2050 Vision. Together, Andrew Gruber, Executive Director Wasatch Front Regional Council (WFRC), and Shawn Seager, Director of Regional Planning Mountainland Association of Government (MAG), provided an overview of the Wasatch Choice 2050 Vision. He explained the vision addresses growth and development issues such as mobility, air quality, strong economy, and quality of life. He also advised the council that the vision is the collective work of many stakeholders around the region and demonstrated ways to use the interactive map located on WFRC's website: https://wfrc.org/. Mr. Gruber noted the map is a combination of what is in place today and the priority investments that need to be made between now and the year 2050. Mr. Seager described the legislator's idea to have one regional map of Utah, Salt Lake, Davis, Weber, and Box Elder counties as well as WFRC/MAG's consistent approach. Together, Mr. Gruber and Mr. Seager concluded by demonstrating other items including transportation, land use, economic development, and recreation accessible on the interactive map.

Other Business
The next meeting of the advisory council will be Wednesday, May 27, 2020 at 1:00 p.m.

Chair Acerson informed the council if they have a need to participate electronically in a meeting or if they wish to have their alternate sit in for them in a meeting, to please give the board office and chair 24-hours' notice.

Adjournment

The meeting was adjourned at 2:54 p.m. with a motion by Member Mendenhall, second by Member Craythorne, and a unanimous vote in favor.

Transcribed by Angie Olsen
Executive Assistant to the Board
Utah Transit Authority
aolsen@rideuta.com
801.287-2581

This document is not intended to serve as a full transcript as additional discussion may have taken place; please refer to the meeting materials, audio, or video located at
https://www.utah.gov/pmn/sitemap/notice/588563.html for entire content.

This document along with the digital recording constitute the official minutes of this meeting.

MEETING MEMO

TO: Utah Transit Authority Local Advisory Council
FROM: Annette Royle, Director of Board Governance
PRESENTER(S): Annette Royle, Director of Board Governance

LOCAL ADVISORY COUNCIL MEETING DATE: May 27, 2020

SUBJECT:	**Agency Bylaw and Board Policy Revisions**
AGENDA ITEM TYPE:	**Consent**
RECOMMENDATION:	Support the recommendation to revise UTA Bylaws and Board Policies (detailed below) and forward to the Board of Trustees for approval.
BACKGROUND:	UTA's Bylaws and Board Policies were redrafted and approved in 2019 to align with revisions made to Utah's Public Transit District Act that restructured UTA's governance. These new bylaws and policies included the Advisory Council's review and consultation, as required by statute, prior to adoption by the Board of Trustees.

DISCUSSION:	Since the June/July 2019 approval of the current Bylaws and Board Policies several processes have been refined and should be formalized by Board policy. The following edits are recommended for incorporation into UTA's governing documents:
	
	 Bylaws, Section 3 – Oath of Office – revise to incorporate statutory requirement to issue the Oath of Office to Officers of the Board of Trustees
	
	 Board Policy 2.1 Financial Management – revise policy to:
	     o Revise Section A(1)(a) to require the Treasurer to inform the Board of Trustees when General Operating Reserves are utilized
	     o Move Section B – Grants - to Board Policy 2.2 Contract Authority & Procurement
	     o Revise Section J(1) to include the Local Advisory Council's annual consultation on the five-year capital plan prior to approval by the Board of Trustees
	
	 Board Policy 2.2 Contract Authority and Procurement
	 - Move Grants section from Board Policy 2.1 to this policy
	 - Define process for accepting discretionary grant awards that 1) accounts for budget authorization, and 2) requires the Board of Trustees' review and approval to accept discretionary grant awards that exceed $200,000 (similar to other contract approval requirements in Utah Code 17B-2a-808.1(2)(v))

	Board Policy 5.1 Transit Oriented Development - Revise Sections B(4), D(6) and F(3) to require the Board's approval "by Resolution" of a Station Area Plan, Master Development Agreement, or Financial Analysis. **Administrative Review** - Correct de minimis grammatical and naming errors within all policies - Update relevant cross-references to state statute, UTA Policies and Standard Operating Procedures.
ATTACHMENTS:	None Current Bylaws and Board Policies may be reviewed on UTA's website at www.rideuta.com/Board-of-Trustees

MEETING MEMO

TO: Utah Transit Authority Local Advisory Council
FROM: Carlton Christensen, Chair UTA Board of Trustees
PRESENTER(S): Carlton Christensen, Beth Holbrook, Kent Millington

LOCAL ADVISORY COUNCIL MEETING DATE: May 27, 2020

SUBJECT:	Board of Trustees Report
AGENDA ITEM TYPE:	**Report**
RECOMMENDATION:	Informational report for discussion
DISCUSSION:	Members of the UTA Board of Trustees will report on recent activities of the board and other items of interest. • Strategic Development of Future Transit Opportunities • Onboard and Benchmark Surveys • Updates to State and Local Officials
ATTACHMENTS:	None

MEETING MEMO

TO: Utah Transit Authority Local Advisory Council
FROM: Carolyn Gonot, Executive Director
PRESENTER(S): Carolyn Gonot, Executive Director

LOCAL ADVISORY COUNCIL MEETING DATE: May 27, 2020

SUBJECT:	**Agency Report and Service Update**
AGENDA ITEM TYPE:	**Report**
RECOMMENDATION:	Informational report for discussion

DISCUSSION:	Carolyn Gonot, UTA Executive Director will report on recent activities of the agency and other items of interest.
	
	• COVID-19 Agency Response and Service Modifications
	    o Ridership Report
	    o UTA Recovery Guidelines
	    o CARES Act Funding

ATTACHMENTS:	None

UTA Recovery Plan Guidelines Summary (version 1)

The safety of our riders, employees and community is a top priority for UTA and our goal is to keep everyone safe while reducing the spread of the COVID-19 coronavirus. UTA responded quickly to the pandemic with new safety protocols and service changes. UTA continues to operate our bus, rail and paratransit services in order to provide the essential trips to work, grocery stores, pharmacies and other critical community services outlined by our cities, county officials and the Governor.

RISK
Color-coded Health Guidance System

Governor Herbert released the second version of *Utah Leads Together*, Utah's plan for health and recovery in April 2020. It provides a guide for the reactivation of Utah's economy and follows five principles: Vigilance, Data-informed Judgment, Respect for Geographic Differences, Care for the Vulnerable, and New Protocols for Safety. In addition, the plan identifies risk levels and provides guidelines for various activities and businesses as they re-open and operate during the risk phases.

UTA, in its key role as a community partner, is following the five principles highlighted in *Utah Leads Together*. As we transition through the various risk phases, it is important that UTA prepares to restore service in a way that aligns with the community's efforts to reopen, the health of the economy and the evolving ridership demands. UTA's Recovery Task Force is providing guidelines leading to a customer-centric service restoration plan, recognizing the risk levels and geographic variances in our service region. This effort looks at both short-term demands and long-term outcomes with detailed focus on ridership, financial stability, and rebuilding community confidence in public transit. Similar to the guidelines in *Utah Leads Together*, our guidelines will be revised as industry practices formulate and we learn and respond to the changing environment.

The COVID-19 pandemic has provided UTA the opportunity to reevaluate where and how we provide public transit solutions to the community. While recognizing the need for flexibility and taking a measured approach, we will be able to implement strategic and sustainable service to the community we serve.

Hypothetical examples of how public health guidelines could be applied
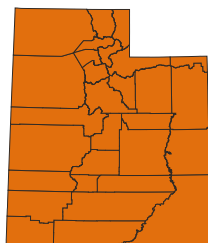
State Example
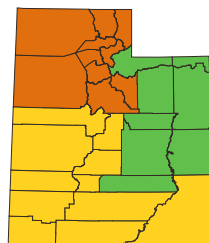
Regional Example
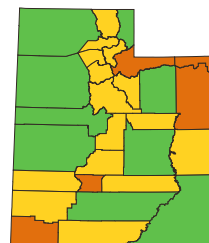
County Example
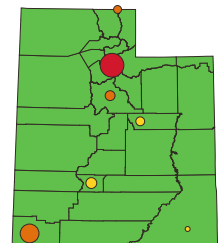
Community Example

UTA's Recovery Plan Summary

Governor's Office Recovery Plan Guidelines

High Risk	Moderate Risk	Low Risk	Normal Risk
Key features related to transit: • 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	**Key features related to transit:** • 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	**Key features related to transit:** • Face covering worn in public where social distancing measures are difficult to maintain • Groups up to 50 • All businesses open	**Key features related to transit:** • All businesses operating • Schools are open • Travel restrictions mostly lifted

UTA's Recovery Plan Guidelines

Short and Mid-term Service Provision

High Risk	Moderate Risk	Low Risk	Normal Risk
Right-size service levels corresponding to serving critical essential trips. Monitor ideal passenger loads: 10 per bus, 15 per TRAX car, 35 per FrontRunner car. Limit 3 per vehicle UTA On Demand Add frequency where needed to ensure social distancing	Add service based on: • Route ridership • Consistent with levels of reopenings throughout service region • Financial ability limitations • Low-income and minority populations Monitor passenger loads: 20 per bus, 30 per TRAX car, 35 per FrontRunner car, 6 per Flex bus. Limit 3 per vehicle UTA On Demand	Add service based on: • Route ridership • Consistent with levels of designated reopenings throughout service region • Rider and pass holder survey results • Financial ability limitations • Low-income and minority populations Monitor passenger loads: 30 per bus, 45 per TRAX car, 50 per FrontRunner car, 8 per Flex bus. Limit 3 per vehicle UTA On Demand	Add service based on: • Route ridership • Consistent with long-term service plan • Financial ability limitations • Low-income and minority populations

Safety Protocol

High Risk	Moderate Risk	Low Risk	Normal Risk
Encourage riders to socially distance Implement enhanced cleaning and disinfecting for vehicles, stations and equipment For operators: • Implement 6 foot distancing from operators • Provide masks, gloves and hand cleaning supplies • Eliminate paper handling Additional for buses: • Create and install operator barriers on high ridership routes • Rear door boarding on buses	Strongly encourage customers to wear masks and practice social distancing. Distribute masks to riders Continue vehicle cleaning and disinfecting protocol Continue rear door boarding on bus Installation of: • hand sanitizers on vehicles • operator barriers on all buses For operators: • Implement 6 foot distancing from operators • Provide masks, gloves and hand cleaning supplies	Strongly encourage customers to wear masks and practice social distancing Continue vehicle cleaning and disinfecting protocol including new industry practices and products Continue operator protective items Complete installation of operator barriers on buses. Use rear boarding until barriers installed Continue to review and implement industry best practices and availability of new products for health safety enhancement.	Implement long term safety protocol Continue to review and implement industry best practices and availability of new products for health safety enhancement.

Planning for Recovery

High Risk	Moderate Risk	Low Risk	Normal Risk
	Gather data on short/long term financial impact Conduct customer and operator survey Monitor ridership and financial impact Identify capital improvements to enhance safety Monitor industry practices for safety protocol Develop ridership return marketing and information campaign	Determine short/long range financial impact Develop long term service plan elements Develop fares/fare collection plan Develop long term safety protocol Develop capital improvement plan consistent with financial capability Implement ridership marketing campaign	Finalize long term service plan Implement new fare policy and fare collection system [1] Continue marketing and information campaign Implement capital improvement plan consistent with financial capability

Note:
(1) Dependent on availability by outside vendors and providers
17 May 2020   Version 1

MEETING MEMO

TO: Utah Transit Authority Local Advisory Council
THROUGH: Carolyn Gonot, Executive Director
FROM: Sheldon Shaw, Director of Safety and Security
PRESENTER(S): Jim Golden, UDOT State Safety Oversite Program Manager
                        Sheldon Shaw, Director of Safety and Security

LOCAL ADVISORY COUNCIL MEETING DATE: May 27, 2020

SUBJECT:	**Safety and Security Report - Utah State Safety Oversight Program Report**
AGENDA ITEM TYPE:	**Report**
RECOMMENDATION:	Informational report for discussion
BACKGROUND:	The Federal Transit Administration (FTA) required states to stand up a State Safety Oversight (SSO) program in 1995. Utah chose UDOT to fill that role. The purpose of the program is to oversee safety at rail transit systems. SSO activities include audits, assessments, corrective active action plans, accident investigations and Safety and Emergency Management plans review and approval.
DISCUSSION:	The presentation will cover three key areas: 1. Utah State Safety Program 2. Key Program Activities 3. 2019 Program Highlights
ATTACHMENTS:	• State Safety Oversight Program – Annual Report to the Governor (May 2020)

Utah Department of Transportation
State Safety Oversight Program
Annual Report to the Governor of the State of Utah – May 2020

Governor Herbert:

Pursuant to federal regulation, the Utah Department of Transportation hereby presents this Annual Report of rail transit State Safety Oversight program activities. This report outlines the program's mission while detailing accomplishments in compliance with federal rules. Please do not hesitate to contact me at any time should you or your staff have questions or wish to discuss the program.

Respectfully:

James W. Golden

James W. Golden, P.E., TSSP
State Safety Oversight Program Manager
UDOT Traffic and Safety
jimgolden@utah.gov
Mobile: (801)-360-0052

Program Background and Overview

State Safety Oversight (SSO) of "rail fixed guideway public transportation systems" has been required by the Federal Transit Administration (FTA) since 1995, initially under 49 Code of Federal Regulations (CFR) Part 65 and subsequently replaced by 49 CFR Part 674 in 2015. FTA regulations specify system safety and emergency preparedness requirements for rail transit systems and their oversight agencies. In the State of Utah, the modes covered by these regulations are Utah Transit Authority (UTA) TRAX Light Rail and the Sugar House Streetcar (S Line).

Pursuant to federal regulation, states designate a State Safety Oversight Agency (SSOA). In Utah, the SSOA is the Utah Department of Transportation (UDOT). The program is housed within the Division of Traffic & Safety and run by one Program Manager and one Assistant Program Manager. The Program utilizes assistance from UDOT Railroad & Ropeways staff in addition to in-house and external technical consultants.

Key SSOA program activities include:

- Meeting regularly with UTA Safety, Operations, Maintenance, and Emergency Preparedness personnel,
- Conducting required audits and as-needed special assessments,
- Approving primary UTA safety, and emergency preparedness plans,
- Adopting UTA investigations of accidents, incidents, and hazards, and
- Verifying UTA progress in correcting safety deficiencies.

The SSO program maintains a collaborative relationship with UTA, particularly with its Safety and Emergency Preparedness departments and executive leadership. This facilitates strong communication between the parties and an atmosphere of mutual respect. When UDOT makes note of a deficiency or point of non-compliance at UTA, UDOT works with UTA to devise a path forward to eliminate or mitigate the issue. UTA's Safety Department then monitors the Corrective Action Plan to resolution, providing UDOT with status updates and verification documentation.

Program Highlights from 2019 to date: Safety Plan Completion and Approval:

UDOT has been working with UTA to transform its comprehensive safety plan to comply with 49 CFR Part 673, which was released as a Final Rule in July 2018. This new regulation requires all transit agencies to enhance safety risk management and safety performance measurement programs to become more proactive under a Public Transportation Agency Safety Plan (PTASP) that must be complete by July 2020. UDOT is pleased to report that it approved UTA's PTASP as Part 673-compliant in January of 2020, well ahead of most other rail transit agencies nationwide.

Event Investigations:

The SSO program tracked and adopted UTA's investigation reports on events that met UDOT and/or FTA-established criteria for mandatory reporting. Many of these events involved relatively minor collisions between a train and another vehicle at a grade crossing or intersection. UDOT is exploring solutions with UTA for a high proportion of incidents in which vehicles make illegal left turns on red in front of trains. Such solutions could involve traffic signal enhancements. In all cases, UDOT works with UTA to agree upon probable cause and develop solutions to prevent reoccurrence where possible. UTA has been very proactive in identifying incident trends and corrective measures, even when probable cause rests with the automobile driver.

Hours of Service Audit:

In September 2019, UDOT conducted an annual Hours of Service audit to verify that UTA was complying with applicable regulations pertaining to time on/off duty and record-keeping for rail operators, dispatchers, and signal maintainers. UDOT has worked with UTA to resolve two of the three findings from this audit, and expects the third finding to be resolved this year.

TRAX Airport Extension Oversight:

UDOT's SSO program has been participating in the planning and design stages for the UTA TRAX light rail extension at Salt Lake City International Airport. The SSO Program Manager has attended meetings with UTA and airport staff and provided feedback on initial engineering drawings.

FTA Triennial Audit:

In July 2019, the FTA conducted its triennial audit of UDOT's SSO program. The audit examined the processes and results of the SSO program and assess its compliance with federal regulations. Although the FTA has not yet released its audit report, UDOT believes that its program showed exemplary compliance with all federal regulations, demonstrated an effective and successful system of oversight, and showed that the program has a cooperative and collaborative relationship with UTA. Discussions during the audit provided UDOT with ideas for process improvements in collaboration with UTA.

For further information, please feel free to contact the UDOT SSO Program Manager, whose contact information is contained on the cover page of this report.

MEETING MEMO

TO: Utah Transit Authority Local Advisory Council
THROUGH: Carolyn Gonot, Executive Director
FROM: Bob Biles, Chief Financial Officer
PRESENTER(S): Bob Biles, Chief Financial Officer

LOCAL ADVISORY COUNCIL MEETING DATE: May 27, 2020

SUBJECT:	**Budget and Finance Consultation: 2020 Budget Amendment Number 2**
AGENDA ITEM TYPE:	**Consultation**
RECOMMENDATION:	Consult on the 2020 Budget Amendment Number 2
BACKGROUND:	In accordance with Board of Trustee Policy Number 2.1, Financial Management, the Board of Trustees may amend or supplement the budget at any time after its adoption. Budget amendments which increase the overall capital budget or add a new project or increase the total operating budget are presented to the Local Advisory Council for their consultation prior to final approval by the Board of Trustees.
DISCUSSION:	Since the adoption of the 2020 operating and capital budgets, and 2020 budget amendment number one, changes have occurred which necessitate additional amendments to these budgets. **OPERATING BUDGET:** **UDOT Pass Through Grant ($250,000 from UDOT grant**) - In the 2019 State of Utah Legislative session, S.B. 3 Item 142 appropriated $492,200 of one-time general funds in FY 2020. UTA was appropriated $250,000 of those funds to develop a comprehensive plan to address the problem of limited transportation options for seniors, persons with disabilities, and other transportation disadvantaged groups. Based on this appropriation, the UTA Coordinated Mobility Department developed a project scope, issued an RFP, and selected RLS and Associates as the contractor. The project is underway and scheduled for completion in early Q4 2020. **Park & Ride Maintenance ($22,000 from Operating Contingency**) - This expense is related to an interlocal cooperation agreement with Salt Lake County; Utah Department of Transportation; City of Cottonwood Heights; Solitude Mountain Ski Area, LLC; Boyne USA, Inc.; Brighton Ski Resort; Snowbird Resort, LLC; and Alta Ski Lifts Company. This agreement ensures continued maintenance and upkeep of the park and ride lots with emphasis on safety, improved canyon transportation and aesthetic

quality of the area. These park and ride lots are critical to the continued success of the ski bus service UTA provides to the Cottonwood Canyons.

Reallocation of Operating Contingency to Capital Contingency ($638,000): This transfer from the Operating Budget to the Capital Budget recognizes a declining need for contingency in the Operating Budget (lower fuel, traveling, and other costs) and an increasing need in the Capital Budget for grant match funds.

Changes to the Operating Budget are summarized below:

	2020 Budget after Budget Amendment #1	Operating Budget Changes	2020 Budget after Budget Amendment #2
Other Revenues	$3,640,000	$250,000	$3,890,000
Total Revenues	492,354,000	250,000	492,604,000
Paratransit Service	24,637,000	250,000	24,887,000
Operations Support	50,331,000	22,000	50,353,000
Contingency	1,660,000	(660,000)	1,000,000
Transfer to Capital	18,427,000	638,000	19,065,000
Total Expense	$492,354,000	$250,000	$492,604,000

CAPITAL BUDGET:
There are five reasons for capital adjustments in amendment number 2. A summary of these changes is provided below. More details are provided in the 2020 Capital Budget Detail – Amendment #2 and 2020 Budget Amendment #2 Information documents.

2020 Budget After Amendment #1	**$196,034,000**
2019 Capital Carryforward Projects	49,398,300
Project Reductions	(36,196,800)
FrontRunner & Light Rail SOGR Projects	4,250,000
New Projects	9,736,900
Reallocations	638,000
2020 Budget After Proposed Amendment #2	**$223,860,400**

2019 Capital Projects Carryforward - Approximately 100 capital projects have some remaining 2019 funds that will be carried over into the 2020 budget. Many of these projects are ongoing efforts and the carryover funding will be added to the 2020 budgets. Some are one-time projects that are still in process or had obligations that carried over into 2020 and carryover funding is required for them to be

completed/paid. Several others are multi-year projects that initially included multi-year funding requirements in the 2019 budget.

Project Reductions – Project costs and associated revenues for six projects (Depot District, Ogden/Weber State University BRT, Airport Station Relocation, Light Rail Vehicle Accident Repair, TIGER Program of Projects, and Meadowbrook Expansion) are being moved to 2021 in the capital plan to reflect changes in the projects' work schedules.

FrontRunner and Light Rail State of Good Repair Projects – This includes seven projects to address state of good repair needs which need to be made to improve rail operations reliability during winter weather.

New Projects – These projects include a new security vehicles ($34,000), FTA pass-through grants ($2,209,900); the FrontRunner Business Plan ($1,900,000), FLHQ Space Planning ($75,000), Bus Shields ($714,000), Light Rail Seat Replacement ($4,154,000), and Capital Planning & Environmental Analysis ($650,000) .

Reallocation of Project Funds – The Transit Management System ($655,000) is a reallocation from four IT projects to this new, but related, project. The Jordan River Service Center Restroom ($135,000) is a reallocation from the University Medical EOL project. The Salt Lake Metro Settlement ($585,000) and FLHQ Gender Neutral Bathroom ($25,000) are reallocations from capital contingency funds. In addition, there is a reallocation from the Operating Budget to the Capital Budget of $638,000.

Changes to the capital expense budget are summarized in the following table.

	2020 Budget after Budget Amendment #1	Proposed Amendment #2	2020 Budget after Proposed Budget Amendment #2
Depot District	$40,937,000	$(15,937,000)	$25,000,000
Ogden/Weber BRT	28,197,000	(12,947,000)	15,250,000
Airport Station Relocation	13,000,000	(2,000,000)	11,000,000
Provo-Orem TRIP		5,211,000	5,211,000
State of Good Repair	59,898,000	15,069,500	74,967,500
Other Capital Projects	53,062,000	38,401,900	91,463,900
Contingency	940,000	28,000	968,000
Totals	**$196,034,000**	**$27,826,400**	**$223,860,400**

Changes to the capital revenue budget are summarized in the table below.

	2020 Budget after Budget Amendment #1	Proposed Amendment #2	2020 Budget after Proposed Budget Amendment #2
UTA Current Year Funding	$24,732,000	$18,850,000	$43,582,000
Transfer from Operations	18,427,000	638,000	19,065,000
2018/2019 Bond Proceeds	61,611,000	(28,751,500)	32,859,500
Grants	39,787,030	25,254,600	65,041,630
Local Partner Contributions	13,936,970	7,199,900	21,136,870
State Contribution	7,200,000	1,850,000	9,050,000
Leasing	30,340,000	2,785,400	33,125,400
Totals	$196,034,000	$27,826,400	$223,860,400

Budget amendment number 2 incorporates all of these operating and capital budget changes. After today's consultation, a resolution to adopt the amendment will be presented to the Board of Trustees at their June 3, 2020 meeting.

ATTACHMENTS:

1) Exhibit A – 2020 Operating and Capital Budgets
2) Exhibit B – 2020 Operating Budget by Chief Officer
3) 2020 Budget Amendment #2 Information
4) 2020 Capital Budget Detail – Amendment #2

UTAH TRANSIT AUTHORITY
2020 Operating Budget - Amendment #2
May 27, 2020

Exhibit A

		2020 Budget After Amendment 1	Budget Amendment					2020 Budget After Amendment 2
			Park & Ride Maintenance	UDOT Pass Through Grant - 2/12/20			Reallocations	
	Revenue							
1	Sales Tax	$ 348,046,000						$ 348,046,000
2	Federal Prevent. Maint	67,911,000						67,911,000
3	Passenger Revenue	55,182,000						55,182,000
4	Advertising	2,517,000						2,517,000
5	Investment Income	7,577,000						7,577,000
6	Other Revenues	3,640,000		250,000				3,890,000
7	Salt Lake City	4,310,000						4,310,000
8	Salt Lake County (S-line support)	500,000						500,000
9	UDOT - Sales Tax	2,671,000						2,671,000
10	Total Revenue	492,354,000	-	250,000	-	-	-	492,604,000
	Operating Expense							
11	Bus	108,889,000						108,889,000
12	Commuter Rail	30,711,000						30,711,000
13	Light Rail	52,209,000						52,209,000
14	Paratransit Service	24,637,000		250,000				24,887,000
15	Rideshare/Vanpool	3,298,000						3,298,000
16	Operations Support	50,331,000	22,000					50,353,000
17	General & Administrative	38,695,000						38,695,000
18	Salt Lake County service	3,453,000						3,453,000
19	Contingency	1,660,000	(22,000)				(638,000)	1,000,000
20	Total Operating Expense	313,883,000	-	250,000	-	-	(638,000)	313,495,000
	Non-Operating Expense							
21	Planning/Real Estate/TOD/Major Program Development	6,444,000						6,444,000
22	Total Non-operating Expense	6,444,000	-	-	-	-	-	6,444,000
	Debt Service							
23	Principal and Interest	135,915,000						135,915,000
24	Contribution to Early Debt Retirement Reserve	16,077,000						16,077,000
25	Contribution to Reserves	1,608,000						1,608,000
26	Transfer to Capital	18,427,000					638,000	19,065,000
27	Total Debt Service and Reserves	172,027,000	-	-	-	-	638,000	172,665,000
28	Total Expense	$ 492,354,000	$ -	$ 250,000	$ -	$ -	$ -	$ 492,604,000

UTAH TRANSIT AUTHORITY
2020 Capital Budget - Amendment #2
May 27, 2020

	2020 Budget After Amendment 1	Budget Amendment					2020 Budget After Amendment 2
		2019 Capital Projects Carryforward	Project Reductions	FR & LR SGR Projects	New Projects	Reallocations	
Funding Sources							
29 UTA Current Year Funding	$ 24,732,000	$ 18,905,500	$ (5,579,900)	$ 4,250,000	$ 1,274,400		$ 43,582,000
30 Transfer from Operations	18,427,000					638,000	19,065,000
31 2018 and 2019 Bond Proceeds	61,611,000	8,649,000	(37,400,500)				32,859,500
32 Grants	39,787,030	12,284,700	6,709,400		6,260,500		65,041,630
33 Local Partner Contributions	13,936,970	6,523,700	74,200		602,000		21,136,870
34 State Contribution	7,200,000	250,000			1,600,000		9,050,000
35 Leasing	30,340,000	2,785,400					33,125,400
36 Total Funding Sources	196,034,000	49,398,300	(36,196,800)	4,250,000	9,736,900	638,000	223,860,400
Expense							
37 Depot District	40,937,000	-	(15,937,000)				25,000,000
38 Ogden/Weber BRT	28,197,000	2,459,400	(15,406,400)				15,250,000
39 Airport Station Relocation	13,000,000	-	(2,000,000)				11,000,000
40 Provo-Orem TRIP		5,211,000					5,211,000
41 State of Good Repair	59,898,000	13,285,500	(1,200,000)	2,950,000	34,000		74,967,500
42 Other Capital Projects	53,062,000	28,442,400	(1,653,400)	1,300,000	10,312,900		91,463,900
43 Other Capital Projects - Contingency	940,000				(610,000)	638,000	968,000
44 Total Expense	$ 196,034,000	$ 49,398,300	$ (36,196,800)	$ 4,250,000	$ 9,736,900	$ 638,000	$ 223,860,400

UTAH TRANSIT AUTHORITY
2020 OPERATING BUDGET - Budget Amendment #2
May 27, 2020

		2020 Budget After Amendment #1	Budget Amendment #2	2020 Budget After Amendment #2	FTE
	Revenue				
1	Sales Tax	$ 348,046,000		$ 348,046,000	
2	Federal Preventative Maintenance	67,911,000		67,911,000	
3	Passenger Revenue	55,182,000		55,182,000	
4	Advertising	2,517,000		2,517,000	
5	Investment Income	7,577,000		7,577,000	
6	Other Revenues	3,640,000	250,000	3,890,000	
7	Salt Lake City	4,310,000		4,310,000	
8	Salt Lake County (S-Line)	500,000		500,000	
9	Motor Vehicle Registration to UDOT	2,671,000		2,671,000	
10	Total Revenue	$ 492,354,000	$ 250,000	$ 492,604,000	
11	**Operating Expense**				FTE
12	Board of Trustees	$ 2,787,000		$ 2,787,000	14.0
13	Executive Director	25,058,000	(660,000)	24,398,000	130.0
14	Chief Operations Officer	252,981,000	272,000	253,253,000	2,258.7
15	Chief Financial Officer	13,270,000		13,270,000	109.2
16	Chief People Officer	8,075,000		8,075,000	74.7
17	Chief Communications and Marketing Officer	10,644,000		10,644,000	69.0
18	Chief Service Development Officer	7,512,000		7,512,000	45.5
19	Total Operations	320,327,000	(388,000)	319,939,000	2,701.1
20	Debt Service	135,915,000		135,915,000	
21	Contribution to Reserves	17,685,000		17,685,000	
22	Transfer to Capital Budget	18,427,000	638,000	19,065,000	
23	Total Tentative 2020 Operating Budget	$ 492,354,000	$ 250,000	$ 492,604,000	2,701.1

2020 Budget Amendment #2
Detail Information
Operating Budget

1. **Park & Ride Maintenance ($22,000 from Operating Contingency):** This expense is related to an interlocal cooperation agreement with Salt Lake County; Utah Department of Transportation; City of Cottonwood Heights; Solitude Mountain Ski Area, LLC; Boyne USA, Inc.; Brighton Ski Resort; Snowbird Resort, LLC; and Alta Ski lifts Company. This agreement ensures continued maintenance and upkeep of the park and ride lots with emphasis on safety, improved canyon transportation and aesthetic quality of the area. These park and ride lots are critical to the continued success of the ski bus service UTA provides to the Cottonwood Canyons.

2. **UDOT Pass Through Grant ($250,000 from UDOT grant):** In the 2019 State of Utah Legislative session, S.B. 3 Item 142 appropriated $492,200 of one-time general funds in FY 2020. UTA was appropriated $250,000 of those funds to develop a comprehensive plan to address the problem of limited transportation options for seniors, persons with disabilities, and other transportation disadvantaged groups. Based on this appropriation, the UTA Coordinated Mobility Department developed a project scope, issued an RFP, and selected RLS and Associates as the contractor. The project is underway and scheduled for completion in early Q4 2020.

2020 Budget Amendment #2
Detail Project Information
Capital Budget

1. **Carryforward of 2019 Capital Projects to 2020 Capital Budget ($49,398,300. Funding sources are cash carry forward - $18,905,500; 2018 and 2019 Bond Proceeds - $8,649,000; Grants - $12,284,700; Local Partner Contributions - $6,523,700; State of Utah Contribution - $250,000; and 2019 Leasing - $2,785,400):** Approximately 100 capital projects have some remaining 2019 funds that will be carried over into the 2020 budget. Many of these projects are ongoing efforts and the carryover funding will be added to the 2020 budgets. Some are one-time projects that are still in process or had obligations that carried over into 2020 and carryover funding is required for them to be completed/paid. Several others are multi-year projects that initially included the multi-year funding needs in the 2019 budget. With the implementation of the 5-year capital budget plan in 2020, going forward, budget requests for multi-year projects should better match anticipated annual spending. Please see the 2020 Capital Budget Detail – Amendment #2 for a complete listing of the projects and amounts being carried forward.

2. **Project Reductions ($36,196,800. Funding sources changes are: Decrease in UTA funding - $5,579,900; decrease in 2018 and 2019 Bond Proceeds - $37,400,500; Increase in Grants - $6,709,400; and Increase in Local Partner Contributions - $74,200):** The specific projects are given below.

   a. **Depot District ($15,937,000):** Project costs and associated revenues are being moved to 2021 in the capital plan to reflect changes in the project work schedule.

   b. **Ogden/Weber State University BRT ($15,406,400):** Project costs and associated revenues are being moved to 2021 in the capital plan to reflect changes in the project work schedule.

   c. **Airport Station Relocation ($2,000,000):** Project costs and associated revenues are being moved to 2021 in the capital plan to better reflect the project work schedule.

   d. **LRV Accident Repair ($1,200,000):** Due to extended contract negotiations, as well as production facility closures from the pandemic response, less work will be completed than initially anticipated this year. Project costs will be moved to 2021 in the capital plan to reflect changes in the project work schedule.

   e. **TIGER Program of Projects ($53,390):** Project costs and associated revenues are being moved to 2021 in the capital plan to reflect changes in the project work schedule.

   f. **Meadowbrook Expansion ($1,600,000):** Project costs and associated revenues are being moved to 2021 in the capital plan to better reflect the project work schedule

3. **Rail system State of Good Repair Additions ($4,250,000 total from UTA current funding).**

   a. **Mandatory Directives Upgrades ($1,300,000):** In order to reduce the time FrontRunner trains need to travel at restricted speed due to a crossing restriction, this project will aim to make use of the crossing circuits so trains can receive an upgraded speed signal when they are through the crossing. Crossings will be determined strategically with Rail Operations.

   b. **Grade Crossings ($1,500,000):** Replacement of the Grade Crossing Panels at our Light Rail Crossings and tamping at our Commuter Rail Crossings. Light Rail crossings only have an expected life span of 10 years and they need to be addressed annually to keep up on the replacement frequency. Following crossings will be completed; 9000 South (Red Line), 4000 West (Red Line), 114th South Blue Line, 9400 South FrontRunner, 10000 South FrontRunner, and 300 North FrontRunner.

c. **Baselining of TRAX Crossings ($500,000):** Due to recent derails, loss of shunting, and Grade Crossing Activation failures, it has become necessary to review and verify the setup of all AFTAC track circuits and readjust as necessary to ensure the safer operation of train movements. UTA has coordinated with the vendor of the AFTACS and they have developed an updated procedure specific to UTA that will aid in the baselining activities. Due to the number of AFTACS that UTA has, UTA MOW does not have the manpower to complete this task in a timely manner.

d. **Switch Covers and New Switch Heaters ($500,000):** Purchase covers for our switches on FrontRunner and TRAX in the high priority areas to help reduce the switch issues from winter weather. This is a good start and will help with reliability during winter storms. This amount is for this year and we are assuming an equal amount for next year after we see how these perform.

e. **Rice Interlocking ($200,000)**: Finish off emergency repair work that was started on Rice Interlocking 2-3 years ago due to a burned signal house. We need to pour back concrete and add a coupler case and install new track circuits.

f. **Long Warning Times in Sandy ($100,000):** Purchase and install new Siemens PSO signal equipment that will allow us more control over crossing timing due to the more precise nature of the equipment.

g. **New Air Conditioners in Traction Power Supply Substations ($150,000):** UTA's substations are aging and these need to be replaced. There are two air conditioning units for every Traction Power Supply Substation. We spent over $60,000 on air conditioner repairs last year.

4. **New Projects ($9,736,900. Funding Sources are: State of Utah Contribution - $1,600,000; Grants - $6,260,500; Local Partner Contributions - $602,000; and UTA Funding - $1,274,400). Details of the new projects are provided below.**

a. **Security Vehicle ($34,000):** This request is for a new facility security vehicle for UTA's security guards to better patrol UTA sites. This will allow us to increase a security presence to help deter would be trespassers at Jordan River, Meadowbrook, Riverside and Warm Springs. This includes LED light bar, associated mounting equipment, spotlight and decals.

b. **2018 FTA 5310 Grants; MSP 220, MSP 221, MSP 222 ($969,233, $670,813, and $569,859):** UTA administers the FTA 5310 grant program for the urbanized areas of Utah. The projects include accessible vehicle purchases, operations and transportation support for agencies supporting seniors and people with disabilities. Funding is primarily federal grant funds and local match from these agencies. UTA

receives administration funds and was awarded mobility management funds in this grant cycle.

c. **FrontRunner Business Plan ($1,900,000):** The State legislative leaders have identified the need to increase FrontRunner service to help improve regional mobility and economic competitiveness, and to help reduce congestion on the I-15 corridor. Toward that end, they appropriated $1,600,000 in the 2020 legislative session to fund preparation of a strategic business plan for FrontRunner. UTA would contribute an additional $300,000. The plan will provide a roadmap that determines what capital investments and on what schedule we need to meet our short- and long-term service visions for FrontRunner.

d. **UTA-HQ Space Planning ($75,000):** This project is to determine UTA's office space requirements and optimal configuration for an anticipated new office facility. UTA's administrative facilities will be incorporated into a shared office building, contemplated in the adopted Salt Lake Central Station Area Plan. Space planning is a necessary step to implement the plan and accelerate this phase of development. It will also optimize workflow, communication, and collaboration between UTA departments.

e. **Bus Shields ($714,000):** In order to better protect operators, staff recommends installation of bus shields around the operator compartment.   The Plexiglass barrier safeguards Operators from direct customer contact when social distancing is not an option. When combined with the metal railing around the farebox, the barrier also provides a level of protection for Operators.

f. **Light Rail Seat Replacement ($4,154,000):** To enhance light rail vehicle interior cleanliness and combat the COVID-19 pandemic, staff recommends replacing the fabric covered foam cushion seats with composite units. The current seats soil easily and require extensive cleaning on a regular basis. Replacing current seats with molded composite units will enable UTA to quickly clean and sanitize the interior of light rail vehicles.

g. **Capital Planning and Environmental Analysis ($650,000):** UTA wants to have projects ready to advance if grant, legislative, or other funding becomes available. This project budget would fund the activities needed to get projects to a level that they would be competitive for those funds, typically by completing the required environmental analysis and conceptual engineering. Anticipated efforts this year include the environmental documentation for one or more FrontRunner double-track segments, and possibly other transit corridor updates.

5. **Reallocations between Capital Projects ($2,038,000):** Staff is recommending reallocation of capital project funds from five current projects and capital contingency to fund the four projects listed below.

   a. **Transit Management System ($655,000 reallocation between projects)**: This effort will support the 2025 Transit Management System program initiative that was approved last fall.   This program is being funded from multiple IT capital projects. In order to consolidate the accounting, procurement, and tracking of this program initiative, staff is requesting that funds be consolidated into one capital account. Transfers from the In-House Applications Development & Enhancement project ($225,000 decrease), the Passenger Information project ($100,000), the Rail Communications On-Board Technology project ($130,000 decrease), and the Bus Communications On-Board Technology project ($200,000 decrease) would be placed into the Bus Communications On-Board Technology project ($655,000 increase).

   b. **Jordan River Service Center Restroom ($135,000):** This funding is for the purchase and installation of a prefabricated restroom to be placed outside of the maintenance building at the Jordan River Service Center. Currently there is no restroom in the yard so maintenance workers need to take additional time to walk to the building when the facilities are needed.

   c. **Salt Lake Metro Settlement ($585,000 from Capital Contingency):** On March 5, 2020, UTA settled a boundary dispute with Salt Lake City Metro, LLC ("SLCM") on land located between 600 and 800 North in SLC adjacent to the Commuter Rail North Line. UTA agreed to pay SLCM $585,000 in exchange for a quitclaim deed from SLCM for 17,658 SF of land and a waiver of all claims against UTA including, but not limited to, severance damages, trespass and inverse condemnation.

   d. **FLHQ Gender Neutral Bathroom ($25,000 from Capital Contingency):** This project will provide for construction of a unisex bathroom at FLHQ.

   e. **Capital Contingency ($638,000 from Operating Contingency):** This transfer from the Operating Budget to the Capital Budget recognizes a declining need for contingency in the Operating Budget (lower fuel, traveling, and other costs) and an increasing need in the Capital Budget for grant match funds.

2020 Budget After Amendment #1

	Project Name	2020 Budget	Bonds	Grants	Lease	State Funding	Local Partners	UTA Funded
1	**Major Capital Projects**							
2	Depot District Maintenance Facility	$ 40,936,916	$ 31,850,000	$ 3,736,916	$ -	$ 2,500,000	$ -	$ 2,850,000
3	Ogden/Weber State University BRT	28,197,076	6,591,076	18,706,000	-	-	2,900,000	-
4	Airport Station Relocation	13,000,000	13,000,000	-	-	-	-	-
5	Provo-Orem TRIP							
6	Total Major Capital Projects	82,133,992	51,441,076	22,442,916	-	2,500,000	2,900,000	2,850,000
7								
8								
9	**Revenue / Service Vehicles**							
10	Non-Rev Service Vehicle Replacement	200,000	-	-	-	-	-	200,000
11	Replacement Paratransit	2,982,120	-	-	2,949,120	-	-	33,000
12	Bus Replacement	27,566,971	-	2,775,830	23,598,570	-	-	1,192,571
13	Salt Lake City Buses							
14	Van pool Van replacement	1,292,780	-	-	1,292,780	-	-	-
15	Total Revenue/Service Vehicles	32,041,871	-	2,775,830	27,840,470	-	-	1,425,571
16								
17	**Information Technology**							
18	Rail Passenger Info							
19	Electronic Fare Collection Maintenance & Replacement	2,500,000	-	-	2,500,000	-	-	-
20	FrontRunner WiFi Enhancements	50,000	-	-	-	-	-	50,000
21	IVR Passenger Callout							
22	Network & Infrastructure Equipment	500,000	-	-	-	-	-	500,000
23	CoordM-04 ITS Development							
24	Legal SW							
25	AppDev JDE 9.2 System Upgrade							
26	WFRC Grant Passenger Info Improvements							
27	In-house Application Development & Enhancements	400,000	-	-	-	-	-	400,000
28	Vanpool-02 Driver Tracking andDatabase System							
29	IT Managed Reserved (formerly IT Pool)	290,000	-	-	-	-	-	290,000
30	WiFi Towers							
31	Bus Communication On-Board Technology	300,000	-	-	-	-	-	300,000
32	Info Security Equip & SW (PCI Compliance & Cyber Security)	274,000	-	-	-	-	-	274,000
33	Rail Communication On-Board Technology	230,000	-	-	-	-	-	230,000
34	Server, Storage Infrastructure Equipment and Software	400,000	-	-	-	-	-	400,000
35	Radio Communication Infrastructure	150,000	-	-	-	-	-	150,000
36	New MS SQL Server Licenses	145,000	-	-	-	-	-	145,000
37	Central Div Fluid Mgmnt System							
38	TC-1 Timekeeping System							

2020 Budget After Amendment #1

	Project Name	2020 Budget	Bonds	Grants	Lease	State Funding	Local Partners	UTA Funded
39	E Voucher Software Development (pending grant)	757,838	-	757,838	-	-	-	-
40	Init APC Upgrade	200,000	-	-	-	-	-	200,000
41	SSBU Mobility Eligibility Center Trapeze Software	165,000	-	-	-	-	-	165,000
42	SSBU Radio System Install/subcontract fleet only	170,000	-	-	-	-	-	170,000
43	Transit Management System							
44	Total Information Technology	6,531,838	-	757,838	2,500,000	-	-	3,274,000
45								
46	**Facilities**							
47	Oil/Water Separator at Riverside							
48	Equipment Managed Reserve	250,000	-	-	-	-	-	250,000
49	Facilities Managed Reserve	1,000,000	-	-	-	-	-	1,000,000
50	Concrete/Asphalt Repair & Replacement							
51	Park and Ride Rehab and Replacement	500,000	-	-	-	-	-	500,000
52	Stations and Platforms Rehab and Replacement	125,000	-	-	-	-	-	125,000
53								
54	**Safety/Security/Police**							
55	Public Safety		-	-	-	-	-	
56	Tasers							-
57	Corridor Fencing	50,000						50,000
58	Ballistic Vests	15,000						15,000
59	Police Replacement Vehicles	240,000						240,000
60	Body Cameras							
61	Bus Safety and Security	30,000						30,000
62	Laptop Replacement							
63	Emergency Management Items							-
64	Safety Projects	100,000						100,000
65	Camera Coverage on Platforms							
66	Access Control for Data Rooms	10,000						10,000
67	Camera Sustainability	50,000						50,000
68	Mini Robot							
69	Camera Coverage on PCC Cabinets							
70	Facility Security SGR	50,000						50,000
71	Bus Camera Overhaul/Replacement	240,000						240,000
72	Emergency Operations Training	15,000						15,000
73	Camera, door locks, badge scanners	15,000						15,000
74	Security General Projects	20,000						20,000
75	Security Vehicle							

2020 Budget After Amendment #1

	Project Name	2020 Budget	Bonds	Grants	Lease	State Funding	Local Partners	UTA Funded
76	Next Crossing Cameras	40,000						40,000
77	Total Facilities, Safety, & Admin Equip.	2,750,000	-	-	-	-	-	2,750,000
78								
79	**Infrastructure State of Good Repair Projects**							
80	C-Car Tires							
81	Bus Engine/Transmission/Component Rehab/Replacement	1,500,000	-	-	-	-	-	1,500,000
82	Light Rail Vehicle Rehab	9,760,415	-	-	-	-	-	9,760,415
83	Stray Current Mitigation	300,000	-	-	-	-	-	300,000
84	Asset Management SW							
85	RFID Tracking							
86	Commuter Rail Engine Rehab	2,763,779	-	786,684	-	-	-	1,977,095
87	Bridge Rehabilitation & Maintenance	300,000	-	-	-	-	-	300,000
88	Paint Room Bldg 8							
89	Roof Replacements							
90	Rail Rehab and Replacement	250,000	-	-	-	-	-	250,000
91	LRV Accident Repair	1,500,000	-	-	-	-	-	1,500,000
92	Commuter Rail Cab/Coach overhaul							
93	FR Platform Snow Melt							
94	Grade Crossings Rehab and Replacement	500,000	-	-	-	-	-	500,000
95	Signal & Grade Crossing Bungalow Batteries							
96	Traction Power Rehab and Replacement	550,000	550,000	-	-	-	-	-
97	OCS Rehab and Replacement	500,000	-	-	-	-	-	500,000
98	Grounding for SoJo CR Signal House							
99	TRAX Curve Repl S. Temple/Main							
100	Ballast and Ties Rehab and Replacement	250,000	-	-	-	-	-	250,000
101	Train Control Rehab and Replacement	250,000	-	-	-	-	-	250,000
102	Rail Switches & Trackwork Controls - Rehab/Replacement	150,000	-	-	-	-	-	150,000
103	OK Building Repairs							
104	Total State of Good Repair	18,574,194	550,000	786,684	-	-	-	17,237,510
105	Total State of Good Repair	59,897,903	550,000	4,320,352	30,340,470	-	-	24,687,081
106								
107	**Capital Projects**							
108	Office Equipment Reserve	100,000	-	-	-	-	-	100,000
109	Tooele Bus Facility							
110	Positive Train Control w/MD Upgrades	900,000	-	-	-	-	-	900,000
111	Box Elder Right of Way Preservation	1,000,000	-	-	-	-	-	1,000,000
112	FTA 5310 Funds as designated rec							

2020 Budget After Amendment #1

	Project Name	2020 Budget	Bonds	Grants	Lease	State Funding	Local Partners	UTA Funded
113	Prop #1 Weber County Improvemens							
114	Prop #1 Davis County Improvemens							
115	Electric Bus Lo/No Grant							
116	Downtown TRAX Signal Imp							
117	Prop #1 Tooele County Improvements							
118	5310 Grant UT-2016-013 Salt Lake							
119	5310 Grant UT-2016-013 Davis/Web							
120	20-1717 - 5310 Prog - Ogd/Lay							
121	20-1717 - 5310 Prog - Pro/Orem							
122	20-1717 - 5310 Prog - SLC/WV							
123	Sandy Parking Structure							
124	Sugar House Double Tracking							
125	Signal Pre-emption Projects w/UDOT	500,000	-	-	-	-	500,000	-
126	UDOT I-15 Widening/7200 S Bridge							
127	MOW Bulding Clearfield							
128	Weber Cnty CR ROW Preservation	1,500,000	-	-	-	-	1,500,000	-
129	650 South Station	220,000	-	-	-	-	200,000	20,000
130	Bus Stop Imp - System-Wide ADA	1,000,000	-	800,000	-	-	-	200,000
131	Wayfinding Signage Plan - S-line and TRAX	475,000	-	-	-	-	-	475,000
132	South Davis BRT							
133	TIGER Program of Projects	11,169,660	-	4,836,435	-	-	6,314,294	18,931
134	UVU Ped Bridge	2,000,000	-	-	-	-	-	2,000,000
135	3300/3500 South MAX Expansion & Optimization	2,735,172	-	2,550,000	-	-	-	185,172
136	Clearfield FR Station Trail	1,501,663	-	1,400,000	-	-	101,663	-
137	Update Bike Cars on FrontRunner							
138	Stairs to Heated Apron/Track 15							
139	U of U Union Building Hub							
140	Sharp-Tintic Railroad Connection	700,000	-	424,030	-	-	235,970	40,000
141	Point of Mountain AA/EIS	1,500,000	-	-	-	1,200,000	200,000	100,000
142	MSP220 - 5310							-
143	MSP221 - 5310							-
144	MSP222 - 5310							-
145	Vanpool Vineyard Expansion							
146	UTA ADA Bus Stop Imp - Utah Cnty							
147	Police Substation Provo IMC							
148	Meadowbrook Expansion	2,900,000	-	-	-	-	-	2,900,000
149	Operator Restrooms- Salt Lake County	400,000	-	-	-	-	-	400,000

2020 Budget After Amendment #1

	Project Name	2020 Budget	Bonds	Grants	Lease	State Funding	Local Partners	UTA Funded
150	Bus Stop Imp and signage - SL County	2,500,000	-	-	-	-	-	2,500,000
151	SL UZA Bus Bike Rack Expansion	35,609	-	33,198	-	-	-	2,411
152	Operator Restrooms throughout system	600,000	120,000	480,000	-	-	-	-
153	Operator Shack at University Medical EOL	350,000	-	-	-	-	-	350,000
154	Northern Utah County Double Track	13,500,000	9,500,000	-	-	3,500,000	500,000	-
155	North Temple EOL	3,400,000	-	-	-	-	1,400,000	2,000,000
156	U of U EOL	2,950,000	-	2,500,000	-	-	-	450,000
157	Fort Union EOL	500,000	-	-	-	-	-	500,000
158	5600 W/4500 S EOL	500,000	-	-	-	-	-	500,000
159	Reconfigure Meadowbrook Gate	40,000	-	-	-	-	-	40,000
160	Paxton Avenue TRAX Crossing	85,000	-	-	-	-	85,000	-
161	JRSC Restroom	-	-	-	-	-	-	-
162	FR Business Plan	-	-	-	-	-	-	-
163	New FLHQ Space Planning	-	-	-	-	-	-	-
164	Property Settlement	-	-	-	-	-	-	-
165	Unisex Restroom at FLHQ	-	-	-	-	-	-	-
166	Park City Electric Bus	-	-	-	-	-	-	-
167	Paint Booth at Warm Springs	-	-	-	-	-	-	-
168	Bus Shields	-	-	-	-	-	-	-
169	Light Rail Seat Replacement	-	-	-	-	-	-	-
170	Planning & Environmental Analysis	-	-	-	-	-	-	-
171	Capital Contingency	940,000	-	-	-	-	-	940,000
172	Total Capital Projects	54,002,104	9,620,000	13,023,663	-	4,700,000	11,036,927	15,621,514
173								
174	Total Capital Budget	$ 196,033,999	$ 61,611,076	$ 39,786,931	$ 30,340,470	$ 7,200,000	$ 13,936,927	$ 43,158,595

Proposed Budget Amendment #2

	Project Name	Amendment #2	Bonds	Grants	Lease	State Funding	Local Partners	UTA Funded
1	**Major Capital Projects**							
2	Depot District Maintenance Facility	$ (15,936,916)	(29,350,000)	16,263,084	-	-	-	$ (2,850,000)
3	Ogden/Weber State University BRT	(12,947,076)	(3,591,076)	(11,706,000)	-	-	2,350,000	-
4	Airport Station Relocation	(2,000,000)	(2,000,000)		-	-	-	-
5	Provo-Orem TRIP	5,210,967	3,355,027	1,855,940	-	-	-	-
6	Total Major Capital Projects	(25,673,025)	(31,586,049)	6,413,024	-	-	2,350,000	(2,850,000)
7								
8								
9	**Revenue / Service Vehicles**							
10	Non-Rev Service Vehicle Replacement	-	-	-	-	-	-	-
11	Replacement Paratransit	2,550,158	-	-	2,550,158	-	-	-
12	Bus Replacement	-	-	-	-	-	-	-
13	Salt Lake City Buses	235,231		-	235,231	-	-	-
14	Van pool Van replacement	-	-	-	-	-	-	-
15	Total Revenue/Service Vehicles	2,785,389	-	-	2,785,389	-	-	-
16								
17	**Information Technology**							
18	Rail Passenger Info	276,570	-	-	-	-	-	276,570
19	Electronic Fare Collection Maintenance & Replacement	214,187	-	-	-	-	-	214,187
20	FrontRunner WiFi Enhancements	23,320	-	-	-	-	-	23,320
21	IVR Passenger Callout	64,779	-	-	-	-	-	64,779
22	Network & Infrastructure Equipment	5,324	-	-	-	-	-	5,324
23	CoordM-04 ITS Development	200,855	-	144,748	-	-	-	56,107
24	Legal SW	139,258	-	-	-	-	-	139,258
25	AppDev JDE 9.2 System Upgrade	30,134	-	-	-	-	-	30,134
26	WFRC Grant Passenger Info Improvements	1,459,743	-	1,361,000	-	-	-	98,743
27	In-house Application Development & Enhancements	(37,384)	-	-	-	-	-	(37,384)
28	Vanpool-02 Driver Tracking andDatabase System	55,000	-	-	-	-	-	55,000
29	IT Managed Reserved (formerly IT Pool)	17,986	-	-	-	-	-	17,986
30	WiFi Towers	12,866	-	-	-	-	-	12,866
31	Bus Communication On-Board Technology	(137,771)	-	-	-	-	-	(137,771)
32	Info Security Equip & SW (PCI Compliance & Cyber Security)	79,882	-	-	-	-	-	79,882
33	Rail Communication On-Board Technology	(17,425)	-	-	-	-	-	(17,425)
34	Server, Storage Infrastructure Equipment and Software	10,965	-	-	-	-	-	10,965
35	Radio Communication Infrastructure	69,333	-	-	-	-	-	69,333
36	New MS SQL Server Licenses	-	-	-	-	-	-	-
37	Central Div Fluid Mgmnt System	33,000	-	-	-	-	-	33,000
38	TC-1 Timekeeping System	480,000	-	-	-	-	-	480,000

Proposed Budget Amendment #2

	Project Name	Amendment #2	Bonds	Grants	Lease	State Funding	Local Partners	UTA Funded
39	E Voucher Software Development (pending grant)	243,352	-	80,178	-	-	-	163,174
40	Init APC Upgrade	-	-	-	-	-	-	-
41	SSBU Mobility Eligibility Center Trapeze Software	-	-	-	-	-	-	-
42	SSBU Radio System Install/subcontract fleet only	-	-	-	-	-	-	-
43	Transit Management System	655,000	-	-	-	-	-	655,000
44	Total Information Technology	3,878,974	-	1,585,926	-	-	-	2,293,048
45								
46	**Facilities**							
47	Oil/Water Separator at Riverside	100,000	-	-	-	-	-	100,000
48	Equipment Managed Reserve	267,109	-	-	-	-	-	267,109
49	Facilities Managed Reserve	48,450	-	-	-	-	-	48,450
50	Concrete/Asphalt Repair & Replacement	30,000	-	-	-	-	-	30,000
51	Park and Ride Rehab and Replacement	-	-	-	-	-	-	-
52	Stations and Platforms Rehab and Replacement	-	-	-	-	-	-	-
53								
54	**Safety/Security/Police**							
55	Public Safety							
56	Tasers	12,052	-	-	-	-	-	12,052
57	Corridor Fencing	24,689	-	-	-	-	-	24,689
58	Ballistic Vests	5,722	-	-	-	-	-	5,722
59	Police Replacement Vehicles	21,388	-	-	-	-	-	21,388
60	Body Cameras	100,000	-	-	-	-	-	100,000
61	Bus Safety and Security	36,724	-	-	-	-	-	36,724
62	Laptop Replacement	33,349	-	-	-	-	-	33,349
63	Emergency Management Items	2,160	-	-	-	-	-	2,160
64	Safety Projects	20,081	-	-	-	-	-	20,081
65	Camera Coverage on Platforms	483	-	-	-	-	-	483
66	Access Control for Data Rooms	17,893	-	-	-	-	-	17,893
67	Camera Sustainability	2,410	-	-	-	-	-	2,410
68	Mini Robot	12,000	-	-	-	-	-	12,000
69	Camera Coverage on PCC Cabinets	35,000	-	-	-	-	-	35,000
70	Facility Security SGR		-	-	-	-	-	-
71	Bus Camera Overhaul/Replacement	31,486	-	-	-	-	-	31,486
72	Emergency Operations Training	9,933	-	-	-	-	-	9,933
73	Camera, door locks, badge scanners		-	-	-	-	-	-
74	Security General Projects		-	-	-	-	-	-
75	Security Vehicle	34,000	-	-	-	-	-	34,000

Proposed Budget Amendment #2

	Project Name	Amendment #2	Bonds	Grants	Lease	State Funding	Local Partners	UTA Funded
76	Next Crossing Cameras	22,112	-	-	-	-	-	22,112
77	Total Facilities, Safety, & Admin Equip.	867,041	-	-	-	-	-	867,041
78								
79	**Infrastructure State of Good Repair Projects**							
80	C-Car Tires	79,740	-	-	-	-	-	79,740
81	Bus Engine/Transmission/Component Rehab/Replacement	24,152	-	-	-	-	-	24,152
82	Light Rail Vehicle Rehab	850,150	-	-	-	-	-	850,150
83	Stray Current Mitigation	78,371	-	-	-	-	-	78,371
84	Asset Management SW	11,212	-	-	-	-	-	11,212
85	RFID Tracking	5,157	-	-	-	-	-	5,157
86	Commuter Rail Engine Rehab	1,779,047	-	-	-	-	-	1,779,047
87	Bridge Rehabilitation & Maintenance	165,003	-	-	-	-	-	165,003
88	Paint Room Bldg 8	133,591	-	-	-	-	-	133,591
89	Roof Replacements	51,826	-	-	-	-	-	51,826
90	Rail Rehab and Replacement	209,353	209,353	-	-	-	-	-
91	LRV Accident Repair	(1,200,000)	-	-	-	-	-	(1,200,000)
92	Commuter Rail Cab/Coach overhaul	-	-	-	-	-	-	-
93	FR Platform Snow Melt	24,249	-	-	-	-	-	24,249
94	Grade Crossings Rehab and Replacement	1,865,519	-	-	-	-	-	1,865,519
95	Signal & Grade Crossing Bungalow Batteries	70,000	-	-	-	-	-	70,000
96	Traction Power Rehab and Replacement	544,044	-	-	-	-	-	544,044
97	OCS Rehab and Replacement	23,510	-	-	-	-	-	23,510
98	Grounding for SoJo CR Signal House	70,399		-	-	-	-	70,399
99	TRAX Curve Repl S. Temple/Main	1,302,877	-	-	-	-	-	1,302,877
100	Ballast and Ties Rehab and Replacement	-	-	-	-	-	-	-
101	Train Control Rehab and Replacement	600,000	-	-	-	-	-	600,000
102	Rail Switches & Trackwork Controls - Rehab/Replacement	700,000	-	-	-	-	-	700,000
103	OK Building Repairs	150,000	-	-	-	-	-	150,000
104	Total State of Good Repair	7,538,200	209,353	-	-	-	-	7,328,847
105	Total State of Good Repair	15,069,604	209,353	1,585,926	2,785,389	-	-	10,488,936
106								
107	**Capital Projects**							
108	Office Equipment Reserve	-	-	-	-	-	-	-
109	Tooele Bus Facility	1,267,751	1,267,751					-
110	Positive Train Control w/MD Upgrades	2,916,641	1,276,951	339,690	-	-	-	1,300,000
111	Box Elder Right of Way Preservation	3,497,553	-	-	-	-	-	3,497,553
112	FTA 5310 Funds as designated rec	90,336		72,269				18,067

Proposed Budget Amendment #2

	Project Name	Amendment #2	Bonds	Grants	Lease	State Funding	Local Partners	UTA Funded
113	Prop #1 Weber County Improvemens	287,313	-	-	-	-	-	287,313
114	Prop #1 Davis County Improvemens	1,490,580	-	-	-	-	-	1,490,580
115	Electric Bus Lo/No Grant	170,792	-	170,792	-	-	-	-
116	Downtown TRAX Signal Imp	11,000	-	-	-	-	-	11,000
117	Prop #1 Tooele County Improvements	13,316	-	-	-	-	-	13,316
118	5310 Grant UT-2016-013 Salt Lake	89,828	-	63,530	-	-	20,428	5,870
119	5310 Grant UT-2016-013 Davis/Web	121,374	-	94,542	-	-	26,832	-
120	20-1717 - 5310 Prog - Ogd/Lay	600,748	-	475,766	-	-	105,941	19,041
121	20-1717 - 5310 Prog - Pro/Orem	529,592	-	429,475	-	-	70,205	29,912
122	20-1717 - 5310 Prog - SLC/WV	1,412,686	-	991,222	-	-	353,202	68,262
123	Sandy Parking Structure	5,904,174	-	2,000,000	-	-	2,484,253	1,419,921
124	Sugar House Double Tracking	43,900	-	43,900	-	-	-	-
125	Signal Pre-emption Projects w/UDOT	888,711	-	-	-	-	888,711	-
126	UDOT I-15 Widening/7200 S Bridge	73,000	-	-	-	-	73,000	-
127	MOW Bulding Clearfield	350,000	-	-	-	-	-	350,000
128	Weber Cnty CR ROW Preservation	500,000	-	-	-	-	500,000	-
129	650 South Station	-	-	-	-	-	-	-
130	Bus Stop Imp - System-Wide ADA	82,402	-	-	-	-	-	82,402
131	Wayfinding Signage Plan - S-line and TRAX	917,950	-	-	-	-	-	917,950
132	South Davis BRT	1,101,153	-	-	-	-	1,101,153	-
133	TIGER Program of Projects	(53,390)	-	2,152,360	-	-	(2,275,835)	70,085
134	UVU Ped Bridge	-	-	-	-	-	-	-
135	3300/3500 South MAX Expansion & Optimization	268,154	-	250,000	-	-	-	18,154
136	Clearfield FR Station Trail	268,154	-	250,000	-	-	-	18,154
137	Update Bike Cars on FrontRunner	296,699	-	276,612	-	-	-	20,087
138	Stairs to Heated Apron/Track 15	9,296	-	-	-	-	-	9,296
139	U of U Union Building Hub	85,635	-	-	-	-	-	85,635
140	Sharp-Tintic Railroad Connection	-	-	-	-	-	-	-
141	Point of Mountain AA/EIS	655,107	-	-	-	250,000	400,000	5,107
142	MSP220 - 5310	969,233	-	652,383	-	-	297,496	19,354
143	MSP221 - 5310	670,813	-	488,754	-	-	171,576	10,483
144	MSP222 - 5310	569,859	-	429,841	-	-	132,950	7,068
145	Vanpool Vineyard Expansion	135,000	-	125,860	-	-	-	9,140
146	UTA ADA Bus Stop Imp - Utah Cnty	672,234	-	629,302	-	-	-	42,932
147	Police Substation Provo IMC	694,875	80,448	339,900	-	-	-	274,527
148	Meadowbrook Expansion	(1,600,000)	-	-	-	-	-	(1,600,000)
149	Operator Restrooms- Salt Lake County	200,000	-	-	-	-	-	200,000

Proposed Budget Amendment #2

	Project Name	Amendment #2	Bonds	Grants	Lease	State Funding	Local Partners	UTA Funded
150	Bus Stop Imp and signage - SL County	-	-	-	-	-	-	-
151	SL UZA Bus Bike Rack Expansion	-	-	-	-	-	-	-
152	Operator Restrooms throughout system	-	-	-	-	-	-	-
153	Operator Shack at University Medical EOL	(135,000)	-	-	-	-	-	(135,000)
154	Northern Utah County Double Track	-	-	-	-	-	-	-
155	North Temple EOL	-	-	-	-	-	-	-
156	U of U EOL	-	-	-	-	-	-	-
157	Fort Union EOL	-	-	-	-	-	-	-
158	5600 W/4500 S EOL	-	-	-	-	-	-	-
159	Reconfigure Meadowbrook Gate	$ -	-	-	-	-	-	-
160	Paxton Avenue TRAX Crossing	-	-	-	-	-	-	-
161	JRSC Restroom	135,000	-	-	-	-	-	135,000
162	FR Business Plan	1,900,000	-	-	-	1,600,000	-	300,000
163	New FLHQ Space Planning	75,000	-	-	-	-	-	75,000
164	Property Settlement	585,000	-	-	-	-	-	585,000
165	Unisex Restroom at FLHQ	25,000	-	-	-	-	-	25,000
166	Park City Electric Bus	2,952,159	-	2,290,000	-	-	500,000	162,159
167	Paint Booth at Warm Springs	1,144,206	-	-	-	-	-	1,144,206
168	Bus Shields	714,000	-	535,500	-	-	-	178,500
169	Light Rail Seat Replacement	4,154,000		4,154,000	-	-	-	-
170	Planning & Environmental Analysis	650,000	-	-	-	-	-	650,000
171	Capital Contingency	28,000	-	-	-	-	-	28,000
172	Total Capital Projects	38,429,834	2,625,150	17,255,698	-	1,850,000	4,849,912	11,849,074
173								
174	Total Capital Budget	$ 27,826,413	$ (28,751,546)	$ 25,254,648	$2,785,389	$ 1,850,000	$ 7,199,912	$ 19,488,010

2020 Budget After Amendment #2

	Project Name	Amended 2020 Budget	Bonds	Grants	Lease	State Funding	Local Partners	UTA Funded
1	**Major Capital Projects**							
2	Depot District Maintenance Facility	$ 25,000,000	$ 2,500,000	$ 20,000,000	$ -	$ 2,500,000	$ -	$ -
3	Ogden/Weber State University BRT	15,250,000	3,000,000	7,000,000	-	-	5,250,000	-
4	Airport Station Relocation	11,000,000	11,000,000	-	-	-	-	-
5	Provo-Orem TRIP	5,210,967	3,355,027	1,855,940	-	-	-	-
6	Total Major Capital Projects	56,460,967	19,855,027	28,855,940	-	2,500,000	5,250,000	-
7								
8								
9	**Revenue / Service Vehicles**							
10	Non-Rev Service Vehicle Replacement	200,000	-	-	-	-	-	200,000
11	Replacement Paratransit	5,532,278	-	-	5,499,278	-	-	33,000
12	Bus Replacement	27,566,971	-	2,775,830	23,598,570	-	-	1,192,571
13	Salt Lake City Buses	235,231	-	-	235,231	-	-	-
14	Van pool Van replacement	1,292,780	-	-	1,292,780	-	-	-
15	Total Revenue/Service Vehicles	34,827,260	-	2,775,830	30,625,859	-	-	1,425,571
16								-
17	**Information Technology**							-
18	Rail Passenger Info	276,570	-	-	-	-	-	276,570
19	Electronic Fare Collection Maintenance & Replacement	2,714,187	-	-	2,500,000	-	-	214,187
20	FrontRunner WiFi Enhancements	73,320	-	-	-	-	-	73,320
21	IVR Passenger Callout	64,779	-	-	-	-	-	64,779
22	Network & Infrastructure Equipment	505,324	-	-	-	-	-	505,324
23	CoordM-04 ITS Development	200,855	-	144,748	-	-	-	56,107
24	Legal SW	139,258	-	-	-	-	-	139,258
25	AppDev JDE 9.2 System Upgrade	30,134	-	-	-	-	-	30,134
26	WFRC Grant Passenger Info Improvements	1,459,743	-	1,361,000	-	-	-	98,743
27	In-house Application Development & Enhancements	362,616	-	-	-	-	-	362,616
28	Vanpool-02 Driver Tracking andDatabase System	55,000	-	-	-	-	-	55,000
29	IT Managed Reserved (formerly IT Pool)	307,986	-	-	-	-	-	307,986
30	WiFi Towers	12,866	-	-	-	-	-	12,866
31	Bus Communication On-Board Technology	162,229	-	-	-	-	-	162,229
32	Info Security Equip & SW (PCI Compliance & Cyber Security)	353,882	-	-	-	-	-	353,882
33	Rail Communication On-Board Technology	212,575	-	-	-	-	-	212,575
34	Server, Storage Infrastructure Equipment and Software	410,965	-	-	-	-	-	410,965
35	Radio Communication Infrastructure	219,333	-	-	-	-	-	219,333
36	New MS SQL Server Licenses	145,000	-	-	-	-	-	145,000
37	Central Div Fluid Mgmnt System	33,000	-	-	-	-	-	33,000
38	TC-1 Timekeeping System	480,000	-	-	-	-	-	480,000

2020 Budget After Amendment #2

	Project Name	Amended 2020 Budget	Bonds	Grants	Lease	State Funding	Local Partners	UTA Funded
39	E Voucher Software Development (pending grant)	1,001,190	-	838,016	-	-	-	163,174
40	Init APC Upgrade	200,000	-	-	-	-	-	200,000
41	SSBU Mobility Eligibility Center Trapeze Software	165,000	-	-	-	-	-	165,000
42	SSBU Radio System Install/subcontract fleet only	170,000	-	-	-	-	-	170,000
43	Transit Management System	655,000	-	-	-	-	-	655,000
44	Total Information Technology	10,410,812	-	2,343,764	2,500,000	-	-	5,567,048
45								
46	**Facilities**							
47	Oil/Water Separator at Riverside	100,000	-	-	-	-	-	100,000
48	Equipment Managed Reserve	517,109	-	-	-	-	-	517,109
49	Facilities Managed Reserve	1,048,450	-	-	-	-	-	1,048,450
50	Concrete/Asphalt Repair & Replacement	30,000	-	-	-	-	-	30,000
51	Park and Ride Rehab and Replacement	500,000	-	-	-	-	-	500,000
52	Stations and Platforms Rehab and Replacement	125,000	-	-	-	-	-	125,000
53								
54	**Safety/Security/Police**							
55	Public Safety	-	-	-	-	-	-	-
56	Tasers	12,052	-	-	-	-	-	12,052
57	Corridor Fencing	74,689	-	-	-	-	-	74,689
58	Ballistic Vests	20,722	-	-	-	-	-	20,722
59	Police Replacement Vehicles	261,388	-	-	-	-	-	261,388
60	Body Cameras	100,000	-	-	-	-	-	100,000
61	Bus Safety and Security	66,724	-	-	-	-	-	66,724
62	Laptop Replacement	33,349	-	-	-	-	-	33,349
63	Emergency Management Items	2,160	-	-	-	-	-	2,160
64	Safety Projects	120,081	-	-	-	-	-	120,081
65	Camera Coverage on Platforms	483	-	-	-	-	-	483
66	Access Control for Data Rooms	27,893	-	-	-	-	-	27,893
67	Camera Sustainability	52,410	-	-	-	-	-	52,410
68	Mini Robot	12,000	-	-	-	-	-	12,000
69	Camera Coverage on PCC Cabinets	35,000	-	-	-	-	-	35,000
70	Facility Security SGR	50,000	-	-	-	-	-	50,000
71	Bus Camera Overhaul/Replacement	271,486	-	-	-	-	-	271,486
72	Emergency Operations Training	24,933	-	-	-	-	-	24,933
73	Camera, door locks, badge scanners	15,000	-	-	-	-	-	15,000
74	Security General Projects	20,000	-	-	-	-	-	20,000
75	Security Vehicle	34,000						34,000

2020 Budget After Amendment #2

	Project Name	Amended 2020 Budget	Bonds	Grants	Lease	State Funding	Local Partners	UTA Funded
76	Next Crossing Cameras	62,112	-	-	-	-	-	62,112
77	Total Facilities, Safety, & Admin Equip.	3,617,041	-	-	-	-	-	3,617,041
78								
79	**Infrastructure State of Good Repair Projects**							
80	C-Car Tires	79,740	-	-	-	-	-	79,740
81	Bus Engine/Transmission/Component Rehab/Replacement	1,524,152	-	-	-	-	-	1,524,152
82	Light Rail Vehicle Rehab	10,610,565	-	-	-	-	-	10,610,565
83	Stray Current Mitigation	378,371	-	-	-	-	-	378,371
84	Asset Management SW	11,212	-	-	-	-	-	11,212
85	RFID Tracking	5,157	-	-	-	-	-	5,157
86	Commuter Rail Engine Rehab	4,542,826	-	786,684	-	-	-	3,756,142
87	Bridge Rehabilitation & Maintenance	465,003	-	-	-	-	-	465,003
88	Paint Room Bldg 8	133,591	-	-	-	-	-	133,591
89	Roof Replacements	51,826	-	-	-	-	-	51,826
90	Rail Rehab and Replacement	459,353	209,353	-	-	-	-	250,000
91	LRV Accident Repair	300,000	-	-	-	-	-	300,000
92	Commuter Rail Cab/Coach overhaul							-
93	FR Platform Snow Melt	24,249	-	-	-	-	-	24,249
94	Grade Crossings Rehab and Replacement	2,365,519	-	-	-	-	-	2,365,519
95	Signal & Grade Crossing Bungalow Batteries	70,000	-	-	-	-	-	70,000
96	Traction Power Rehab and Replacement	1,094,044	550,000	-	-	-	-	544,044
97	OCS Rehab and Replacement	523,510	-	-	-	-	-	523,510
98	Grounding for SoJo CR Signal House	70,399	-	-	-	-	-	70,399
99	TRAX Curve Repl S. Temple/Main	1,302,877	-	-	-	-	-	1,302,877
100	Ballast and Ties Rehab and Replacement	250,000	-	-	-	-	-	250,000
101	Train Control Rehab and Replacement	850,000	-	-	-	-	-	850,000
102	Rail Switches & Trackwork Controls - Rehab/Replacement	850,000	-	-	-	-	-	850,000
103	OK Building Repairs	150,000	-	-	-	-	-	150,000
104	Total State of Good Repair	26,112,394	759,353	786,684	-	-	-	24,566,357
105	Total State of Good Repair	74,967,507	759,353	5,906,278	33,125,859	-	-	35,176,017
106								
107	**Capital Projects**							
108	Office Equipment Reserve	100,000	-	-	-	-	-	100,000
109	Tooele Bus Facility	1,267,751	1,267,751	-	-	-	-	-
110	Positive Train Control w/MD Upgrades	3,816,641	1,276,951	339,690	-	-	-	2,200,000
111	Box Elder Right of Way Preservation	4,497,553	-	-	-	-	-	4,497,553
112	FTA 5310 Funds as designated rec	90,336	-	72,269	-	-	-	18,067

2020 Budget After Amendment #2

	Project Name	Amended 2020 Budget	Bonds	Grants	Lease	State Funding	Local Partners	UTA Funded
113	Prop #1 Weber County Improvemens	287,313	-	-	-	-	-	287,313
114	Prop #1 Davis County Improvemens	1,490,580	-	-	-	-	-	1,490,580
115	Electric Bus Lo/No Grant	170,792	-	170,792	-	-	-	-
116	Downtown TRAX Signal Imp	11,000	-	-	-	-	-	11,000
117	Prop #1 Tooele County Improvements	13,316	-	-	-	-	-	13,316
118	5310 Grant UT-2016-013 Salt Lake	89,828	-	63,530	-	-	20,428	5,870
119	5310 Grant UT-2016-013 Davis/Web	121,374	-	94,542	-	-	26,832	-
120	20-1717 - 5310 Prog - Ogd/Lay	600,748	-	475,766	-	-	105,941	19,041
121	20-1717 - 5310 Prog - Pro/Orem	529,592	-	429,475	-	-	70,205	29,912
122	20-1717 - 5310 Prog - SLC/WV	1,412,686	-	991,222	-	-	353,202	68,262
123	Sandy Parking Structure	5,904,174	-	2,000,000	-	-	2,484,253	1,419,921
124	Sugar House Double Tracking	43,900	-	43,900	-	-	-	-
125	Signal Pre-emption Projects w/UDOT	1,388,711	-	-	-	-	1,388,711	-
126	UDOT I-15 Widening/7200 S Bridge	73,000	-	-	-	-	73,000	-
127	MOW Bulding Clearfield	350,000	-	-	-	-	-	350,000
128	Weber Cnty CR ROW Preservation	2,000,000	-	-	-	-	2,000,000	-
129	650 South Station	220,000	-	-	-	-	200,000	20,000
130	Bus Stop Imp - System-Wide ADA	1,082,402	-	800,000	-	-	-	282,402
131	Wayfinding Signage Plan - S-line and TRAX	1,392,950	-	-	-	-	-	1,392,950
132	South Davis BRT	1,101,153	-	-	-	-	1,101,153	-
133	TIGER Program of Projects	11,116,270	-	6,988,795	-	-	4,038,459	89,016
134	UVU Ped Bridge	2,000,000	-	-	-	-	-	2,000,000
135	3300/3500 South MAX Expansion & Optimization	3,003,326	-	2,800,000	-	-	-	203,326
136	Clearfield FR Station Trail	1,769,817	-	1,650,000	-	-	101,663	18,154
137	Update Bike Cars on FrontRunner	296,699	-	276,612	-	-	-	20,087
138	Stairs to Heated Apron/Track 15	9,296	-	-	-	-	-	9,296
139	U of U Union Building Hub	85,635	-	-	-	-	-	85,635
140	Sharp-Tintic Railroad Connection	700,000	-	424,030	-	-	235,970	40,000
141	Point of Mountain AA/EIS	2,155,107	-	-	-	1,450,000	600,000	105,107
142	MSP220 - 5310	969,233	-	652,383	-	-	297,496	19,354
143	MSP221 - 5310	670,813	-	488,754	-	-	171,576	10,483
144	MSP222 - 5310	569,859	-	429,841	-	-	132,950	7,068
145	Vanpool Vineyard Expansion	135,000	-	125,860	-	-	-	9,140
146	UTA ADA Bus Stop Imp - Utah Cnty	672,234	-	629,302	-	-	-	42,932
147	Police Substation Provo IMC	694,875	80,448	339,900	-	-	-	274,527
148	Meadowbrook Expansion	1,300,000	-	-	-	-	-	1,300,000
149	Operator Restrooms- Salt Lake County	600,000	-	-	-	-	-	600,000

2020 Budget After Amendment #2

	Project Name	Amended 2020 Budget	Bonds	Grants	Lease	State Funding	Local Partners	UTA Funded
150	Bus Stop Imp and signage - SL County	2,500,000	-	-	-	-	-	2,500,000
151	SL UZA Bus Bike Rack Expansion	35,609	-	33,198	-	-	-	2,411
152	Operator Restrooms throughout system	600,000	120,000	480,000	-	-	-	-
153	Operator Shack at University Medical EOL	215,000	-	-	-	-	-	215,000
154	Northern Utah County Double Track	13,500,000	9,500,000	-	-	3,500,000	500,000	-
155	North Temple EOL	3,400,000	-	-	-	-	1,400,000	2,000,000
156	U of U EOL	2,950,000	-	2,500,000	-	-	-	450,000
157	Fort Union EOL	500,000	-	-	-	-	-	500,000
158	5600 W/4500 S EOL	500,000	-	-	-	-	-	500,000
159	Reconfigure Meadowbrook Gate	40,000	-	-	-	-	-	40,000
160	Paxton Avenue TRAX Crossing	85,000	-	-	-	-	85,000	-
161	JRSC Restroom	135,000	-	-	-	-	-	135,000
162	FR Business Plan	1,900,000	-	-	-	1,600,000	-	300,000
163	New FLHQ Space Planning	75,000	-	-	-	-	-	75,000
164	Property Settlement	585,000						585,000
165	Unisex Restroom at FLHQ	25,000						25,000
166	Park City Electric Bus	2,952,159	-	2,290,000	-	-	500,000	162,159
167	Paint Booth at Warm Springs	1,144,206	-	-	-	-	-	1,144,206
168	Bus Shields	714,000	-	535,500	-	-	-	178,500
169	Light Rail Seat Replacement	4,154,000		4,154,000	-	-	-	-
170	Planning & Environmental Analysis	650,000	-	-	-	-	-	650,000
171	Capital Contingency	968,000	-	-	-	-	-	968,000
172	Total Capital Projects	92,431,938	12,245,150	30,279,361	-	6,550,000	15,886,839	27,470,588
173								
174	Total Capital Budget	$ 223,860,412	$32,859,530	$65,041,579	$33,125,859	$9,050,000	$21,136,839	$ 62,646,605

Proposed Budget Amendment #2 By Type

	Project Name	2019 Capital Carry Forward	Project Reductions	FR & LR SGR Projects	New Projects	Reallocation of Projects	Totals Amendment #2
1	**Major Capital Projects**						
2	Depot District Maintenance Facility	$ -	$ (15,936,916)	$ -	$ -	$ -	$ (15,936,916)
3	Ogden/Weber State University BRT	2,459,437	(15,406,513)	-	-	-	(12,947,076)
4	Airport Station Relocation	-	(2,000,000)	-	-	-	(2,000,000)
5	Provo-Orem TRIP	5,210,967	-	-	-	-	5,210,967
6	Total Major Capital Projects	7,670,404	(33,343,429)	-	-	-	(25,673,025)
7							
8							
9	**Revenue / Service Vehicles**						
10	Non-Rev Service Vehicle Replacement	-	-	-	-	-	-
11	Replacement Paratransit	2,550,158	-	-	-	-	2,550,158
12	Bus Replacement	-	-	-	-	-	-
13	Salt Lake City Buses	235,231	-	-	-	-	235,231
14	Van pool Van replacement	-	-	-	-	-	-
15	Total Revenue/Service Vehicles	2,785,389	-	-	-	-	2,785,389
16							
17	**Information Technology**						
18	Rail Passenger Info	376,570	-	-	-	(100,000)	276,570
19	Electronic Fare Collection Maintenance & Replacement	214,187	-	-	-	-	214,187
20	FrontRunner WiFi Enhancements	23,320	-	-	-	-	23,320
21	IVR Passenger Callout	64,779	-	-	-	-	64,779
22	Network & Infrastructure Equipment	5,324	-	-	-	-	5,324
23	CoordM-04 ITS Development	200,855	-	-	-	-	200,855
24	Legal SW	139,258	-	-	-	-	139,258
25	AppDev JDE 9.2 System Upgrade	30,134	-	-	-	-	30,134
26	WFRC Grant Passenger Info Improvements	1,459,743	-	-	-	-	1,459,743
27	In-house Application Development & Enhancements	187,616	-	-	-	(225,000)	(37,384)
28	Vanpool-02 Driver Tracking andDatabase System	55,000	-	-	-	-	55,000
29	IT Managed Reserved (formerly IT Pool)	17,986	-	-	-	-	17,986
30	WiFi Towers	12,866	-	-	-	-	12,866
31	Bus Communication On-Board Technology	62,229	-	-	-	(200,000)	(137,771)
32	Info Security Equip & SW (PCI Compliance & Cyber Security)	79,882	-	-	-	-	79,882
33	Rail Communication On-Board Technology	112,575	-	-	-	(130,000)	(17,425)
34	Server, Storage Infrastructure Equipment and Software	10,965	-	-	-	-	10,965
35	Radio Communication Infrastructure	69,333	-	-	-	-	69,333
36	New MS SQL Server Licenses	-	-	-	-	-	-
37	Central Div Fluid Mgmnt System	33,000	-	-	-	-	33,000
38	TC-1 Timekeeping System	480,000	-	-	-	-	480,000

Proposed Budget Amendment #2 By Type

	Project Name	2019 Capital Carry Forward	Project Reductions	FR & LR SGR Projects	New Projects	Reallocation of Projects	Totals Amendment #2
39	E Voucher Software Development (pending grant)	243,352	-	-	-	-	243,352
40	Init APC Upgrade	-	-	-	-	-	-
41	SSBU Mobility Eligibility Center Trapeze Software	-	-	-	-	-	-
42	SSBU Radio System Install/subcontract fleet only	-	-	-	-	-	-
43	Transit Management System	-	-	-	-	655,000	655,000
44	Total Information Technology	3,878,974	-	-	-	-	3,878,974
45							
46	**Facilities**						
47	Oil/Water Separator at Riverside	100,000	-	-	-	-	100,000
48	Equipment Managed Reserve	267,109	-	-	-	-	267,109
49	Facilities Managed Reserve	48,450	-	-	-	-	48,450
50	Concrete/Asphalt Repair & Replacement	30,000	-	-	-	-	30,000
51	Park and Ride Rehab and Replacement	-	-	-	-	-	-
52	Stations and Platforms Rehab and Replacement	-	-	-	-	-	-
53							-
54	**Safety/Security/Police**						-
55	Public Safety						-
56	Tasers	12,052	-	-	-	-	12,052
57	Corridor Fencing	24,689	-	-	-	-	24,689
58	Ballistic Vests	5,722	-	-	-	-	5,722
59	Police Replacement Vehicles	21,388	-	-	-	-	21,388
60	Body Cameras	100,000	-	-	-	-	100,000
61	Bus Safety and Security	36,724	-	-	-	-	36,724
62	Laptop Replacement	33,349	-	-	-	-	33,349
63	Emergency Management Items	2,160	-	-	-	-	2,160
64	Safety Projects	20,081	-	-	-	-	20,081
65	Camera Coverage on Platforms	483	-	-	-	-	483
66	Access Control for Data Rooms	17,893	-	-	-	-	17,893
67	Camera Sustainability	2,410	-	-	-	-	2,410
68	Mini Robot	12,000	-	-	-	-	12,000
69	Camera Coverage on PCC Cabinets	35,000	-	-	-	-	35,000
70	Facility Security SGR	-	-	-	-	-	-
71	Bus Camera Overhaul/Replacement	31,486	-	-	-	-	31,486
72	Emergency Operations Training	9,933	-	-	-	-	9,933
73	Camera, door locks, badge scanners	-	-	-	-	-	-
74	Security General Projects	-	-	-	-	-	-
75	Security Vehicle	-	-	-	34,000	-	34,000

Proposed Budget Amendment #2 By Type

	Project Name	2019 Capital Carry Forward	Project Reductions	FR & LR SGR Projects	New Projects	Reallocation of Projects	Totals Amendment #2
76	Next Crossing Cameras	22,112	-	-	-	-	22,112
77	Total Facilities, Safety, & Admin Equip.	833,041	-	-	34,000	-	867,041
78							
79	**Infrastructure State of Good Repair Projects**						
80	C-Car Tires	79,740	-	-	-	-	79,740
81	Bus Engine/Transmission/Component Rehab/Replacement	24,152	-	-	-	-	24,152
82	Light Rail Vehicle Rehab	850,150	-	-	-	-	850,150
83	Stray Current Mitigation	78,371	-	-	-	-	78,371
84	Asset Management SW	11,212	-	-	-	-	11,212
85	RFID Tracking	5,157	-	-	-	-	5,157
86	Commuter Rail Engine Rehab	1,779,047	-	-	-	-	1,779,047
87	Bridge Rehabilitation & Maintenance	165,003	-	-	-	-	165,003
88	Paint Room Bldg 8	133,591	-	-	-	-	133,591
89	Roof Replacements	51,826	-	-	-	-	51,826
90	Rail Rehab and Replacement	209,353	-	-	-	-	209,353
91	LRV Accident Repair	-	(1,200,000)	-	-	-	(1,200,000)
92	Commuter Rail Cab/Coach overhaul	-	-	-	-	-	-
93	FR Platform Snow Melt	24,249	-	-	-	-	24,249
94	Grade Crossings Rehab and Replacement	365,519	-	1,500,000	-	-	1,865,519
95	Signal & Grade Crossing Bungalow Batteries	70,000	-		-	-	70,000
96	Traction Power Rehab and Replacement	394,044	-	150,000	-	-	544,044
97	OCS Rehab and Replacement	23,510	-	-	-	-	23,510
98	Grounding for SoJo CR Signal House	70,399	-	-	-	-	70,399
99	TRAX Curve Repl S. Temple/Main	1,302,877	-	-	-	-	1,302,877
100	Ballast and Ties Rehab and Replacement	-	-	-	-	-	-
101	Train Control Rehab and Replacement	-	-	600,000	-	-	600,000
102	Rail Switches & Trackwork Controls - Rehab/Replacement	-	-	700,000	-	-	700,000
103	OK Building Repairs	150,000	-	-	-	-	150,000
104	Total State of Good Repair	5,788,200	(1,200,000)	2,950,000	-	-	7,538,200
105	Total State of Good Repair	13,285,604	(1,200,000)	2,950,000	34,000	-	15,069,604
106							
107	**Capital Projects**						
108	Office Equipment Reserve	-	-	-	-	-	-
109	Tooele Bus Facility	1,267,751	-	-	-	-	1,267,751
110	Positive Train Control w/MD Upgrades	1,616,641	-	1,300,000	-	-	2,916,641
111	Box Elder Right of Way Preservation	3,497,553	-	-	-	-	3,497,553
112	FTA 5310 Funds as designated rec	90,336	-	-	-	-	90,336

Proposed Budget Amendment #2 By Type

	Project Name	2019 Capital Carry Forward	Project Reductions	FR & LR SGR Projects	New Projects	Reallocation of Projects	Totals Amendment #2
113	Prop #1 Weber County Improvemens	287,313	-	-	-	-	287,313
114	Prop #1 Davis County Improvemens	1,490,580	-	-	-	-	1,490,580
115	Electric Bus Lo/No Grant	170,792	-	-	-	-	170,792
116	Downtown TRAX Signal Imp	11,000	-	-	-	-	11,000
117	Prop #1 Tooele County Improvements	13,316	-	-	-	-	13,316
118	5310 Grant UT-2016-013 Salt Lake	89,828	-	-	-	-	89,828
119	5310 Grant UT-2016-013 Davis/Web	121,374	-	-	-	-	121,374
120	20-1717 - 5310 Prog - Ogd/Lay	600,748	-	-	-	-	600,748
121	20-1717 - 5310 Prog - Pro/Orem	529,592	-	-	-	-	529,592
122	20-1717 - 5310 Prog - SLC/WV	1,412,686	-	-	-	-	1,412,686
123	Sandy Parking Structure	5,904,174	-	-	-	-	5,904,174
124	Sugar House Double Tracking	43,900	-	-	-	-	43,900
125	Signal Pre-emption Projects w/UDOT	888,711	-	-	-	-	888,711
126	UDOT I-15 Widening/7200 S Bridge	73,000	-	-	-	-	73,000
127	MOW Bulding Clearfield	350,000	-	-	-	-	350,000
128	Weber Cnty CR ROW Preservation	500,000	-	-	-	-	500,000
129	650 South Station	-	-	-	-	-	-
130	Bus Stop Imp - System-Wide ADA	82,402	-	-	-	-	82,402
131	Wayfinding Signage Plan - S-line and TRAX	917,950	-	-	-	-	917,950
132	South Davis BRT	1,101,153	-	-	-	-	1,101,153
133	TIGER Program of Projects	-	(53,390)	-	-	-	(53,390)
134	UVU Ped Bridge	-	-	-	-	-	-
135	3300/3500 South MAX Expansion & Optimization	268,154	-	-	-	-	268,154
136	Clearfield FR Station Trail	268,154	-	-	-	-	268,154
137	Update Bike Cars on FrontRunner	296,699	-	-	-	-	296,699
138	Stairs to Heated Apron/Track 15	9,296	-	-	-	-	9,296
139	U of U Union Building Hub	85,635	-	-	-	-	85,635
140	Sharp-Tintic Railroad Connection	-	-	-	-	-	-
141	Point of Mountain AA/EIS	655,107	-	-	-	-	655,107
142	MSP220 - 5310	-	-	-	969,233	-	969,233
143	MSP221 - 5310	-	-	-	670,813	-	670,813
144	MSP222 - 5310	-	-	-	569,859	-	569,859
145	Vanpool Vineyard Expansion	135,000	-	-	-	-	135,000
146	UTA ADA Bus Stop Imp - Utah Cnty	672,234	-	-	-	-	672,234
147	Police Substation Provo IMC	694,875	-	-	-	-	694,875
148	Meadowbrook Expansion	-	(1,600,000)	-	-	-	(1,600,000)
149	Operator Restrooms- Salt Lake County	200,000	-	-	-	-	200,000

Proposed Budget Amendment #2 By Type

	Project Name	2019 Capital Carry Forward	Project Reductions	FR & LR SGR Projects	New Projects	Reallocation of Projects	Totals Amendment #2
150	Bus Stop Imp and signage - SL County	-	-	-	-	-	-
151	SL UZA Bus Bike Rack Expansion	-	-	-	-	-	-
152	Operator Restrooms throughout system	-	-	-	-	-	-
153	Operator Shack at University Medical EOL	-	-	-	-	(135,000)	(135,000)
154	Northern Utah County Double Track	-	-	-	-	-	-
155	North Temple EOL	-	-	-	-	-	-
156	U of U EOL	-	-	-	-	-	-
157	Fort Union EOL	-	-	-	-	-	-
158	5600 W/4500 S EOL	-	-	-	-	-	-
159	Reconfigure Meadowbrook Gate	-	-	-	-	-	-
160	Paxton Avenue TRAX Crossing	-	-	-	-	-	-
161	JRSC Restroom	-	-	-	-	135,000	135,000
162	FR Business Plan	-	-	-	1,900,000	-	1,900,000
163	New FLHQ Space Planning	-	-	-	75,000	-	75,000
164	Property Settlement	-	-	-	-	585,000	585,000
165	Unisex Restroom at FLHQ	-	-	-	-	25,000	25,000
166	Park City Electric Bus	2,952,159	-	-	-	-	2,952,159
167	Paint Booth at Warm Springs	1,144,206	-	-	-	-	1,144,206
168	Bus Shields	-	-	-	714,000	-	714,000
169	Light Rail Seat Replacement	-	-	-	4,154,000	-	4,154,000
170	Planning & Environmental Analysis	-	-	-	650,000	-	650,000
171	Capital Contingency	-	-	-	-	28,000	28,000
172	Total Capital Projects	28,442,319	(1,653,390)	1,300,000	9,702,905	638,000	38,429,834
173							
174	Total Capital Budget	49,398,327	(36,196,819)	4,250,000	9,736,905	638,000	27,826,413

MEETING MEMO

TO: Utah Transit Authority Local Advisory Council
THROUGH: Carolyn Gonot, Executive Director
FROM: Mary DeLoretto, Chief Service Development Officer
PRESENTER(S): Mary DeLoretto, Chief Service Development Officer

LOCAL ADVISORY COUNCIL MEETING DATE: May 27, 2020

|	
SUBJECT:	**Capital Development Projects Consultation: Capital Projects and Funding Update**
AGENDA ITEM TYPE:	**Consultation**
RECOMMENDATION:	Informational report for discussion and consultation
DISCUSSION:	UTA's first 5-Year Capital Plan was developed in 2019 for the 2020 through 2024 time frame. UTA is now in the process of updating that plan to cover the 2021 through 2025 time period. The annual budgets programmed for the updated Capital Plan will need to meet the budget targets projected in the Agency's long range Transit Financial Plan. Outside funding sources, including grants, legislative appropriations, and local partner commitments are a vital component of the Capital Plan development process. This presentation will discuss the status of the 5-Year Capital Plan, as well as major capital projects programmed over the next five years, identified funding sources, and upcoming project and funding opportunities.
ATTACHMENTS:	None

MEETING MEMO

TO: Utah Transit Authority Local Advisory Council
THROUGH: Carolyn Gonot, Executive Director
FROM: Mary DeLoretto, Chief Service Development Officer
PRESENTER(S): Paul Drake, Director of Real Estate & TOD

LOCAL ADVISORY COUNCIL MEETING DATE: May 27, 2020

SUBJECT:	**Transit Oriented Development Consultation: Report on Senate Bill 150 from the 2020 Utah State Legislative Session**
AGENDA ITEM TYPE:	**Consultation**
RECOMMENDATION:	Informational report for discussion and consultation
DISCUSSION:	In the 2020 Utah State Legislative General Session, state leaders passed a bill (SB150) that affects UTA's Transit-Oriented Development ("TOD") program. Prior to SB150, UTA's involvement in TOD was limited to eight project sites. The bill removed the cap on the condition that communities, who want to pursue TOD with UTA, complete a Station Area Plan and be compliant with moderate income housing requirements. While this is a welcome change that will lead to additional opportunities to collaborate with communities, it also presents unique challenges. UTA's policy will need to adapt to encourage communities to pursue transit-supportive development patterns around their stations while appropriately allocating internal resources. This will be a discussion about the opportunities and challenges related to SB150.
ATTACHMENTS:	None