Utah Transit Authority

Local Advisory Council

REGULAR MEETING AGENDA

669 West 200 South
Salt Lake City, UT 84101

Wednesday, February 18, 2026 11:00 AM FrontLines Headquarters

The UTA Local Advisory Council will meet in person at UTA FrontLines Headquarters (FLHQ) - 669 West 200 South, Salt Lake City, Utah.

For remote viewing, public comment, and special accommodations instructions, please see the meeting information following this agenda.

1.	**Call to Order & Opening Remarks**	Chair Bob Stevenson
2.	**Pledge of Allegiance**	Chair Bob Stevenson
3.	**Safety First Minute**	Viola Miller
4.	**Public Comment**	Chair Bob Stevenson
5.	**Oath of Office**	
	a. Oath of Office: New UTA Local Advisory Council Members and Alternates	Bob Stevenson Cathie Griffiths
6.	**Consent**	Chair Bob Stevenson
	a. Approval of the November 5, 2025 Local Advisory Council Meeting Minutes	
	b. Constituent and Customer Service - 2025 Annual Report	
7.	**Discussion**	
	a. Legislative Update on Senate Bill 197	Paul Ray
	b. Open Dialogue with the Board of Trustees	Bob Stevenson Carlton Christensen
8.	**Transit Oriented Development**	
	a. Consultation on Central Pointe and South Salt Lake City Station Area Plan (“South Salt Lake Downtown Connect”)	Paul Drake Valarie Williams Cherie Wood Jonathan Weidenhamer

9. Finance and Budget

a.	Consultation on Bond Issuance Strategy for Potential Refinancing Opportunity	Viola Miller Brian Reeves Brian Baker
b.	Consultation on Proposed 2026 Operating Budget Amendment	Viola Miller
c.	Consultation on Proposed 2026-2030 Five-Year Capital Plan Amendment	Viola Miller Daniel Hofer

10. Fares

a.	Consultation on Fare Rate	Brian Reeves Monica Howe

11. Discussion

a.	Facility Strategic Assessment and Implementation Plan	Paul Drake

12. Resolutions

a.	AR2026-02-01 - Resolution of the Local Advisory Council of the Utah Transit Authority Appointing Council Officers for the Year 2026	Bob Stevenson

13. Reports

a.	Executive Director Report - UTA 2025 Highlights - April Change Day	Jay Fox

14. Other Business Chair Bob Stevenson

a. Next Meeting: Wednesday, May 6, 2026 at 11:00 a.m.

15. Adjourn Chair Bob Stevenson

Meeting Information:

- Special Accommodation: Information related to this meeting is available in alternate formats upon request by contacting adacompliance@rideuta.com or (801) 287-3536. Requests for accommodations should be made at least two business days in advance of the scheduled meeting.
- Meeting proceedings may be viewed remotely by following the meeting video link on the UTA Public Meeting Portal - https://rideuta.legistar.com/Calendar.aspx
- In the event of technical difficulties with the remote connection or live-stream, the meeting will proceed in person and in compliance with the Open and Public Meetings Act.
- Public Comment may be given live during the meeting by attending in person at the meeting location OR by joining the remote Zoom meeting.
    - Comments are limited to 3 minutes per commenter.
    - One person's time may not be combined with another person's time.
    - Distribution of handouts or other materials to meeting participants or attendees is not allowed.
    - To support a respectful meeting environment, actions or words that disrupt the meeting, intimidate other participants, obstruct the view or hearing of others, or may cause safety concerns are not allowed.
    - To join by Zoom:
        - Use this link: https://bit.ly/UTA_LAC_02-18-26 and follow the instructions to register for the meeting.
        - Use the "raise hand" function in Zoom to indicate you would like to make a comment.
- Public Comment may also be given through alternate means. See instructions below.
    - Comment online at https://www.rideuta.com/Board-of-Trustees
    - Comment via email at boardoftrustees@rideuta.com
    - Comment by telephone at 801-743-3882 option 5 (801-RideUTA option 5) – please specify that your comment is for the upcoming Local Advisory Council meeting.
    - Comments submitted before 2:00 p.m. on Tuesday, February 17th will be distributed to council members prior to the meeting.
- Meetings are audio and video recorded and live-streamed.
- Motions, including final actions, may be taken in relation to any topic listed on the agenda.

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Local Advisory Council **Date:** 2/18/2026

TO: Local Advisory Council
PRESENTER(S): Bob Stevenson, Chair, Local Advisory Council
Cathie Griffiths, Board Administration Manager/Notary Public

TITLE:
Oath of Office: New UTA Local Advisory Council Members and Alternates

AGENDA ITEM TYPE:
Oath of Office

RECOMMENDATION:
Administer Oaths of Office by notary public, Cathie Griffiths

BACKGROUND:
The Utah Public Transit District Act (17B-2a-808.2) establishes a nine-member Local Advisory Council with members appointed by Council of Government (COG) bodies across the UTA service district.

UTA Bylaws Article 3, section 10 allows each appointing authority the right to select alternate representatives to the Local Advisory Council (LAC). Alternate members may participate in meetings, make motions, count toward a quorum, and vote in matters before the LAC if the appointing authority's member is not present and the alternate has been properly designated to participate in the member's place.

DISCUSSION:
On January 5, 2026, the Weber Area COG appointed Russ Porter to serve as a member of the UTA Local Advisory Council, and Ben Nadolski to serve as an alternate member of the UTA Local Advisory Council, representing WACOG.

On January 8, 2026, the Utah County COG appointed Brad Frost and Paul Binns to serve as members of the UTA Local Advisory Council, and Jared Gray to serve as an alternate member of the UTA Local Advisory Council, representing Utah County COG.

Erin Mendenhall, Mayor of Salt Lake City, has appointed Lynn Jacobs to serve as an alternate member of the UTA Local Advisory Council, representing Salt Lake City.

ATTACHMENTS:
- n/a

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Local Advisory Council **Date:** 2/18/2026

TO: Local Advisory Council
FROM: Curtis Haring, Board Manager
PRESENTER(S): Chair Bob Stevenson

TITLE:

Approval of the November 5, 2025 Local Advisory Council Meeting Minutes

AGENDA ITEM TYPE:
Minutes

RECOMMENDATION:
Approve the minutes of the November 5, 2025 Local Advisory Council meeting.

BACKGROUND:
A meeting of the UTA Local Advisory Council was held in person at UTA Frontlines Headquarters and broadcast live via the UTA Public Meeting Web Portal on Wednesday, November 5, 2025 at 1:00 p.m.

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 <https://www.utah.gov/pmn/sitemap/notice/1033765.html> video feed is available through the UTA Public Meeting Portal <https://rideuta.granicus.com/player/clip/413>.

ATTACHMENTS:

- 2025-11-05_LAC_Minutes_Unapproved

Utah Transit Authority

Local Advisory Council

MEETING MINUTES - Draft

669 West 200 South
Salt Lake City, UT 84101

Wednesday, November 5, 2025 1:00 PM FrontLines Headquarters

Present:	Chair Bob Stevenson
	2nd Vice-Chair Neal Berube
	Council Member Dirk Burton
	Council Member Karen Cronin
	Alternate Council Member Dan Dugan
	Council Member Julie Fullmer
	Council Member Mark Johnson
Excused:	Vice Chair Natalie Hall
	Alternate Council Member Brandon Gordon
	Council Member Erin Mendenhall
	Council Member Troy Walker

Also attending were UTA staff and interested community members.

1. Call to Order & Opening Remarks

Chair Bob Stevenson welcomed attendees and called the meeting to order at 1:00 p.m.

2. Pledge of Allegiance

Attendees recited the Pledge of Allegiance.

Chair Stevenson then presented the three outgoing council members Julie Fulmer, Mark Johnson, and Neal Berube a gift to thank them for their service on the Local Advisory Council.

3. Safety First Minute

Alisha Garrett, UTA Chief Enterprise Strategy Officer, delivered a brief safety message.

4. Public Comment

In Person/Virtual Comment
No in person or virtual comment was given.

Online Comment
No online comment was received.

5. Consent

a. Approval of August 27, 2025, Local Advisory Council Meeting Minutes

A motion was made by Council Member Johnson, and seconded by 2nd Vice-Chair Berube, that the minutes be approved. The motion passed.

6. Budget and Capital Projects

a. Consultation on the UTA 2026-2030 Five-Year Capital Plan

Jay Fox, UTA Executive Director was joined by Viola Miller, UTA Chief Financial Officer, Jared Scarbrough, UTA Acting Chief Capital Services Officer, and Daniel Hofer, UTA Director of Capital Programming & Support to present the major capital projects and their progression through the plan years as well as other project details.

The 2026-2030 Five-Year Capital Plan includes total planned spending of $1,053,404,000. Discussion followed with staff answering specific questions. Topics of discussion included: ground level trains, integration timing of new trains, disposition of old trains, improvements and upgrades to maintain state of good repair, and fleet maintenance versus fleet growth.

b. Consultation on the UTA Tentative 2026 Budget

Jay Fox along with Viola Miller reviewed the 2026 Tentative Budget which includes $488 million in operating expenses and $332 million of capital investment to fund the provision of safe, convenient, reliable service and targeted investments in our infrastructure. The budget includes federal and local contributions from our partners. Discussion ensued on the following topics: Midvalley Express service, bond payments and related interest, legislative support for transit, transit improvements in northwest Utah County, status of fare prices, and prioritization of projects tied to the 2034 Olympics.

Council Member Dirk Burton left the meeting at 1:39 p.m.

UTA committed to send the final budget after Dec. 3rd.

7. Discussion

a. UTA Transit Pass Programs

Brian Reeves, UTA Associate Chief Financial Officer, was joined by Monica Howe, UTA Fares Director to consult with the Local Advisory Council before fare rates are set. Most participating organizations can find a pass program that fits their needs. The biggest ridership age is 18-34. It has been found that when students use transit during their school years, they continue to use transit after graduation. Contracts accounted for 51.5% of passenger revenue in 2024, generating approximately $16 million.

b. Open Dialogue with the Board of Trustees

Bob Stevenson, Local Advisory Council Chair and Carlton Christensen, UTA Board of Trustees Chair, led a discussion addressing transit concerns. Discussion followed on various topics including how Utah County is using the 5th/5th tax and are planning for growth in their area. Council Members talked about how different groups of people rely on transit because they cannot drive for one reason or another.

8. Resolutions

a. AR2025-11-01 - Resolution Giving Notice and Setting Regular Meeting Dates for the Authority's Local Advisory Council for Calendar Year 2026

Jana Ostler, UTA Director of Board Governance, talked about the proposed time change for next year's meetings and proposed a regular meeting schedule for 2026:

- Wednesday, February 18, 2026
- Wednesday, May 6, 2026
- Wednesday, August 26, 2026
- Wednesday, November 4, 2026

All meetings will be held at UTA FrontLines Headquarters and begin at 11:00 a.m.

A motion was made by Council Member Cronin, and seconded by Council Member Johnson, that this resolution be approved. The motion carried by a unanimous vote.

9. Reports

a. Executive Director Report

- **2034 Olympics Update**
- **APTA 2025 Outstanding Public Transportation System Award**

2034 Olympics Update

Jay Fox provided an update on proposed transit plans for the 2034 Olympics. While waiting for resources, UTA will support other cities with big events coming to their areas.

APTA 2025 Outstanding Public Transportation System Award

Jay Fox provided LAC members with a commemorative pin.

b. Audit Committee Report

Chair Stevenson gave a report on the activities of the UTA Audit Committee which included:

- Light rail safety
- Special service operations
- Purchasing card services

10. Other Business

a. Next Meeting: Wednesday, February 18, 2026 at 11:00 a.m.

Chair Stevenson invited the three outgoing council members to say a few words.

- Julie Fulmer
- Mark Johnson
- Neal Berube

All expressed appreciation for learning more about transit and gratitude for the people who make it happen.

11. Adjourn

Chair Bob Stevenson adjourned the meeting at 2:54 p.m.

Transcribed by Cherilyn Bradford
Executive Assistant to the Board
Utah Transit Authority

This document is not intended to serve as a full transcript as additional discussion may have taken place; please refer to the meeting materials or audio located at https://www.utah.gov/pmn/sitemap/notice/1033765.html for entire content. Meeting materials, along with a time-stamped video recording, are also accessible at https://rideuta.granicus.com/player/clip/413.

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

Approved Date:

_____

Carlton J. Christensen
Chair, Board of Trustees

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Local Advisory Council **Date:** 2/18/2026

TO: Local Advisory Council
THROUGH: Jay Fox, Executive Director
FROM: Nichol Bourdeaux, Chief Planning and Engagement Officer
PRESENTER(S): Cindy Medford, Manager of Customer Service

TITLE:

Constituent and Customer Service - 2025 Annual Report

AGENDA ITEM TYPE:
Report

RECOMMENDATION:
Informational Item for review

BACKGROUND:
As per the Public Transit Act, an annual report of the Constituent and Customer Service comments from the previous year is provided to the UTA Local Advisory Council.

DISCUSSION:
The attached report summarizes the 2025 customer comments, including quantity and subject matter. The data is presented to the agency to ensure customer input is incorporated into UTA processes and service delivery.

ALTERNATIVES:
N/A

FISCAL IMPACT:
N/A

ATTACHMENTS:

2025 Customer Comment Report

CUSTOMER COMMENTS

2025

CINDY MEDFORD
MANAGER OF CUSTOMER SERVICE

Exceeding customer expectations is a core part of the Utah Transit Authority (UTA) mission. How well UTA meets and surpasses customer needs depends on a clear and accurate understanding of those expectations. UTA's customer service teams play a key role in this by engaging directly with customers. The Customer Service Department is the main point for customers to voice questions or concerns. The feedback roll invites, tracks, documents, investigates, and resolves feedback from customers across UTA's service area. As a public entity, UTA is legally responsible for providing transit services. Therefore, anyone can contact the Customer Service Department by phone, email, through the RideUTA.com website, in person at a UTA Customer Service Center office, or by mailing a letter to ask questions or share comments.

UTA defines the term **customer comment** as an experience, observation, or suggestion conveyed by a customer or constituent to UTA regarding our services. Customer Service staff enter all pertinent information obtained through submitted comments or in-person customer interactions, including customer names and contact information, and a summarized version of the concern into a software program called CMPro. UTA adheres to internal policies and rules that protect customer privacy and safeguard any customer information collected.

For every comment submitted, staff conduct an internal investigation for cause or consideration. The goal of this process is to resolve concerns and exceed customer expectations. UTA also uses the customer comment data to support decision-making across UTA, including operations, fares, safety and security, planning, analytics and reporting, communications, and accountability.

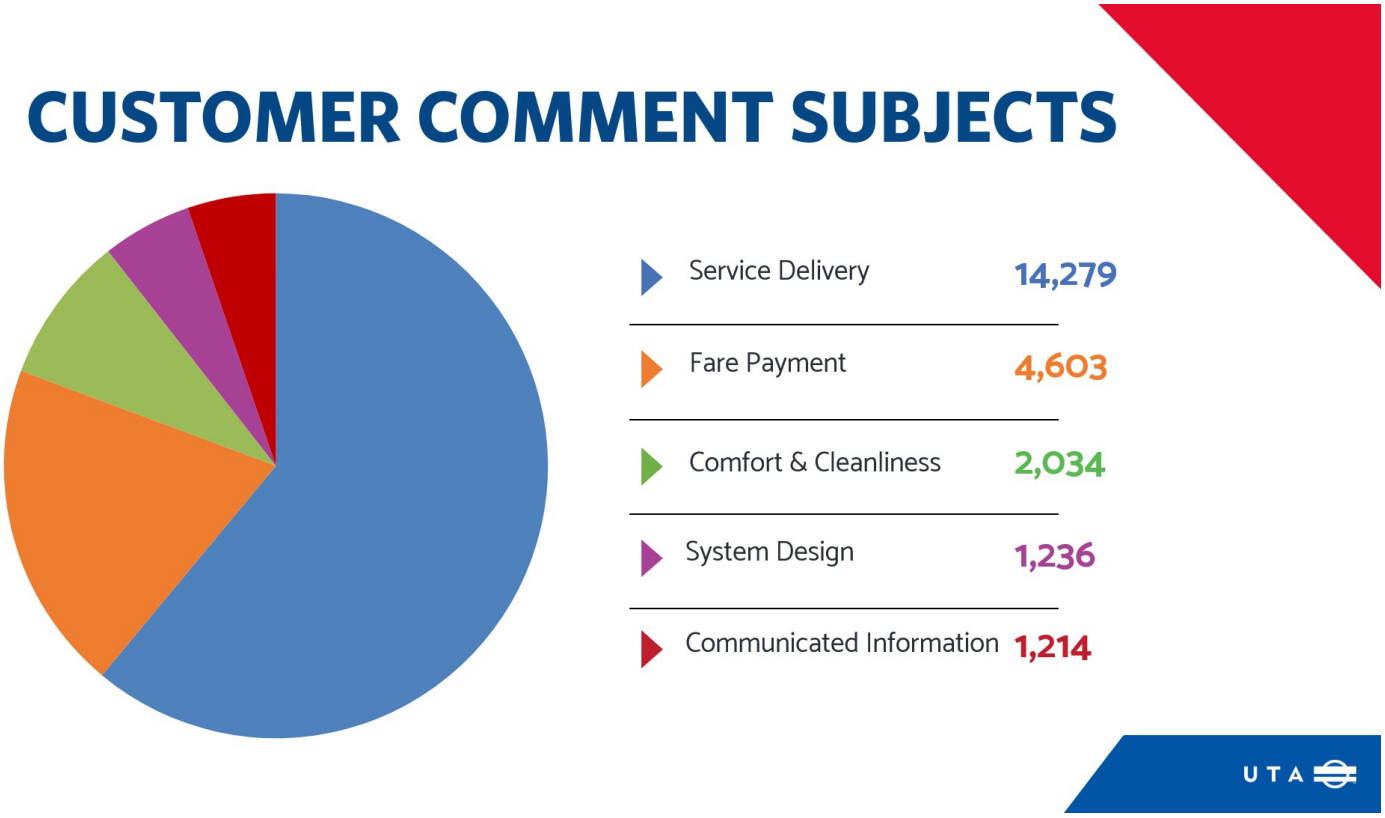
The total number of comments received in 2025 was 23,366. Total informational requests: 145,563.

Comment Categorization

Figure 1 shows the first level of categorization of feedback into 5 overall groups of customer comments UTA received during 2025:

- **Service Delivery**: Situations that may arise while a customer is using public transportation
- **Fares**: Comments about UTA fare policy, payments, or pilot programs
- **Comfort and Cleanliness**: UTA property, including vehicles, buildings, transit stations, or stops
- **System Design:** Planning and design of services, including frequency and coverage
- **Communicated Information:** Communication provided to the public digitally, on paper, or through wayfinding signage

Figure 1: Customer Comment Subjects in 2025



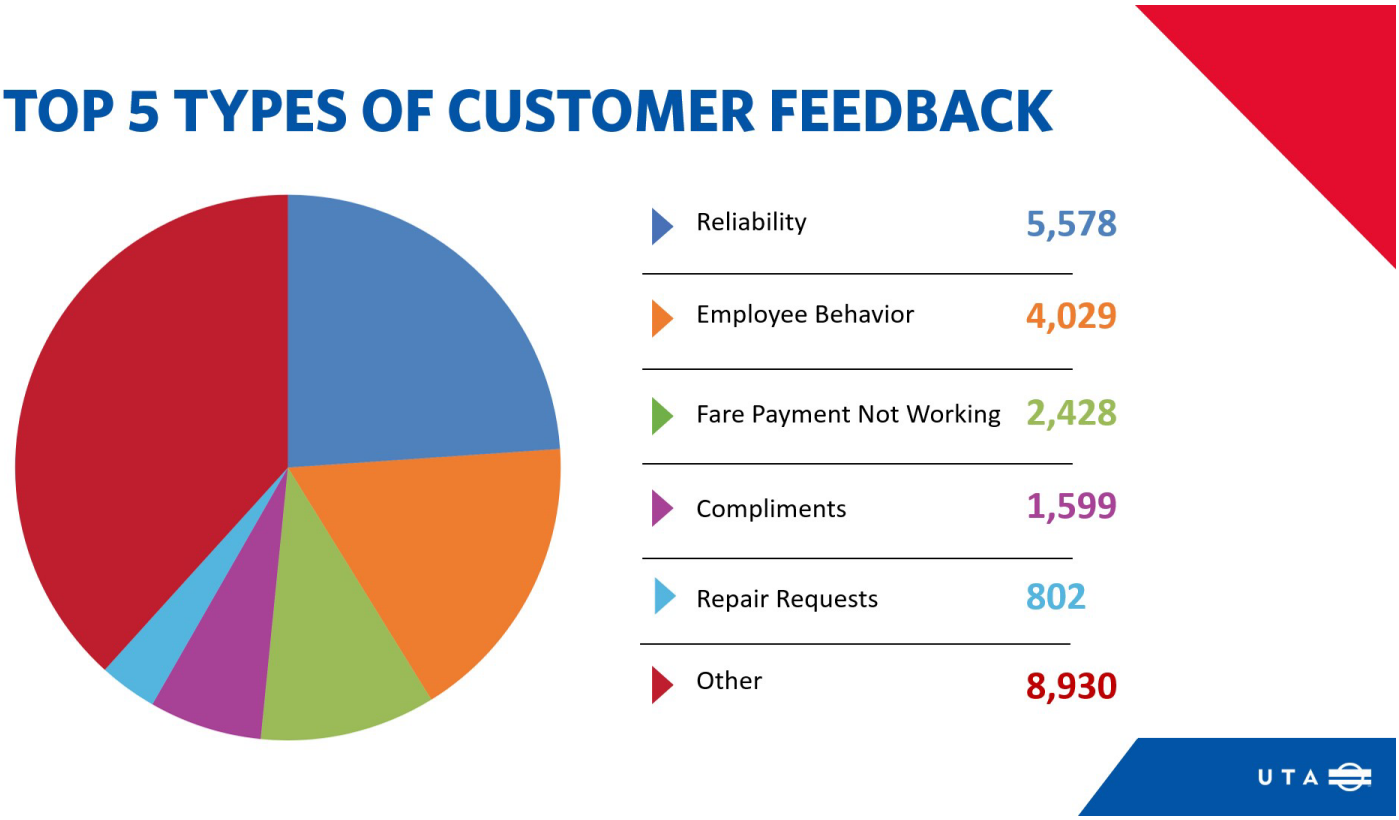
Top 5 Comment Types of Customer Feedback

Figure 2 provides another view of customer comments broken down by type of customer experience.

During 2025, the most frequent customer experiences comments focused on various customer interactions with UTA. **Below are definitions for each of these customer experience sub-categories:**

- **Employee Interactions**: Comment regarding interactions between UTA employees and the customer, as well as driving habits.
- **Reliability:** Include comments about service impacts to the rider, such as early, late or pass-by.
- **Repair Requests**: Reports of damage, vandalism, or garbage at UTA property or services
- **Compliments:** Employee interaction was appreciated by the customer
- **Fare Payment Process:** As customers use our fare systems, they encounter challenges with the type of fare payment or mode, such as FAREPAY accounts and mobile ticketing (does not include ticket vending machines)

Figure 2: Top 5 types of customer feedback in 2025



Examples of Resolved Customer Comments

The sample comments below express some concerns or questions about UTA's performance. Each comment received diligent follow-up by Customer Service staff to investigate and resolve the issue.

We lost our son's backpack as we were traveling to the airport for vacation with a group of 8. Jack was SOOOOO very helpful - as he helped track down where is was taken, and got it back to us and kept us updated all along the way!! We got it back just before we needed to get through TSA at the airport! His service was so above and beyond what we had hoped or expected! Thank you, Jack, so much for helping us have a good trip!!!

I just wanted to let you know that I just spoke with Tammy on your Customer service line, and she was phenomenally helpful. She answered all my questions, even repeated questions, and helped me figure out the best way to get to my new job via FrontRunner and the bus, and really took the time to drill in and figure out things that weren't apparent in the system. I was very impressed with her, her patience and kindness, as well as her knowledge

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This morning, the train I was on was delayed and then ultimately switched to out of service at a stop before where I needed to go. Despite this, the employees were very helpful and communicative to help everyone know what was going on and how to get where they need to go. It made a potentially stressful situation very calm. Thank you to them!

I wanted to take a moment to express my sincere appreciation for the outstanding assistance provided by your staff members, Wendy and Shelly.
My son's car was accidentally towed from the South Jordan UTA parking lot, and he was informed that it would cost $600 to have it released from the impound lot. I contacted UTA and spoke with Wendy, who was very pleasant and took the time to listen carefully to my concerns. She immediately contacted UTA Police to gather more information.
Shortly after, Shelly reached out to me and explained that they believed my son's car had been towed in error. She took ownership of the situation, conducted thorough research, and coordinated directly with the towing company and my son to resolve the issue. Thanks to her efforts, the vehicle was promptly released and returned to the South Jordan parking facility.
Shelly was truly a lifesaver. Her professionalism, compassion, and dedication turned what could have been a frustrating experience into a positive one. I am deeply grateful for her help and for the excellent customer service demonstrated by both Shelly and Wendy.

I would like to thank and recognize Officer Gleason for his call back to me after I notified UTA about a woman who was in distress and was stripping her clothes off at Trax's Greek Station today. He was patient and forthcoming in addressing my concerns and questions. His empathy for the woman and perspective were caring and refreshing. You need more officers like him.

Lost my son having a bad week gave your driver a hard time I just want to apologize to the guy but as I was getting off the bus he talked to me letting me know everything would be OK then he let me know he was dealing with cancer and that my life would get better I just want him to know I thank him listing to his words stopped me from killing myself I just kept thinking this guy has cancer an driving around the city dealing with our bs I really needed his words this morning

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Donavin is an amazing bus driver. He is so kind, generous, and attentive to the patrons, helping in every way he can and smiling while doing it. I've been taking the bus for many years and have never met someone as Great as him. It's not just a morning, either; it's every morning I see him. Thank you for hiring someone who adds to UTA's amazing service

Fare Payment Issues:

FAREPAY Reload on Website: The customer has been trying to reload their FAREPAY card but is having issues on the farepay.rideuta.com website. The most recent reload showed a "processing" error, and then the screen disappeared. The customer needs to add funds to ride and wants to know what to do next.

New Validator Issue: The new ticket validator does not provide audio feedback when reading the fare card. The old fare reader had that feature. Waiting to see the response on the small screen of the new ticket validator when there's a long line of people behind you is not practical. It is easy to keep the card over the reader until it gives audio feedback while the person is in motion. Only if there's a negative or error sound will someone step aside and try again without holding up the line. Please put that feature back on.

Ticket Vending Machine Not Accepting Card Payment: I was at the station and needed the FrontRunner that was coming at 12:24. Your machine was not accepting my credit card. It kept asking for a PIN, and my card is a debit and credit card. After several attempts, it finally gave me a ticket.

Overcharged: The customer states they rode from Murray Central Station to Provo Central Station on October 1st but were charged $9.70 instead of $5.50. They state they made sure to tap on and off at both stations. They state they checked the website but didn't see that their card falls under the numbers listed on the website for the replacement. They state they would like their replacement card mailed to them.

Reliability Issues:

Late Bus: The customer was very frustrated about the bus being late and that it's always late. It was supposed to arrive at Amazon at 5:57 PM, and because it was late, they missed their transfer to the FrontRunner.

No Show Bus: I have been riding the bus here since 2018, when I moved to SLC. I always raved about the bus to others, noting how timely and reliable it was compared with other cities I have lived in. However, that has changed this year. In the last month or so, this is the second no-show I have experienced, and another time the bus broke down at my stop. I keep having to spend money on a taxi to work because my bus runs only once an hour, and I can’t wait for the next one. It is getting increasingly difficult to take the bus here. As a lifelong supporter of public transit, I find this very frustrating, especially since one of the reasons we chose to buy the house was its proximity to a bus route I could take to work. I would really appreciate a reply explaining what has changed this year and whether there’s

any likelihood of bus reliability improving in the future. Thank you. As a side note, I texted my bus stop number, as the sign suggests, to see when it would arrive, and the system told me it was not a valid ID. So you might want to check on 155065.

Crowded Bus: The customer reported that on Friday, the bus was extremely overcrowded. The situation was so severe that other passengers chose to get off and find alternative transportation home. The customer also mentioned that bus loads have been unusually high lately, making travel uncomfortable and unreliable.

Late TRAX Train: The customer called to report that, following the UTA football game on Saturday around midnight, they had to wait approximately 30 minutes for a TRAX train. The customer requested an explanation for the delay and noted that many people were left waiting in the cold.

Pass by: The customer stated that she is an ADA customer and partially blind, with a guide dog. She reported that the driver often passes her at the stop, which is hard to see. The customer stated that she would like reflector tape placed on the stop so she can be picked up when the bus arrives. She mentioned that she has offered to put the tape up herself, but the driver told her it requires a special kind of tape. The customer added that she flashes her light and that her dog has blinkers.

Employee Behavior:

Driving Habits: Customer states that the ride was very rough, and the driver was slamming on the brakes hard, pushing him forward in the seat and causing others to spill their drinks. It seemed like it could have been smoother. It triggered a past experience in which his wife had gone through the windshield of a car. Customer provided the vehicle number.

Driving Habits: A bus pulled out in front of me in a roundabout. I honked, and he waved at me. I followed him through the roundabout to get the bus number to file this complaint. He pulled up alongside me and said, “I was going a little fast?” My truck is so old that is impossible. He was reckless and arrogant and will undoubtedly kill someone some day.

Attitude or Poor Interaction: Customer reported that when she boarded at 500 E Garden Ave, the bus pulled far away from the curb, and she had a stroller. The op didn't offer to lower the bus or ramp. When she exited at 500 E 3300 S, she asked for the ramp, and he acted like he couldn't hear her. She asked again, and nothing. She exited with a baby in her arms, pushing the stroller off. She also asked if he could let her off at 3300 S, and the op said, "you can pull the string".

Driving Habits: The ride was jerky and uncomfortable, making me feel nauseated. The driver was pumping the accelerator instead of holding it steady, causing a constant forward-and-backward rocking for the passengers. I don't know whether the bus was having mechanical trouble or if it was the driver's behavior, but I've never had this issue before, even though I take the bus several times a week. It was very unpleasant.

Attitude or Poor Interaction: I wanted to report that the trainer on this bus acted more like a school bus driver. She kept telling the person who was driving that you should know this, then kept threatening to take him back to the office. She had no patience and was not very helpful to the person learning.

Attitude or Poor Interaction: The customer states that when he called in and discussed his concern with the previous agent, she was very dismissive of his feelings, seemed to side with the driver, kept making excuses for the driver, and sighed heavily throughout the call. Finally, the customer said Thank you for your time and disconnected the call.

Repair Request:

Offensive Sticker: There is a paddle marker with a four-letter slogan sticker on the Trax-Line eastbound 400 S @ the 700 E left-turn lane. The sticker is offensive and disrespectful to local commuters. The Trax-Line paddle marker should be replaced. Please schedule regular checks of paddle marker signage in your system.

Light Out: The parking lot light has been out for over a year. It is the main, large light closest to the Station in the parking lot. This is at Farmington Station.

Garbage Can: Customer states that the trash can at the Ballpark Station on the south end of the platform is overflowing. Customer states the station could also use a pressure wash. Customer states they do not want a call back.

Broken Shelter Glass: Customer reports that the bus stop shelter has no windows, so the seats are wet when she arrives. She would like the glass replaced.

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Local Advisory Council **Date:** 2/18/2026

TO: Local Advisory Council
FROM: Paul Ray, Government Relations Director
PRESENTER(S): Paul Ray, Government Relations Director

TITLE:
Legislative Update on Senate Bill 197

AGENDA ITEM TYPE:
Report

RECOMMENDATION:
Informational report for discussion

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

DISCUSSION:
UTA's Government Relations Director will give a report on transit-related issues before the Utah Legislature, specifically Senate Bill 197, which proposes to alter UTA's governance structure.

FISCAL IMPACT:
N/A

ATTACHMENTS:
None

669 West 200 South
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Utah Transit Authority

MEETING MEMO

Local Advisory Council **Date:** 2/18/2026

TO: Local Advisory Council
FROM: Bob Stevenson, Chair of the Local Advisory Council
PRESENTER(S): Bob Stevenson, Chair of the Local Advisory Council
Carlton Christensen, Chair of the Board of Trustees

TITLE:
Open Dialogue with the Board of Trustees

AGENDA ITEM TYPE:
Discussion

RECOMMENDATION:
Engage in an informational discussion between the Board of Trustees and the Local Advisory Council.

BACKGROUND:
The Public Transit District Act requires the Board of Trustees to consult with the Local Advisory Council regarding various issues related to UTA's activities.

DISCUSSION:
The Local Advisory Council and Board of Trustees will engage in a discussion on topics concerning the Utah Transit Authority. No actions will be taken during the discussion.

FISCAL IMPACT:
N/A

ATTACHMENTS:
- N/A

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 2/18/2026

TO:	Local Advisory Council
THROUGH:	Jay Fox, Executive Director
FROM:	Jon Larsen, Chief Capital Services Officer
PRESENTER(S):	Paul Drake, Director of Real Estate and TOD Valarie Williams, TOC Project Specialist I Mayor Cherie Wood, South Salt Lake City Jonathan Weidenhamer, South Salt Lake Community and Economic Development Director

TITLE:

Consultation on Central Pointe and South Salt Lake City Station Area Plan ("South Salt Lake Downtown Connect")

AGENDA ITEM TYPE:
LAC - Consultation

RECOMMENDATION:
Informational report for discussion and consultation

BACKGROUND:
In 2022, HB462 legislation mandated all cities with a fixed-guideway public transit station (rail or BRT) to develop and certify a Station Area Plan (SAP). Station Area Plans are intended to promote shared objectives of 1) increasing housing availability and affordability, 2) enhancing access to opportunities, 3) promoting sustainable environmental conditions, and 4) increasing transportation choices and connections. Supported by UTA, the associated Metropolitan Planning Organization (MPO), Utah Department of Transportation, and other stakeholders, Station Area Plans are led by municipal staff to ensure general plans and zoning regulations will be updated for future Station Area Plan implementation. This Station Area Plan, "South Salt Lake Downtown Connect", was led by the City of South Salt Lake and has been formally adopted by the City Council.

State Statute and UTA Board of Trustees Policy 5.1 require that Station Area Plans are reviewed by UTA's Local Advisory Council and adopted by its Board of Trustees prior to pursuing development of UTA-owned property. This Station Area Plan was reviewed by the UTA Board of Trustees in the January 28th, 2026 meeting.

DISCUSSION:

South Salt Lake, in coordination with UTA and Wasatch Front Regional Council (WFRC), worked to develop the Station Area Plans for South Salt Lake's Central Pointe TRAX station, Central Pointe S-Line station and South Salt Lake City S-Line station. The plan proposes to create a Station Area Plan that fulfills the requirements of HB 462, communicates the city's new plans for an approved Housing and Transit Reinvestment Zone (HTRZ), and updates the city's downtown vision to guide new zoning for the neighborhood and direct capital improvement investment. Key project goals include creating a vibrant community celebrating creative and entrepreneurial energy, lively human-centric districts with a blend of housing options and economic drivers and capitalizing on the city's location to create multi-modal connections to neighborhoods and the greater Salt Lake region. With a strong emphasis on removing impediments to accessibility by streamlining pedestrian, bicyclist, and vehicular traffic, South Salt Lake focuses on connectivity around their transit stations. The city also lays out plans to ensure all future developments near the station are transit-oriented and equitable, supporting South Salt Lake's community and bolstering UTA's 2022-2030 Strategic Goals and Objectives.

ALTERNATIVES:

Without Local Advisory Council review of the SAP and adoption by Board of Trustees, UTA may not pursue development of its properties within the South Salt Lake station areas.

FISCAL IMPACT:

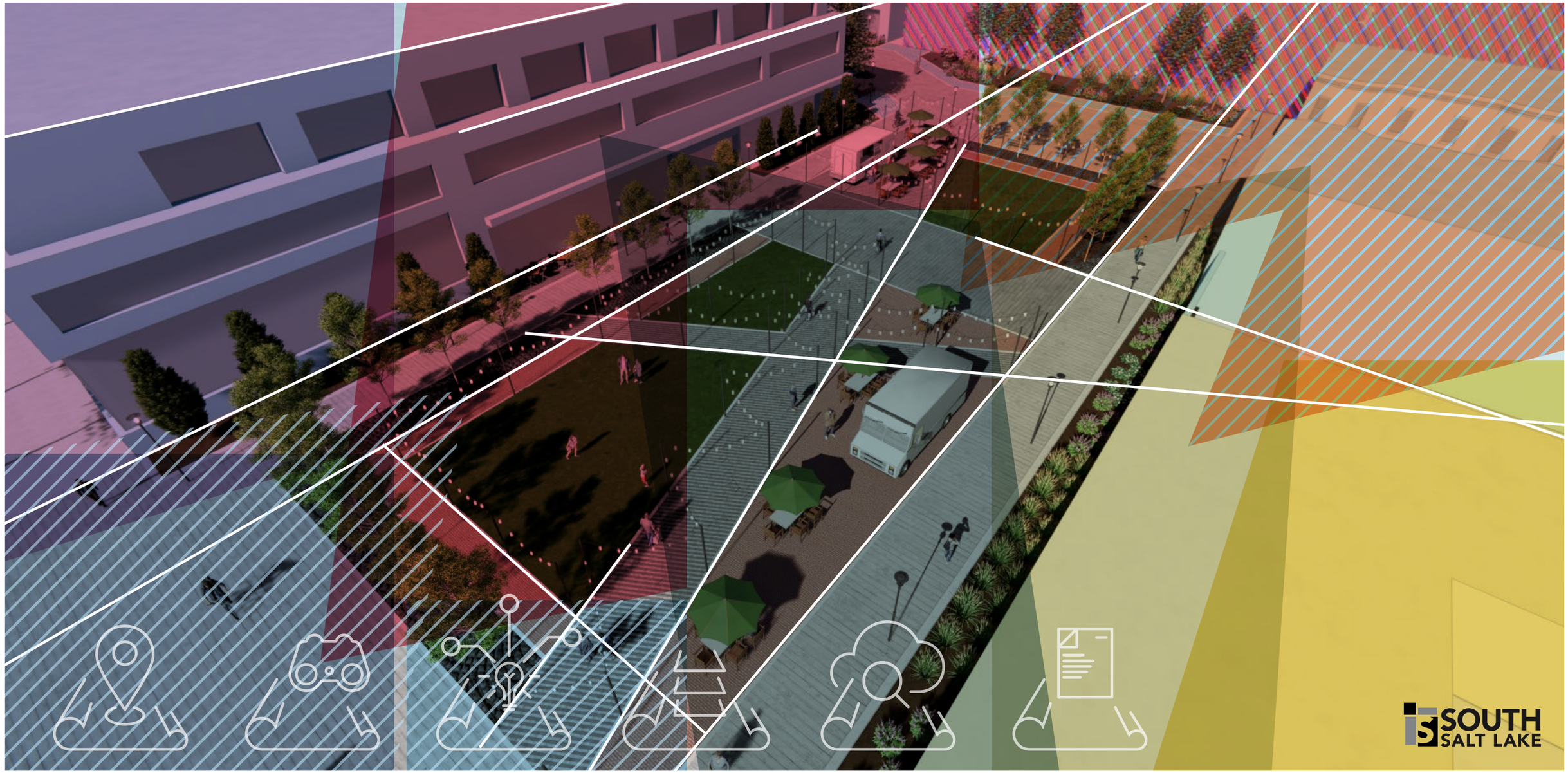
The proposed South Salt Lake Downtown Connect Station Area Plan will better position UTA and South Salt Lake to coordinate redevelopment of the station area. This aligned coordination will promote future transit-oriented development in an efficient and fiscally responsible manner.

ATTACHMENTS:

- South Salt Lake Downtown Connect Station Area Plan

South Salt Lake

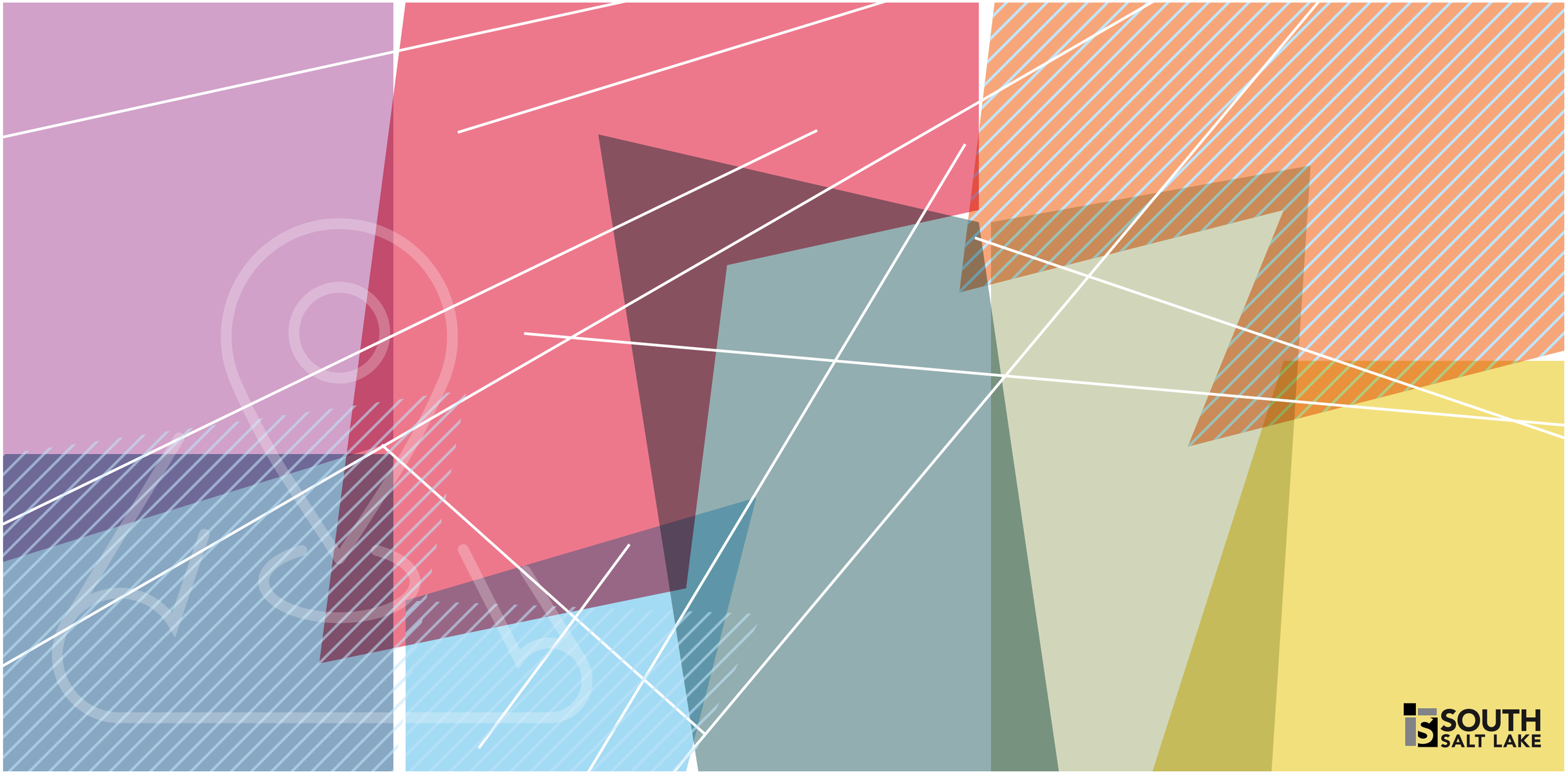
Downtown Connect



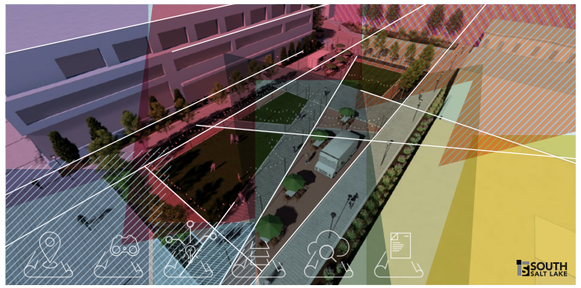
Contents

South Salt Lake Downtown Connect

Project Area and Context



Introduction



The South Salt Lake Downtown Connect

The South Salt Lake Downtown Connect plan is an aspirational document leading the city to a more exciting and prosperous urban future. The plan has three purposes:

1. **Creating a Station Area Plan that fulfills the requirements of Utah House Bill (HB) 462.**
2. **Communicating the city's new plans for a Housing and Transit Reinvestment Zone (HTRZ) in accordance with Utah House Bill (HB) 217.**
3. **Updating the city's downtown vision in order to guide new zoning for the neighborhood and direct capital improvements investment.**

Station Area Plan

South Salt Lake's Station Area Plan (SAP) is a combination plan for its two downtown stations - Central Pointe (TRAX) and South Salt Lake (Streetcar) and has the same boundaries as the HTRZ. This area is approximately 100 acres out of a total 200 acres in Downtown SSL, and is the focal point for transit-oriented development incentives.

Station Area Plans support the goals of the WFRC Wasatch Choice Vision 2050 plan, and fulfill the requirements the establishing legislation (HB 462) to consider how the transit-oriented area can:

- Increase the availability and affordability of housing,
- Promote sustainable environmental conditions,
- Enhance access to opportunities, and
- Increase transportation choices and connections

This plan gives an overview of these goals, establishes specific strategies to accomplish them, and details the tools that can be used to change policies, fund projects, and establish programs to create a more complete transit-oriented urban community.

Housing Transit Reinvestment Zone

The Housing and Transit Reinvestment Zone (HTRZ) is a tool for incentivizing and funding redevelopment. SSL was approved for an HTRZ in December 2023 after extensive research and planning that showed this funding tool would reduce "development impediments." HTRZs must include strategies that:

- Increase the availability of housing, including affordable housing.
- Promote greater utilization of public transit.
- Improve water conservation and air quality improvements through efficient land use and reduced fuel consumption/motor vehicle trips.
- Encourage transformative mixed-use development and collaborative investment in transit and transportation in strategic areas.
- Maximize planning and economic development tools to strengthen and grow major transit corridors.
- Increase access to employment, education opportunities, and child care.

SSL Downtown Planning and Zoning

South Salt Lake wrote its first Downtown Master Plan and adopted associated zoning in 2015. This plan was a groundbreaking move for the city, establishing where a downtown could be, what it should include and setting a standard for quality design and multi-modal transportation. This switch helped the city attract new development types, including high-density multifamily residential, office towers, and mixed-use buildings. It became an example regionally for converting industrial area to urban village uses, and for supporting the construction of an urban streetcar, in 2013. The 2020 Our Next Move General Plan reinforced the city's commitment to transit-oriented development and investing in its downtown and Creative Industries Zone.

The city primed the pump as it sold city property to be developed into a grocery store and quick-serve restaurants. It approved housing and office projects and created a special improvement district to increase the capacity of the sewer system. Shortly after, the majority of developable property had been purchased by investors and plans were laid for numerous projects. Over 600 units have been built to date, and the area is beginning to feel like a neighborhood.

This Station Area Plan, in combination with the HTRZ plan makes critical adjustments to the existing plan. The housing market has boomed, becoming unaffordable and office construction has plummeted. The assumptions of a decade ago no longer hold true, but development continues, in new and unexpected ways. This plan projects 25 years into the future, showing like development patterns and desired public infrastructure. Challenges today include overcoming high construction costs, high housing costs, and a desire to push the transition to other modes of transportation (walking, biking and transit) to help those with stretched budgets. This plan forms the foundation of new zoning decisions and helps prioritize where public dollars go first.

Partners in Planning

This plan was undertaken by the City of South Salt Lake with funding support from WFRC.

The City was supported in these efforts by leadership and contributions from Wasatch Front Regional Council (WFRC), Utah Department of Transportation (UDOT), Utah Transit Authority (UTA), Salt Lake City, real estate developers, and other stakeholders.

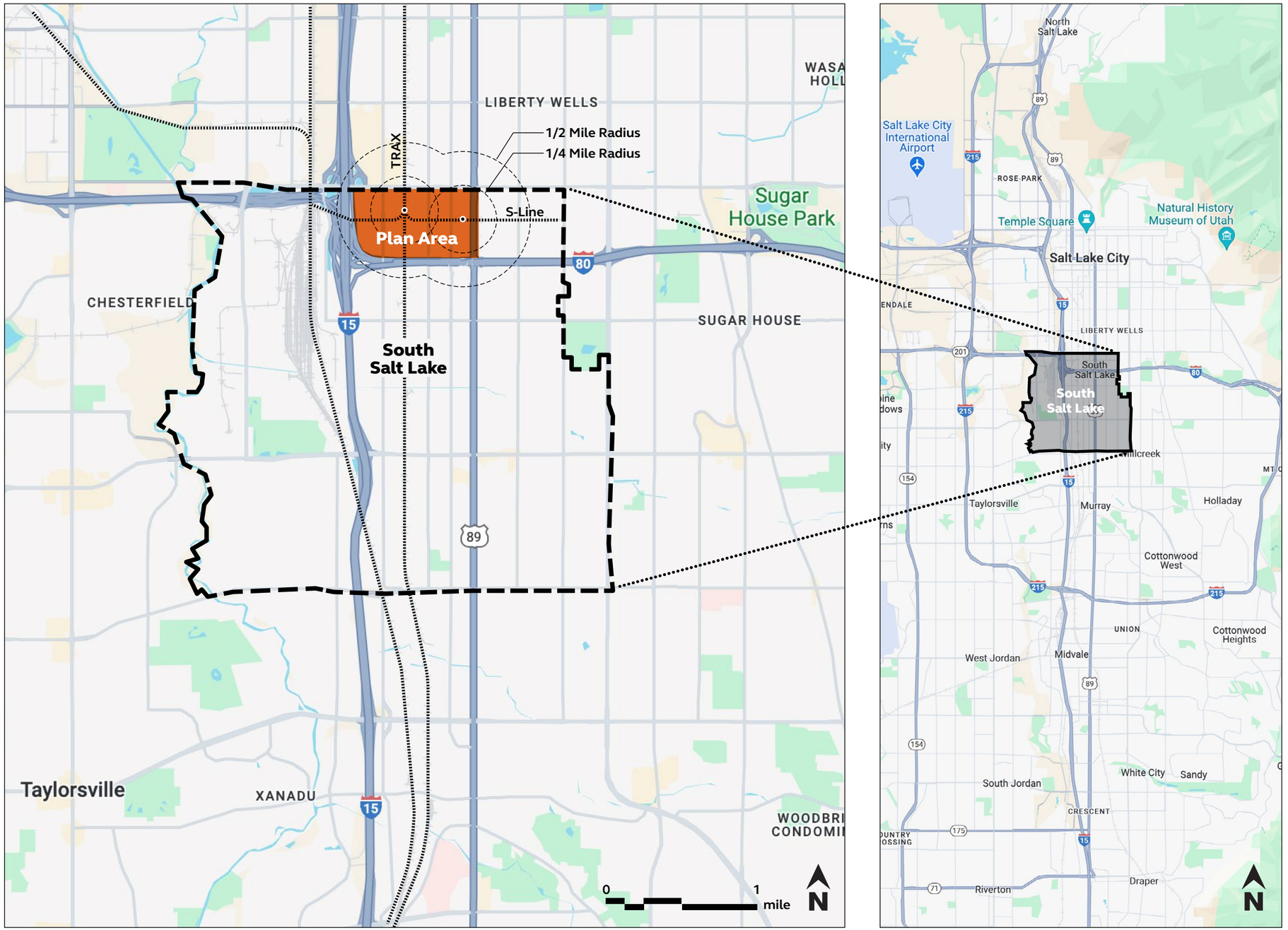
Plan development, design, writing, and graphics were provided by the Salt Lake City office of Arcadis.

Regional Context

The **Plan Area** is in the northern portion of **South Salt Lake City**, Utah and shares a boundary with Salt Lake City to the north across 2100 South. This plan focuses on the redevelopment surrounding Central Pointe TRAX station, the S-Line Central Point Station and the S-Line South Salt Lake (Main Street) Station. The Central Pointe TRAX Station is one of the busiest stations due to the Red, Blue and Green Lines having stops in this location.

The presence of public transportation infrastructure and service within the Plan Area opens a variety of opportunities. This plan explores and outlines ways in which connections to Daybreak, the Salt Lake City Airport, University of Utah, and a variety of points in between may be used to catalyze economic investment around the transit stations.

Freeway access to and from I-15 and I-80 may be incorporated into the plan to enhance regional connectivity without inhibiting the quality of experience for pedestrians, bicyclists, and/or transit patrons. This plan will explore ways of strategically separating key activity nodes from streets that are planned and designed to maintain automobile priority.

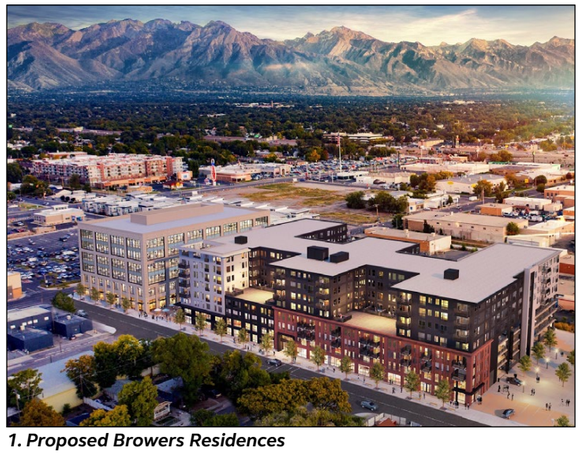


Plan Area

The **South Salt Lake Downtown Connect (SSL Downtown Connect) Plan Area** boundary consists of an approximate combination of half-mile areas around the transit station platforms (i.e., Central Pointe TRAX Station, S–Line South Salt Lake (Main Street) Streetcar). The area is bounded by 2100 South to the north, Interstate 80 (I-80) to the south, and the State Street and Interstate 15 (I-15) corridors to the east and west, respectively.

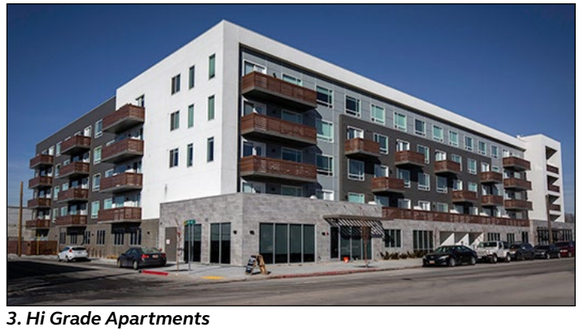
This area corresponds with an area recognized as the South Salt Lake Downtown. Plans for transit-oriented development shall be considered within a half-mile of each of these stations.

Plan Area



1. Proposed Browers Residences

2. Strata 99 Townhomes



3. Hi Grade Apartments

4. S-Line South Salt Lake Station

5. TRAX Central Pointe Station

Opportunities & Constraints

The **Plan Area** is characterized by numerous constraints and opportunities, illustrated on the right and summarized below:

Constraints

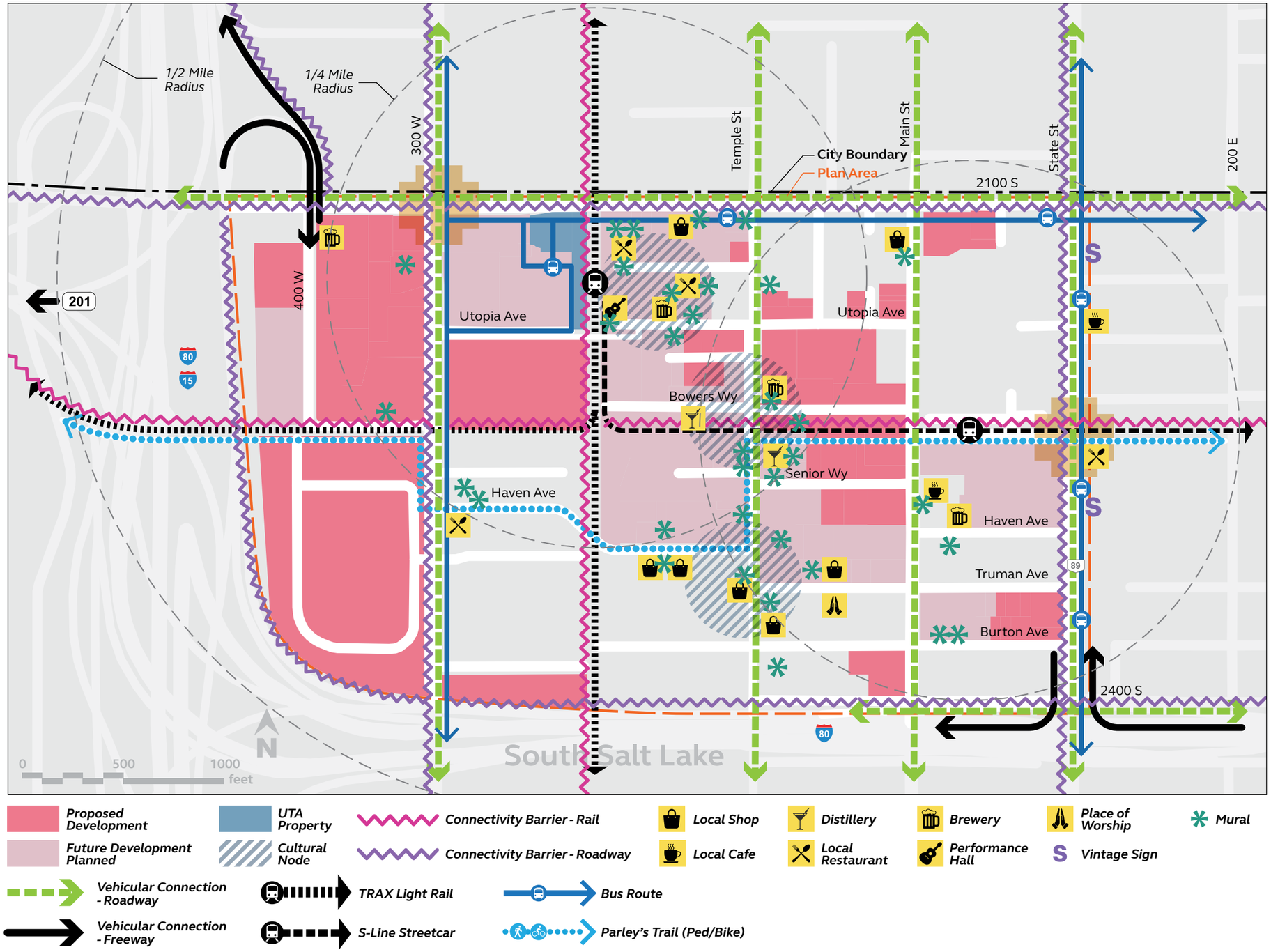
- Poor connectivity internal to the Plan Area (light rail track barriers, fragmented street grid, discontinuous active transportation routes) and externally (i.e., interstates, 2100 South, and State Street)
- Inhospitable environment for pedestrians

Opportunities

- Strong regional connectivity with one light rail station and one streetcar station within the plan area
- Proposed developments, redevelopment potential
- Cultural assets (public art, entertainment venues, events, and festivals)
- Existing small businesses

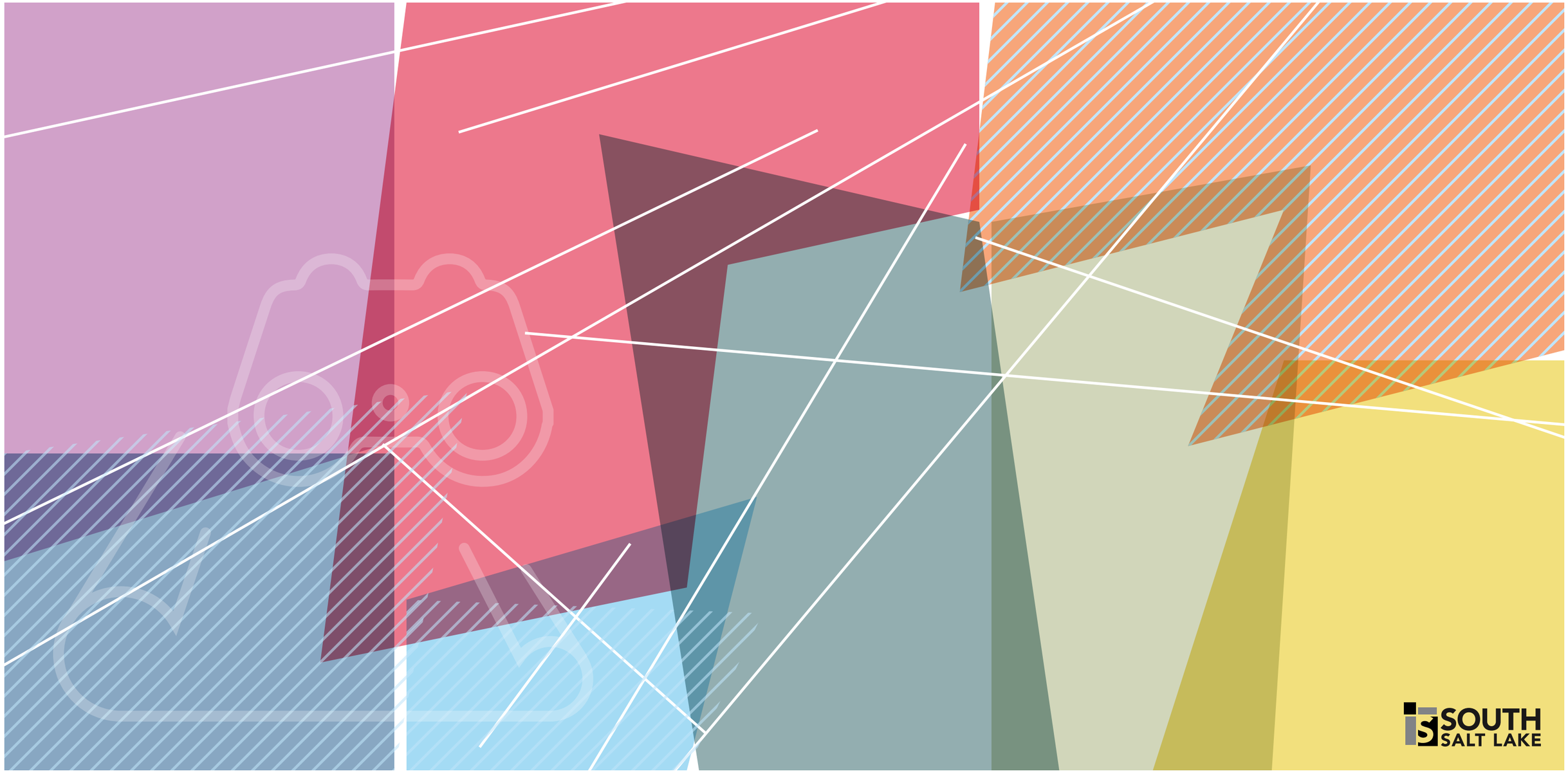
The primary focus of this plan is to improve multi-modal connectivity within the planning area. While the presence of the light rail lines is a major asset for the Plan Area, the lines themselves also create connectivity challenges by establishing barriers for vehicular transportation along with pedestrians and micromobility options.

South Salt Lake City is home to a variety of establishments that showcase the entrepreneurial and creative spirit of many of its current constituents. The eclectic array of breweries, distilleries, eateries, and shops are clustered in the Plan Area within approximately one quarter mile of the Central Pointe Station. Over 30 murals are dispersed across the Plan Area, brightening up the exterior faces of buildings, from local retail businesses to warehouses.



South Salt Lake Downtown Connect

Vision



Vision Statement

Vibrant Community

As an essential building block that positions cities to thrive, **Downtown South Salt Lake (SSL)** aspires to become a model community of lively neighborhoods that celebrate creativity and entrepreneurial energy.

Lively Districts

Districts will promote dynamic, human-centric, and safe places with vibrant streetscapes, lined with a blend of housing options and economic drivers including businesses and dining establishments.

Connected Network

Alternative transportation systems including transit and ped/bike corridors will form an interconnected network linking neighborhoods together while keeping the community connected to the greater Salt Lake region.

Goals and Objectives

Vibrant Community

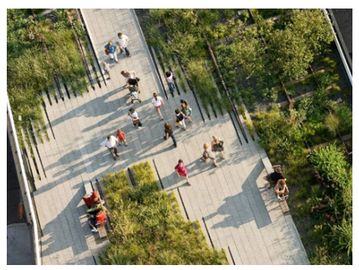
Lively Neighborhoods

Connected

The **SSL Downtown Connect** plan aspires to:

1. Grow and emphasize the identity of Downtown South Salt Lake City as an activity center

2. Encourage transit-supportive land use



3. Create a walkable, bikeable neighborhood with convenient transportation options

4. Reconfigure Central Pointe Station as a regional hub for multi-modal transportation

5. Manage vehicular traffic and parking while promoting other transportation options

6. Generate new and resilient economic opportunities and enhance existing markets

7. Promote entrepreneurship and creative industries

8. Increase housing availability & affordability

9. Create spaces that encourage community interaction and recreation

10. Promote safety and reduce opportunity for crime in public spaces

Goals and Objectives (Transportation-related)

1. Maximize the value of transit in the station area

a. Make a seamless connection from TRAX light rail to the S-Line Streetcar

b. Expand bus service with enhanced access to the station

c. Accommodate transit-focused amenities to ensure an efficient passenger-friendly experience

d. Ensure all future development near the station are transit-oriented and equitable

e. Align station area development with “Our Next Move” General Plan goals

2. Improve accessibility to and from the station for all modes of transportation

a. Connect Parley’s Trail to the station via an extension through Utopia Ave

b. Streamline vehicle access from to and from Interstate 15 via 2100 South and Interstate 80 via State Street

c. Maximize bicycle and pedestrian infrastructure by connecting to facilities on 300 West, West Temple, and Main Street

d. Remove barriers and dead ends to the station to allow access from all directions

e. Introduce micromobility and rideshare capabilities

3. Make Central Pointe the central point

a. Expand the station footprint to accommodate all modes and parking

b. Invest in vehicle and pedestrian/ bicyclist focused wayfinding and branding

c. Accommodate mixed land uses that provide additional mobility options

d. Utilize the nexus of transportation options to spur community development

e. Capitalize on the unique roadway network to develop Downtown’s sense of place

4. Align station area development with “Out Next Move” Goals

a. Take advantage of the opportunities related to the City’s location at the center of the regional transportation, transit, open space, and business systems

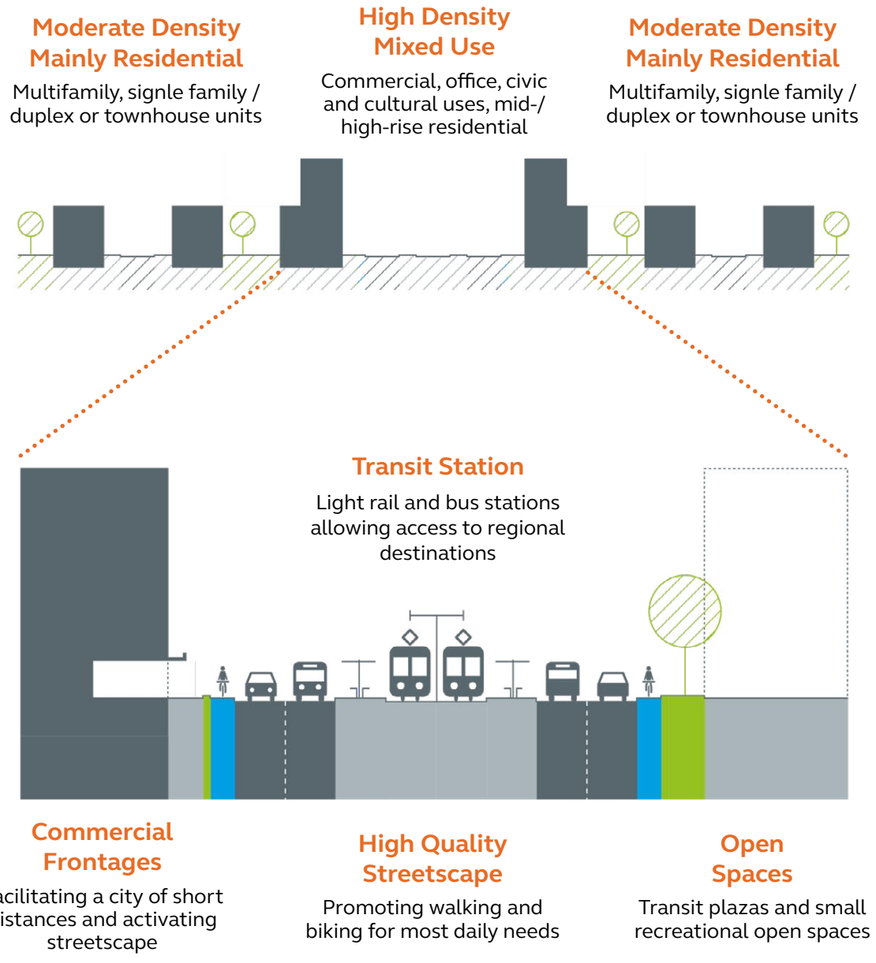
b. Support neighborhood livability by creating pedestrian, bike, and play environments

c. Concentrate higher density development near transit

Transit-Oriented Areas

Areas near transit stations can be planned and designed in ways that make relying on transit service much more intuitive, convenient, and pleasant experience for the user. Typically, these areas exist within approximately ½ mile from a fixed transit station, or a 10–15-minute walking distance. Special considerations may include; integration of transit-critical infrastructure into the surrounding environment, building orientation and form, the density and mixture of land uses nearest the transit station, and active transportation (i.e., pedestrian, bicycle, micromobility, etc). Planning and designing environments to this end is considered "orienting" that environment to the respective transit infrastructure and service. The result is called transit-oriented development (TOD). This plan applies these principles to areas within ½ mile of the Central Pointe Station and Streetcar Station.

The diagram below illustrates the concept of TOD and the distribution of densities and uses around a transit core.



Integration of Public Input

Community input was gathered early in the planning process to assure alignment between planning efforts and public needs. Detailed methods and findings can be found in Section 6: Base Data & Appendices, Public Visioning Survey. The key take-aways that were integrated throughout the plan are summarized below:

Improve what's here.

Build upon the existing character of the neighborhood, including the vibrant creative and arts scene, and existing assets, including Parley's Trail, breweries, and transit stations.

Make it a place.

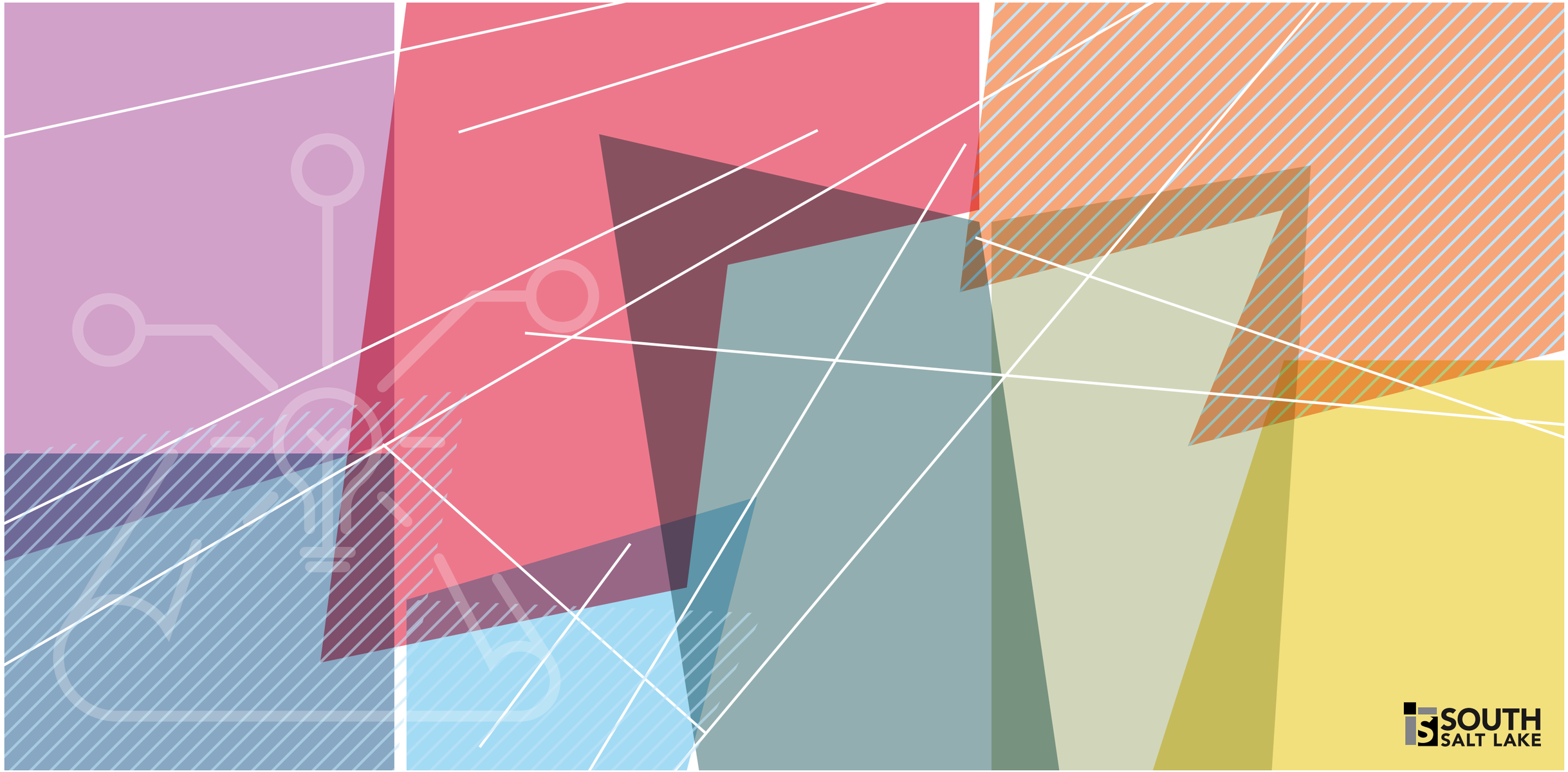
Create vibrant public spaces and encourage redevelopment, giving people reasons to live in, work in, and visit the neighborhood.

Walkability, bikeability, and public spaces are important.

Turn Downtown SSL into a safe and inviting neighborhood that encourages active lifestyles.

South Salt Lake Downtown Connect

Master Plan



Plan Overview

Unlocking the Potential of Downtown South Salt Lake

The future of downtown South Salt Lake is bright, with opportunities to create a vibrant hub that's deeply connected to transit infrastructure and services. Imagine a place that's bustling with activity, convenient for various mobility modes, and offers lively land uses and diverse open spaces for a range of interests and experiences.

Transforming the Transit Landscape

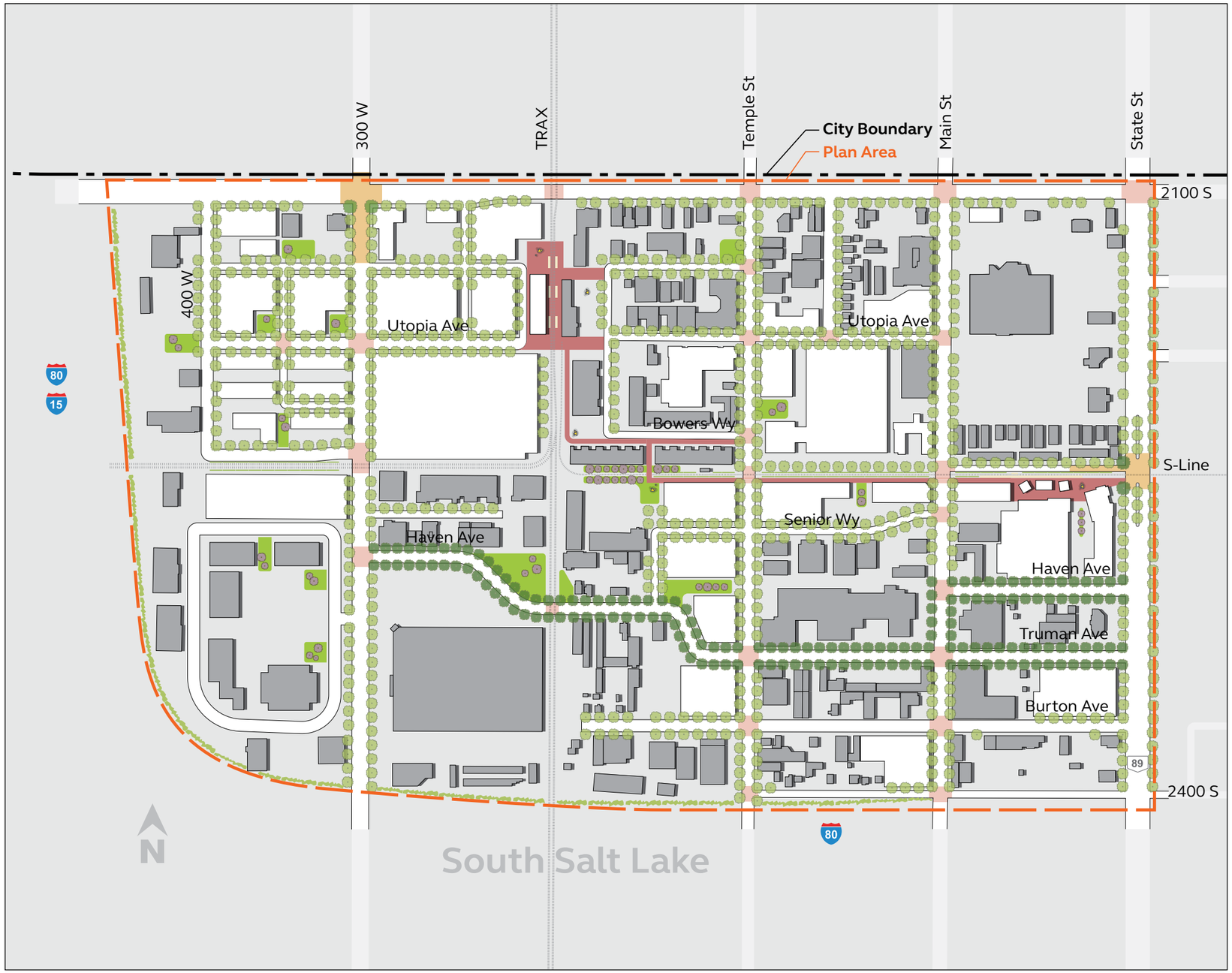
The core of this plan lies in upgrading transit-critical infrastructure to seamlessly integrate with surrounding redevelopment, streets, trails, and open spaces. Section 4: Framework outlines the specific modifications that will enable future growth in the area to be connected through enhanced active connections to and from the Central Pointe and Streetcar stations.

Prioritizing People-Centric Design

To make this vision a reality, it's crucial to design streets that prioritize people over cars. This plan achieves this by designating 300 West and Haven Avenue as primary north-south vehicular axes, while parking facilities are strategically located near the intersections of 2100 South & 400 West, 2100 South & the transit station, and Haven Avenue & State Street, thereby enhancing access to and from the Plan Area and the surrounding Interstate system.

Vibrant Land Uses and Open Spaces

Land uses are concentrated around the two stations, forming vibrant, mixed-use destinations. In between, land uses vary by district, as described in the Land Use Typology in Section 4. Open spaces are thoughtfully designed to include transit plazas, pedestrian realm enhancements, connections to Parley's Trail, and small infill spaces that coincide with activity nodes. Public open spaces will be supplemented by private development open spaces, like The Mill and Blox, to create a comprehensive network that reinforces active transportation connections and enhances land use patterns.



Plan Area Activity Nodes

Activity Nodes

A series of nodes have been identified within the plan area around which desired activities and amenities are desired by the community. These nodes represent an opportunity for private development interests to work with South Salt Lake, to add to the character of the downtown area and the vibrancy of the public realm, while enhancing the vitality of their respective projects.

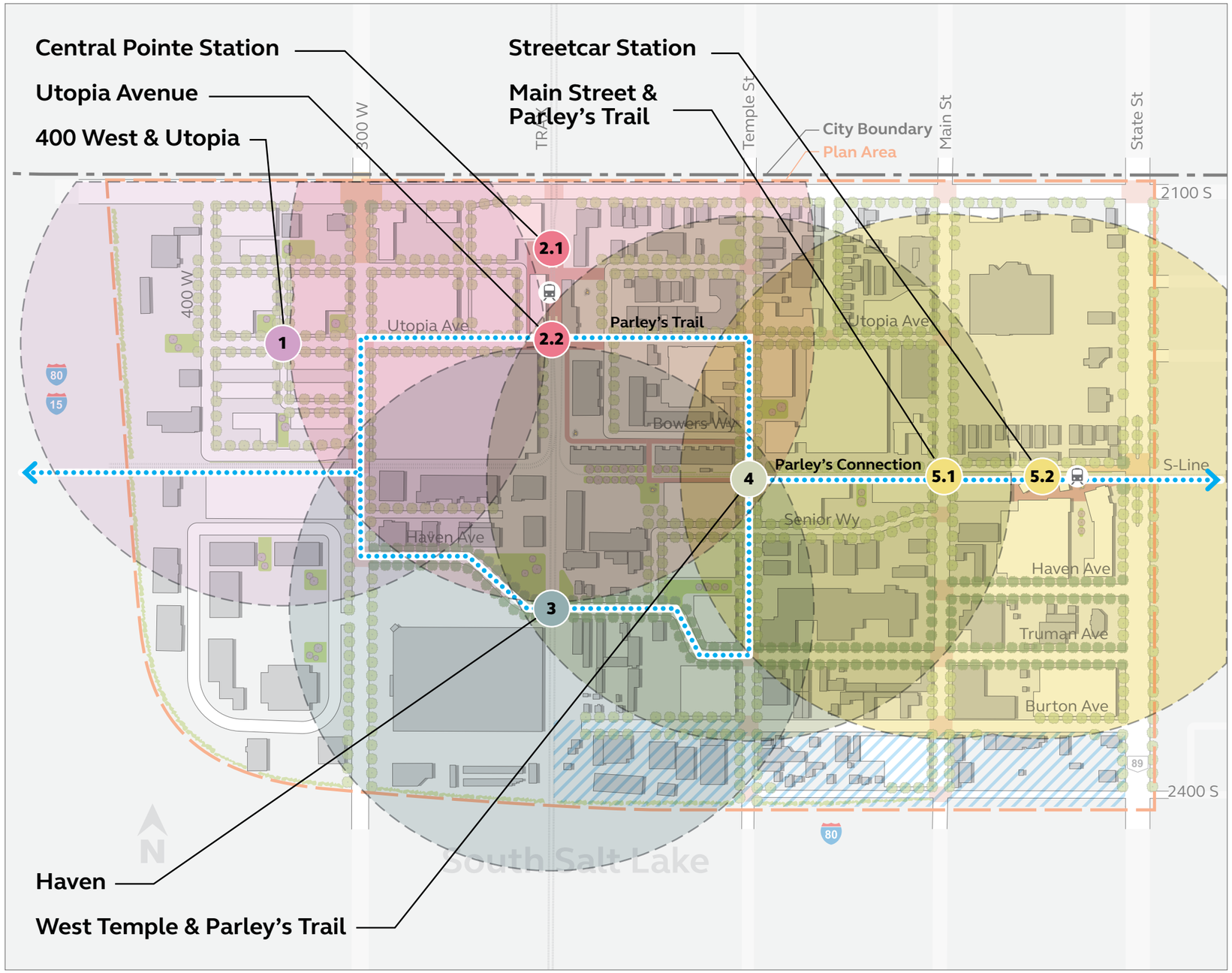
The location of these nodes have been informed by both the present and future conditions of the Plan Area. In particular, these nodes have been located where future development is anticipated, especially as it corresponds with the Parley's Trail.

Areas surrounding these nodes are approximate and intended to depict the potential reach of each node and how they may be experienced by the individual.

Public Amenities

South Salt Lake has an opportunity to actively collaborate with future development interests, to encourage amenities that enhance the overall experience of Downtown South Salt Lake. As detailed in the Implementation Section, a variety of funding sources may be used to make such amenities economically viable.

Amenities considered within this section are a menu of possibilities that may be oriented around activity nodes. Specific improvements to the public realm will be negotiated between South Salt Lake and individual development interests at the time of development.



Activity Nodes

1

400 West & Utopia

It is envisioned that this node will anchor transit supportive uses that are easily accessible by all modes of transportation. This node is a significant anchor point that establishes relationships to the Central Pointe Station, parking district facility, and a potential at-grade pedestrian crossing across the light rail line to the south.

Amenities

- Open space anchoring and orienting development along Utopia Ave.
- Enhanced streetscape extending from Utopia Ave.
- Shared-use path along 300 West
- Parking Structure near 2100 South

2.1

Central Pointe Station

The Central Pointe Station is the most significant activity node within this plan, including the adjacent plaza space and architectural features. As detailed in the Mobility section, it recommended that South Salt Lake work with UTA, to redesign this station with side-loading platforms to optimize access.

Amenities

- Station reconfiguration that includes side-loading platforms
- Transit plaza on west side of Central Pointe Station
- Natural and built canopies
- Street furnishings and waiting areas

2.2

Utopia Avenue

This node represents the intersection of the TRAX corridor and Utopia Ave. This intersection is an opportunity to connect the Parley's Trail to the station, and provide a clear and intuitive route for pedestrians and cyclists. This may be accomplished by introducing an at-grade crossing for active transportation modes.

Amenities

- At-grade crossing at Utopia Ave.
- Intuitive signage and safety facilities
- Public art (i.e. sculptures, murals, etc)
- Natural & built canopies
- Street furnishing and waiting areas

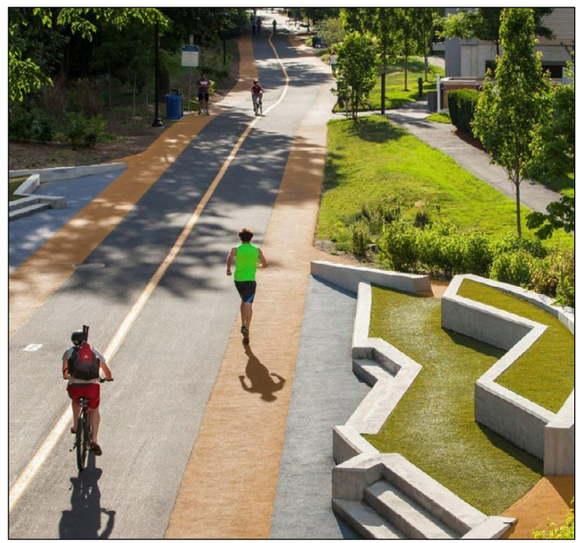
3

Haven

It is envisioned that Parley's Trail will continue to cross the TRAX corridor along Haven. Where this crossing occurs is an opportunity to introduce new open space and other facilities that improve visibility and safety for pedestrians and cyclists.

Amenities

- At-grade crossing at Haven Ave.
- Enhanced active transportation facilities
- Open space that enhances visibility



Activity Nodes

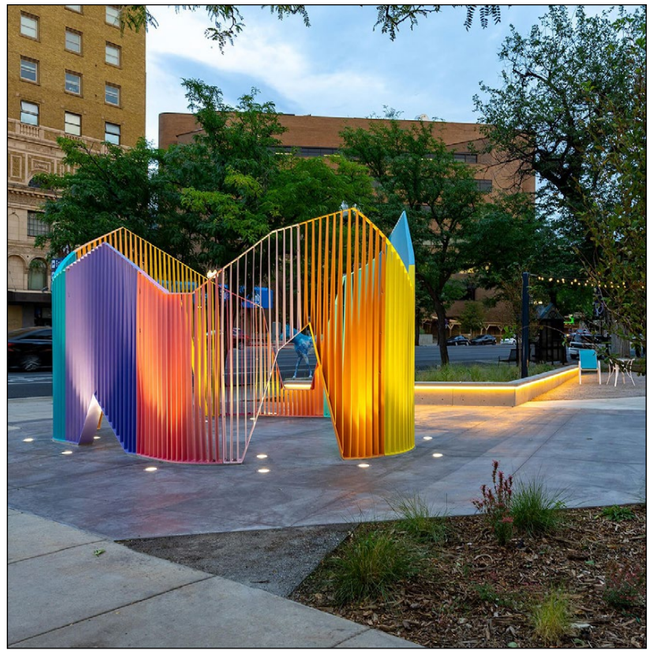
4

West Temple & Parley's Trail

The Parley's trail is envisioned to diverge into a loop beginning at West Temple, directing pedestrians and cyclist to north to Utopia, and South to Haven. There is an opportunity to cultivate an environment in the surrounding area that centers active retail, food, and services around this intersection.

Amenities

- Decorative and prominent street crossing
- Integration of furnishings along Parley's Trail into surrounding development (i.e. benches, material types, etc)
- Public art (i.e. sculpture, murals, installations, etc)



5.1

Main Street & Parley's Trail

It is envisioned that Main Street will grow into a retail corridor, with a mixture of re-purposed and new architecture. It is recommended that the activity of such retail uses be oriented around the intersection of Main Street and Parley's Trail, making it accessible and attractive to active modes of transportation.

Amenities

- Integrated outdoor retail facilities
- Decorative and prominent street crossing
- Open space (i.e. pocket parks)
- Public art (i.e. sculpture, murals, installations, etc)

5.2

Streetcar Station

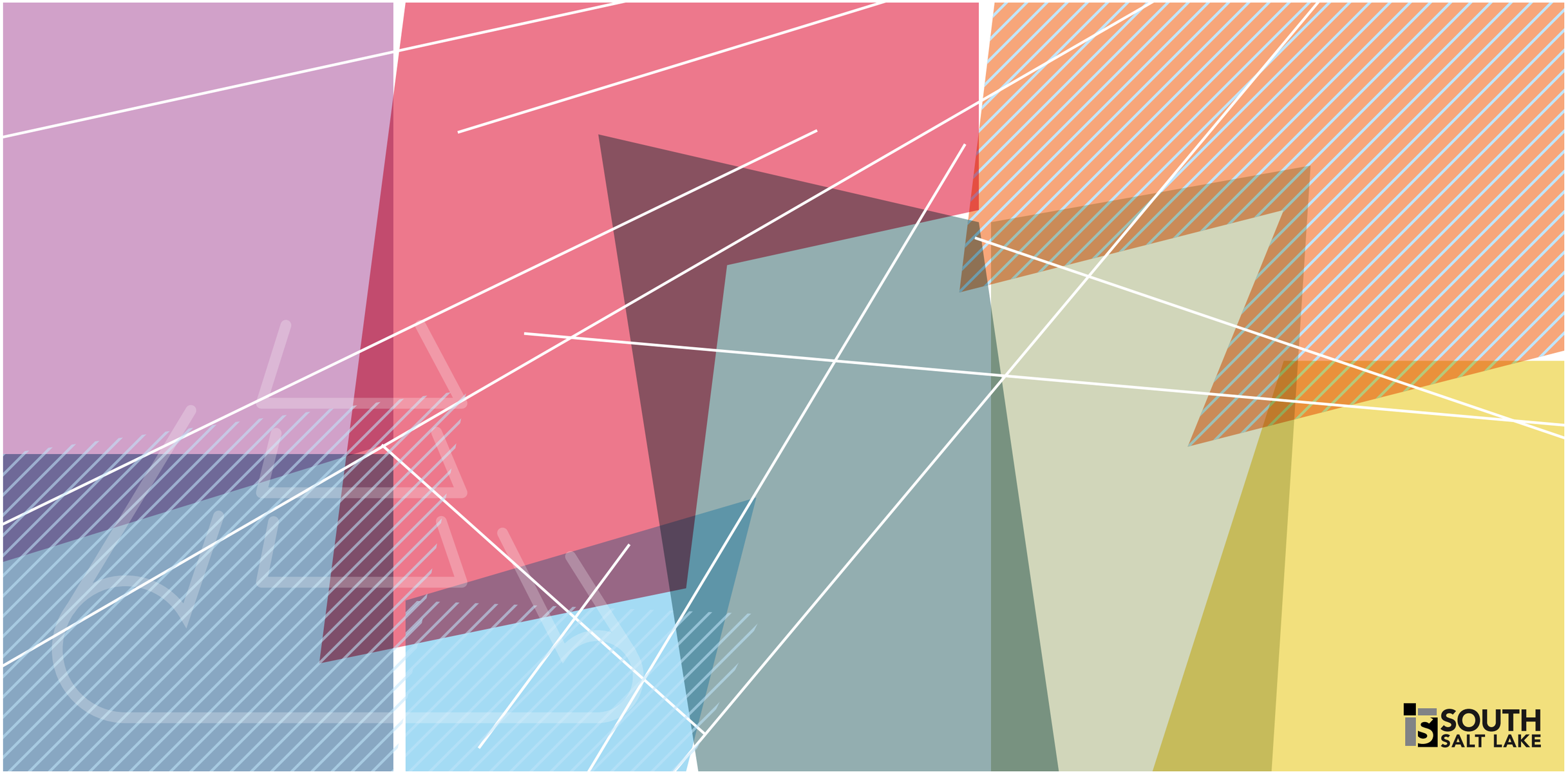
Next to the Central Pointe Station, the Streetcar Station and plaza immediately to the south is the most significant activity node. This is an opportunity to integrate the Parley's Trail and orient future adjacent developments to the station, thereby optimizing access for transit riders.

Amenities

- Transit plaza with integrated retail facilities
- Public art (i.e. sculpture, installations, etc)
- Integration of Parley's Trail and Streetcar station
- Shared parking structure

South Salt Lake Downtown Connect

Framework



Land Use

Housing & Transportation Reinvestment Zone (HTRZ)

The City has been approved for a Housing & Transportation Reinvestment Zone (HTRZ), which is contained within the boundaries of the station area plan. Totaling nearly 100 acres, the approved plan calls for a mix of residential, office, and hotel uses within the area. In total, the plan provides for 5,127 residential units, 268,000 sf of office development, 64,564 sf of commercial space, and 130 hotel keys, and is projected to be absorbed over five years.

According to the HTRZ plan, residential densities are expected to be 51.37 units per acre and encompass approximate 89% of the total developable square footage. With the City's median household size of 2.36, this is projected to add an additional 12,100 residents to the City.

Current retail trends suggest that there is less retail development needed per capita, with around 16 – 30 sf per capita anticipated. With just the new growth, this population could support approximately 194,000 sf of new retail development. Not all this development will occur with the area, but even with 40 percent capture, this area could support an additional 77,400 sf of retail space. The proposed 64,564 sf of commercial space would be supported in this area.

Current market conditions make office development more difficult due to high vacancy rates and higher rental rates.

TABLE 2: 2023 SALT LAKE COUNTY OFFICE MARKET CONDITIONS

Property Type	Total Vacancy	Absorption	Average Asking Rent
Class A	20.58%	(401,145)	$31.65
Class B	28.38%	(784,048)	$25.54
Class C	8.82%	99,597	$21.29
Total	**21.23%**	**(1,085,596)**	**$27.21**

Source: Colliers 2023 Q4 Salt Lake County Office Report

South Salt Lake Moderate-Income Housing Plan

The City's General Plan includes a Moderate-Income Housing Plan provides strategies for the City to pursue, to aid in the development of affordable housing across various income levels. Development within the station area relates to multiple strategies proposed in the plan.

TABLE 3: CITY OF SOUTH SALT LAKE MODERATE-INCOME HOUSING PLAN STRATEGIES

Goal from Plan	Support Provided through Station Area Plan
Encourage development and maintenance of an affordable and attainable supply of housing for all income levels	SAP, and HTRZ, plans for additional housing units to be built, including 640 units set aside for households at 80 percent AMI or lower
Encourage the development of housing that ranges in size and scale to accommodate the needs of all residents	Units provided in SAP and HTRZ will include a variety of sizes to accommodate varying income levels and not be limited to one unit type
Incentivize the development of multi-family units with access to transit and community and city services	5,127 multi-family units are proposed to be created with HTRZ plan with easy access to transit and retail offerings
Utilize ADU legislation in designated areas through a streamlined process to provide housing options for small families or individuals	SAP boundaries includes single-family units are proposed to be created with HTRZ plan with easy access to transit and retail offerings
Ensure that all residents have access to retail, services and neighborhood amenities that are easily and safely accessible by foot, bike, or transit	

Source: City of South Salt Lake, ZPFI

Land Use

Affordable Housing Distribution

Rental affordability is calculated based on area income limits set by the United States Department of Housing and Urban Development (HUD). Affordable housing costs are calculated to be 30 percent of a household's income. The following table represents varying levels of rental affordability, based on HUD's income limits. Monthly utility costs are estimated at $300 and must be accounted for to determine final affordable rent levels.

Across the City, median rents show that for households in the 50 to 80 percent AMI level, many rents are currently considered affordable. However, there are potential gaps for households below the 50 percent AMI level, especially those under the 30 percent AMI level.

Affordability for owner-occupied housing is calculated similarly, although additional costs are included to account for mortgage insurance, homeowners' insurance, and property taxes.

Due to current housing prices, combined with high interest rates, housing affordability is extremely limited within the area, as very few owner-occupied units exist at affordable levels.

Creation of affordable housing is a key component of the HTRZ process. Due to the City's median household incomes, the City's HTRZ is provided with an exemption from affordable housing requirements in this area. However, the City is "committed to restricting 12.5% of the units for households with a gross household income equal to or less than 80% AMI." This will provide 640 affordable units within this area. These units will provide a positive impact to residents in the area and allow for more affordability of housing.

The prevalence of transit in the area provides an opportunity to center the creation of these affordable units near transit stops. This aids these households in access to employment, services, and retail shopping opportunities, especially in situations where they may not have access to a private vehicle. The distribution of affordable units could be limited to one cluster, or it may be spread across the area.

TABLE 4: RENTAL AFFORDABILITY

Household Income Range			Monthly Housing Costs		Monthly Utilities	Affordable Rent	
	Income Range - Low	Income Range - High	Low	High		Low	High
< 30% of AMI	$0	$28,650	$0	$716	$300	$0	$416
30% to 50% of AMI	$28,650	$47,700	$716	$1,193	$300	$416	$893

TABLE 6: MORTGAGE AFFORDABILITY

Household Income Range			Home Price Range					
			5% Mortgage		6% Mortgage		7% Mortgage	
	Income Range - Low	Income Range - High	Low	High	Low	High	Low	High
< 30% of AMI	$0	$28,650	$0	$72,149	$0	$0	$0	$59,660
30% to 50% of AMI	$28,650	$47,700	$72,149	$154,698	$65,468	$140,372	$59,660	$127,919
50% to 80% of AMI	$47,700	$76,350	$154,698	$278,847	$140,372	$253,024	$127,919	$230,578

Source: HUD FY 2023 Income Limits, ZPFI

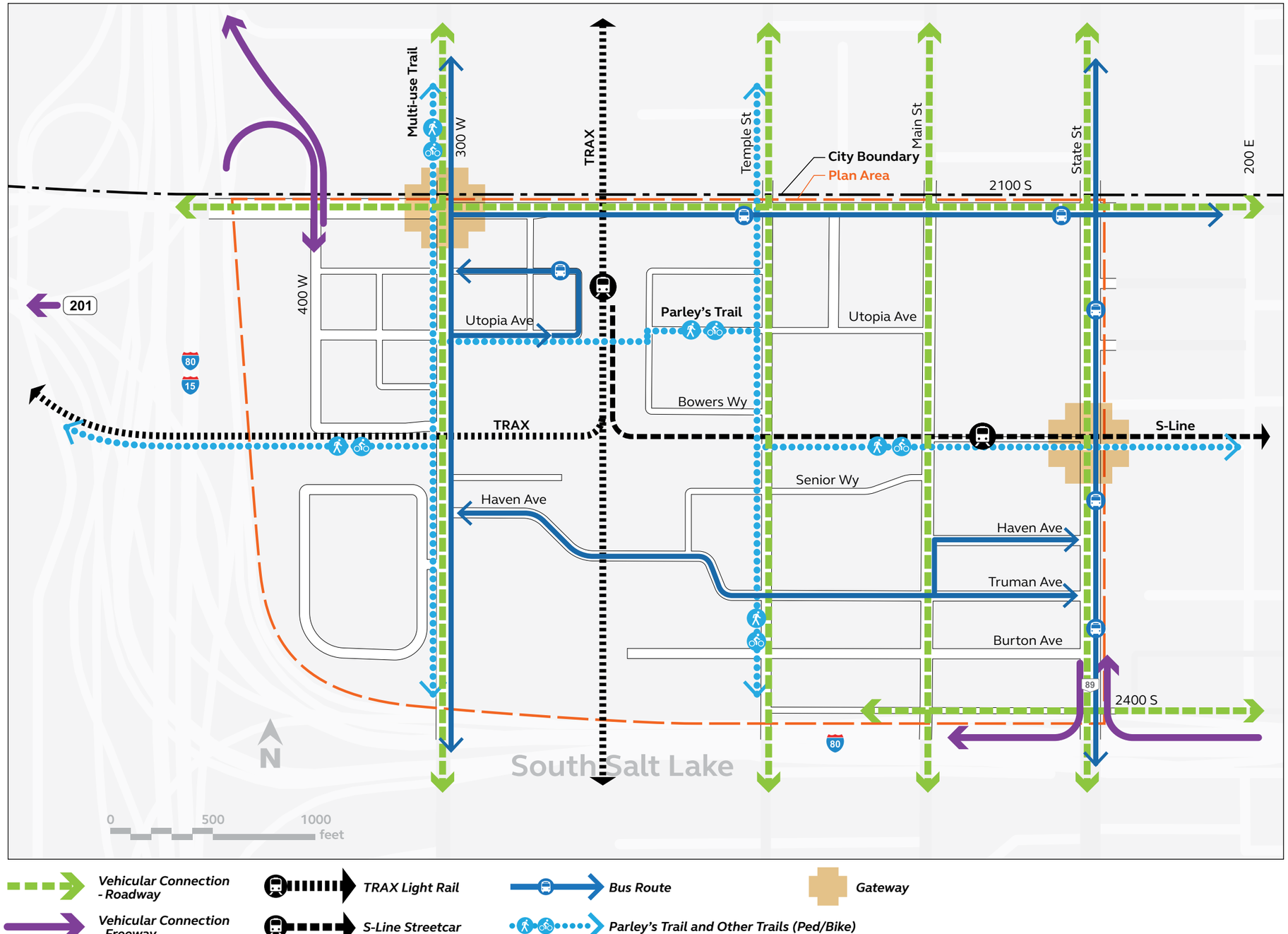
Mobility

The Plan Area is surrounded by high-capacity streets. On the north and east, 2100 South and State Street are high-capacity arterial streets, each with on and off ramps connecting to Interstate 15 and 80, respectively. The nature of these streets almost exclusively prioritizes automobiles, creating substantial barriers on all sides of the Plan Area. This presents a variety of challenges to improve connections for pedestrians and bicycles from within and without the Plan Area.

Within the Plan Area are a series of fragmented and disconnected local streets that were created over long periods of gradual industrial and flexible redevelopment. Streets such as Haven Avenue, Burton Avenue, Senior Way, and Bower's Way all exhibit remnants of a historic grid work, but have become skewed and disconnected over time.

Concepts presented within the Mobility Framework improve and resolve many of the issues within the Plan Area by:

- Establishing a new through-street that improves connectivity without inhibiting active modes of transportation
- Improving interior connectivity by reestablishing a grid of local streets
- Identifying key connections along 2100 South and State Street, that may improve connectivity from outside the Plan Area
- Enhancing active transportation corridors and connections, establishing destination streets
- Insulating destination streets from major arterial traffic destination streets
- Enhancing access to and from the Central Pointe and Streetcar stations



Mobility

Transit Service

The Plan Area receives the highest amount of transit service within the UTA System. The Red, Blue, and Green light rail lines all service the Central Pointe Station, establishing connections to the Salt Lake City Airport, University of Utah, Daybreak, Draper Town Center, and all points in between. Additionally, the Central Pointe Streetcar Station is the terminal station of the S-Line, connecting to Sugar House. To supplement fixed-rail service, there are several bus routes planned that will provide first-last mile connections throughout the surrounding neighborhood. This amount of transit service gives reason to enhance connectivity, active transportation infrastructure, and stations that are reconfigured to be more intuitive and accessible to patrons. This framework will also encourage development patterns that are better connected to their respective streets, creating a sense of transit-orientation within the Plan Area.

Station Access

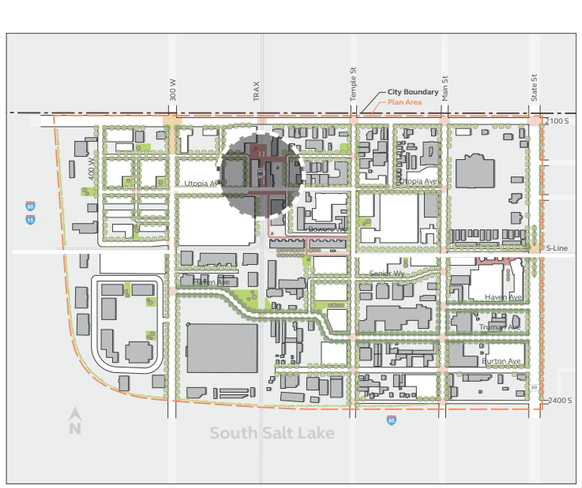
The current configuration of transit-critical infrastructure (i.e., platforms, park & ride facilities, bus staging bays, and plazas) is not conducive to transit ridership. To improve access to both the Central Pointe and Streetcar stations, along with the overall experience of using public transportation, the following infrastructural modifications are recommended.

Central Pointe Station

On the west side, Central Pointe Station is lined by ballast abutting a chain link fence, precluding patrons from accessing the platform. On the east, the station is lined by fence chicanes, an array of bus staging bays, and a surface UTA surface park & ride facility. These conditions create a very austere environment for patrons trying to access transit services and surrounding land uses and limits the majority of access to and from 2100 South, the least pedestrian-friendly environment of the Plan Area.

It is recommended that this environment be modified to make access to transit services more intuitive, comfortable, and safer for patrons. This may be accomplished by removing the central-loading platform using the extra space within the corridor to bend the north-bound light rail line adjacent to the south-bound. Side-loading platforms may be provided on either side of the light rail lines, to allow for intuitive boarding and alighting. The Streetcar line may then be extended north, adjacent to the eastern side-loading platform.

By reconfiguring the rail infrastructure in such a way, a crossing may be established to connect both east and west sides of Utopia Ave. This street will become the preferred street for those arriving via bicycle. It is recommended that this crossing be managed for pedestrian safety by using a moving and lighted gate arm, like those used within rights of way. It is recommended that a northern connection be established to connect both ends of Commonwealth Ave, even if not perfectly aligned. This connection will prioritize the pedestrian and will best connect with the immediately surrounding transit-oriented development. In addition to these connections, it is also recommended that enhanced pedestrian paths be provided that enhance a patron's experience arriving from 2100 South.



TRAX Central Pointe Station Plan View Location

TRAX Central Pointe Station Plan View

Mobility

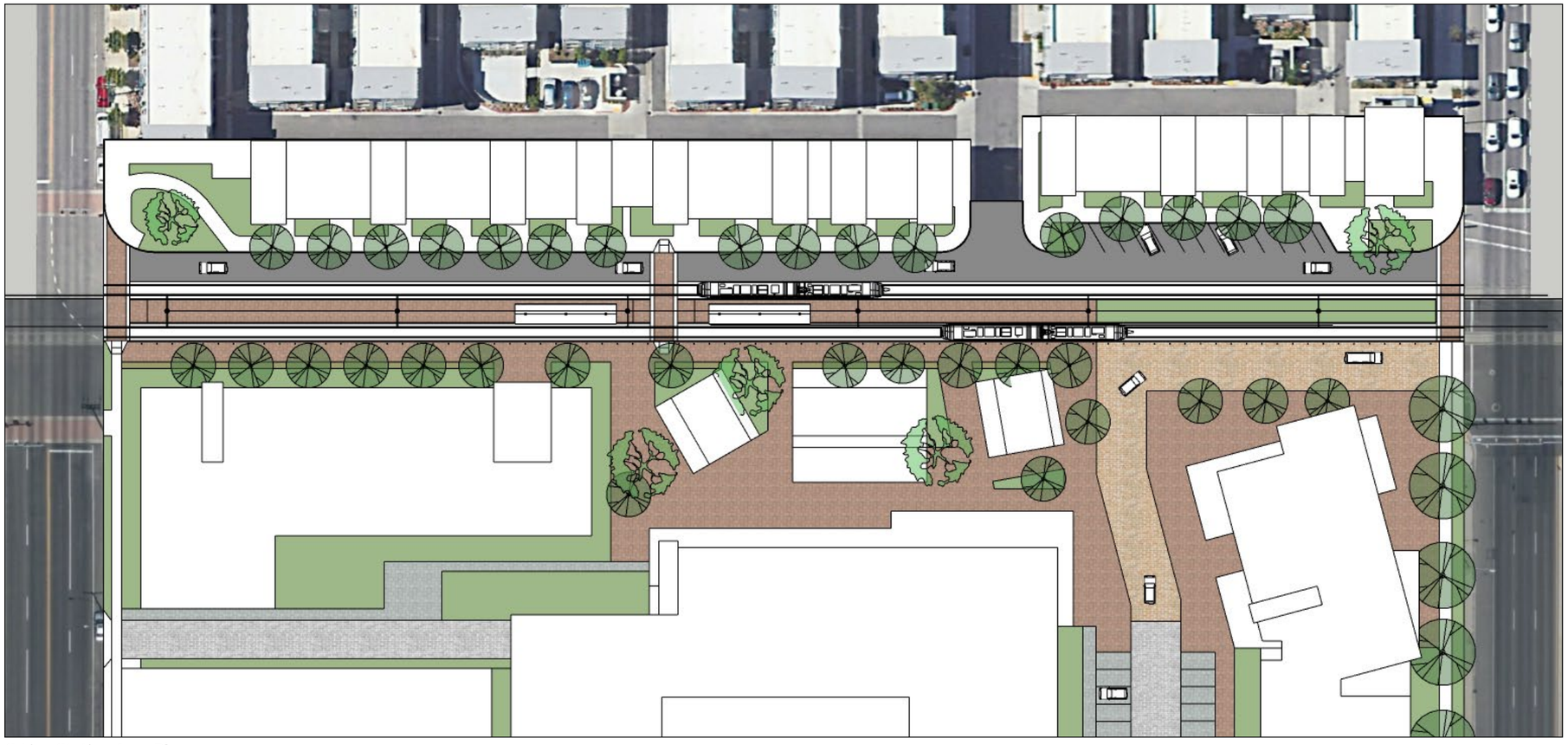
Bus Loop

It is recommended that bus staging areas be relocated to the area immediately adjacent to 2100 South and the rail corridor. This location is easily accessible from 2100 South, easily accessed by patrons who are transferring between bus and rail and does not inhibit the future development potential of properties immediately adjacent to the reconfigured platform. It is recommended that boarding, alighting, and staging of buses be removed from the bus loop and integrated into the redeveloped street network. General routing will rely on 300 West as the primary north-south connection, and new streets included in a future transit-oriented development for boarding and alighting. Further studies need to be conducted to understand the sequencing and prioritization of signals to make right and left turn movements into and out of the bus loop efficient and reliable for operations.

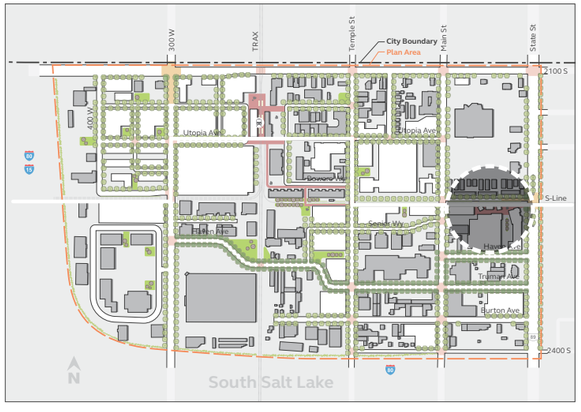
Streetcar Station

The Streetcar Station is in the middle of Central Pointe Place and is surrounded by general purpose lanes of traffic. To the north of these lanes are a series of medium-density townhomes that have reasonable sidewalk connections. To the south of these lanes is diagonal on-street parking and disconnected fragments of asphalt sidewalk.

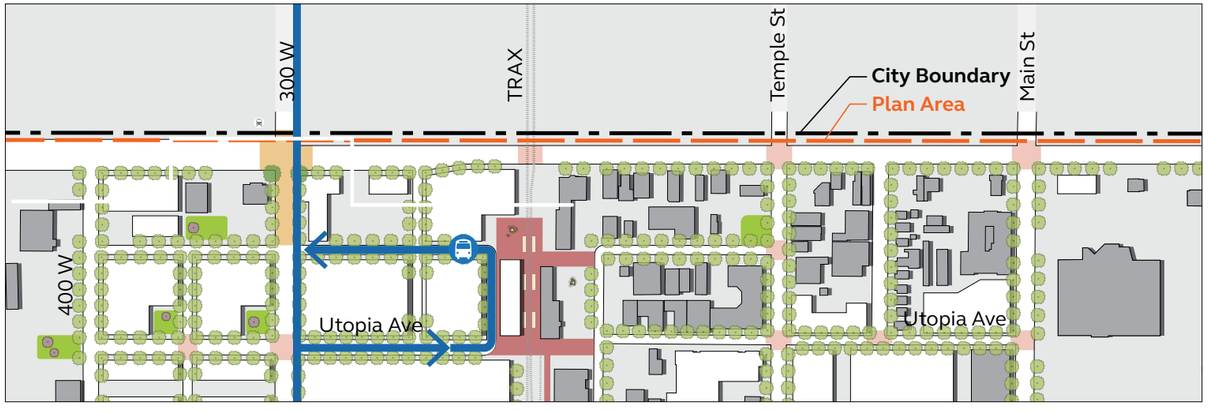
It is recommended that Central Pointe Place be modified, and that automobile access be limited to service the townhomes to the north. This right of way may then be transformed into a transit plaza that is seamlessly integrated into Parley's Trail to the east and west, and into future development to the south. Automobile traffic will then be relocated to Haven Ave, where it can run through the Plan Area without inhibiting connections between the Streetcar station and adjacent development.



S-Line Station Area Plan



S-Line Station Plan View Location



Proposed Bus Loop at Central Pointe Station

Mobility

Connectivity

Connectivity within the Plan Area is currently limited and fragmented within four separate quadrants, each separated by rail lines. The following recommendations will enhance connectivity within each quadrant, while also connecting each quadrant to one another. The result will be a street network better connected, more resilient, and oriented around each transit station.

Modal Hierarchy

It is recommended that streets within the Plan Area be structured in a hierarchy, each street prioritizing a particular mode of transportation. By structuring streets in this way, the Plan Area will accommodate a broader range of transportation modes, while avoiding potential conflicts between them.

Vehicular Streets

Two vehicular connections to 2100 South and State Street will allow a reasonable level of service to be maintained. 300 West will be maintained as the primary north-south vehicular axis and connect the north-west and south-west quadrants. To supplement this function within the hierarchy, it is recommended that the 300 West multi-use path north of 2100 South be extended southward, through the Plan Area, thereby enhancing the overall function and how it relates to other streets within the network.

It is recommended that Haven Ave be reconfigured to extend contiguously through the Plan Area, creating a primary east-west vehicular axis and connecting the south-west and south-east quadrants. Together, 300 West and Haven will form an efficient route for automobiles to travel through the Plan Area without adding points of conflict for pedestrians and bicycles.

Bicycle Streets

West Temple and Utopia Avenue will function within the hierarchy as the primary bicycle routes through the Plan Area, providing convenient connections between the Central Pointe and Streetcar stations and surrounding destinations. It is recommended that Utopia Avenue cross the Central Pointe station at grade, along the newly configured bicycle way, and connect with the multi-use path created along 300 West and Main Street. It is recommended that Main Street be maintained as a business-oriented street with on-street parking to accommodate high-turnover patronage for small retail business. To supplement this, it is recommended that bicycle infrastructure be enhanced to form a connection between existing bicycle facilities north of 2100 South.

Local Streets

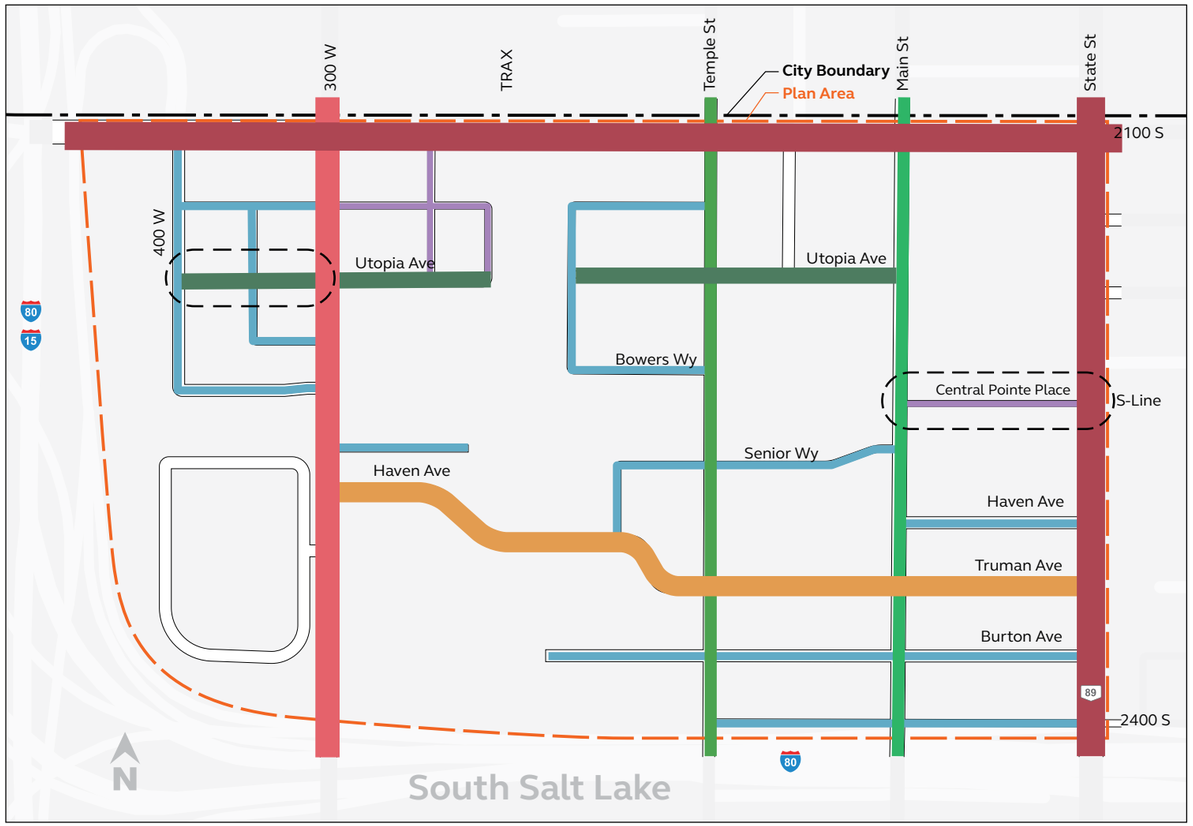
Streets within each quadrant connecting to those prioritized for vehicular and/or bicycle traffic, will be considered local streets. These streets will add redundancy to the network, thereby providing alternative routes in the event of necessary accidents, detours, and other unexpected failures of the vehicular and bicycle streets. In character, these streets will prioritize the pedestrian experience and be the most direct means by which people interface with destinations.

Transit-Oriented Streets

Streets adjacent to Central Pointe and the Streetcar Stations will be planned and designed as part of the redevelopment of the respective properties. This will allow them to be sacrificially designed to enhance the orientation of adjacent land uses to transit infrastructure and build in additional functionality that enhances the overall experience of using transit as a primary mode of transportation.

LEGEND

- *Primary Arterial*
- *Complete Arterial*
- *Boulevard*
- *Primary Station Access*
- *Main Street*
- *Primary Bike Street*
- *Local Street*
- *Transit-Oriented Street*



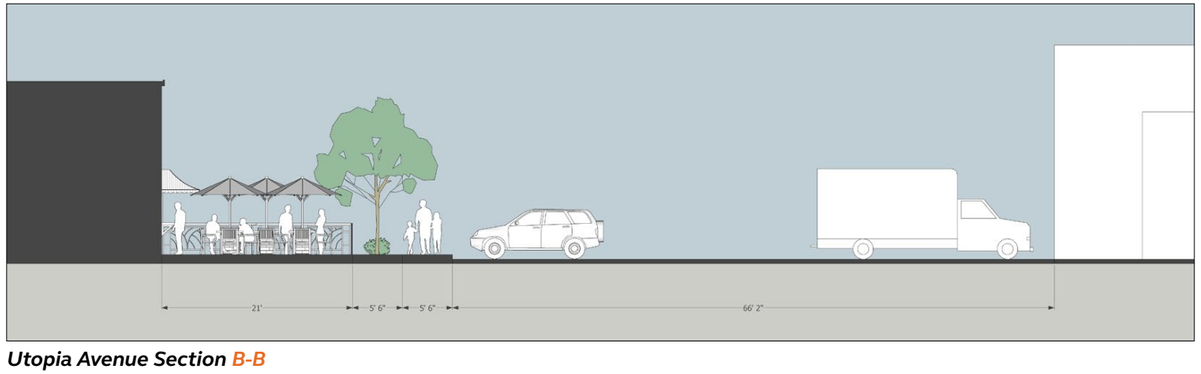
Refer to Street Plans and Sections on the following page

Mobility

Utopia Avenue

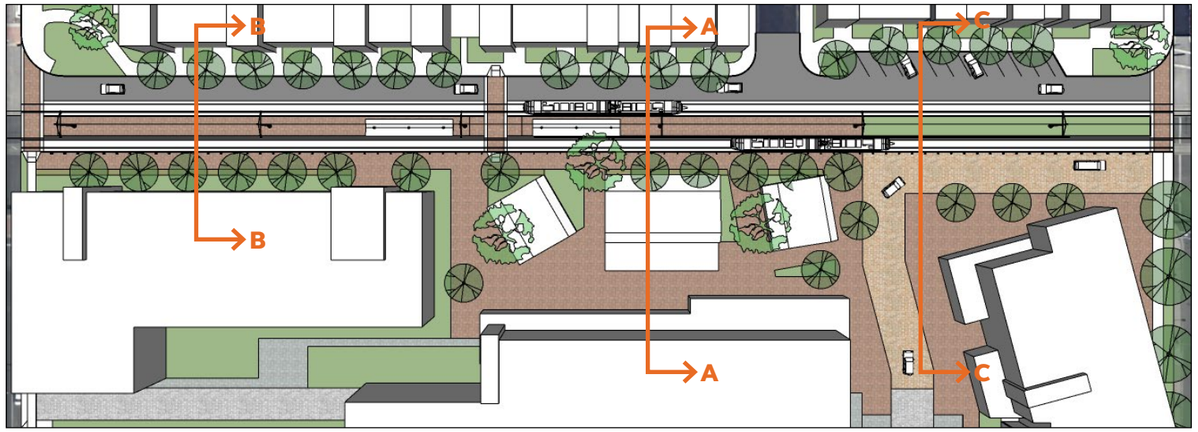
Proposed Utopia Avenue Plan

Utopia Avenue Section A-A

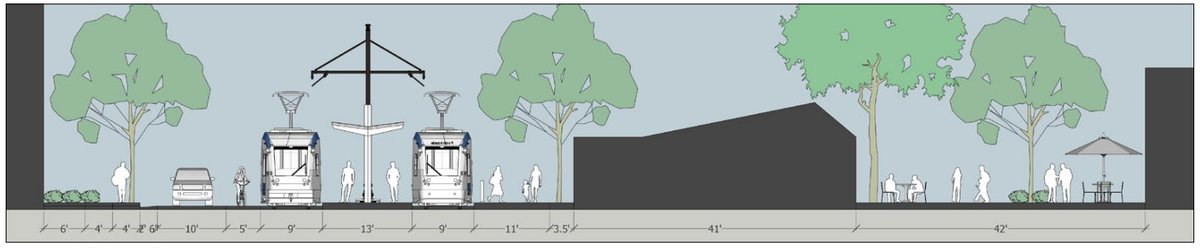


Utopia Avenue Section B-B

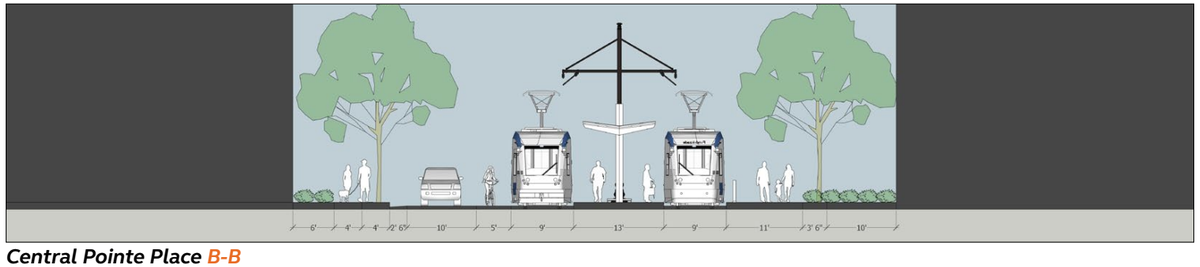
Central Pointe Place



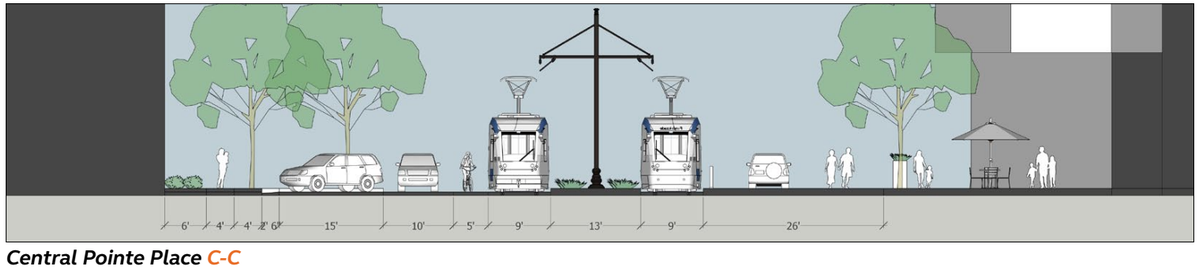
Proposed Central Pointe Place Plan



Central Pointe Place A-A



Central Pointe Place B-B



Central Pointe Place C-C

Open Space

Downtown South Salt Lake City is a historically industrial district that lacks greenspace, tree canopy, and public gathering spaces. Thus, integration of a robust open space system in the Plan Area is imperative to the quality of the user experience.

Recommendations presented within the Open Space Framework improve and resolve many of these issues by:

- Creating a network of public spaces that are comfortable, safe, and enjoyable for those visiting and residing in the Plan Area
- Enhancing the transportation and sense of orientation within the Plan Area
- Introducing a variety of open space types to accommodate a variety of activities and community needs
- Identifying opportunities for natural features to be reintroduced and woven into the urban fabric

Due to the fragmented ownership within the Plan Area, infill strategies are recommended, allowing open spaces to be created and connected through an open space network. Such an approach will focus on small-scale spaces such as corner plazas and parklets, and streetscape. Where plans for redevelopment occur, it is recommended that open space amenities be incentivized by South Salt Lake and provided through negotiation by the respective development interest.

The open space plan was developed in tandem with planning efforts around the circulation and connectivity plans centered around the Central Pointe and Streetcar Stations. The character, programming, and potential uses of the proposed districts were also considered while developing an open space strategy to ensure a cohesive experience. The open space network can be seen as the glue that connects the several blocks surrounding the two Downtown SSL transit stations together, leaving visitors and residents with a sense of the identity of this new and vibrant Downtown SSL.

Public input is an important consideration in crafting an open space framework with "staying power." As part of the community engagement effort for the Station Area Plan, the community was surveyed early on to identify the public's aspirations for open space within the Downtown area. A few recurring topics surfaced as primary elements to address in the plan:

1. walkability and bikeability needs to be improved;
2. public open spaces are important and needed;
3. Parley's Trail access and connectivity needs to be included in the plan;
4. trees and other forms of vegetation are desired for their environmental and aesthetic benefits.

Specific preferred programming uses and other details (such as amenities and safety features) are outlined in the description of Open Space Typology below.

Natural Features

Except occasional street trees and rainwater detention basin-related wetlands under the Interstate 15 and Interstate 80 interchange, the Plan Area comprises mainly impervious surfaces and buildings. Therefore, as Downtown SSL continues to plan for its future growth and redevelopment, it is recommended that the plans include areas where natural elements will be reintroduced into the urban fabric. While this plan proposes an open space network at a high level, future design work should strive to incorporate green infrastructure solutions wherever possible, including stormwater management solutions such as bioswales and permeable pavement, greatly increasing the urban tree canopy (possibly through implementing urban forestry initiatives), and introducing pollinator gardens to encourage biodiversity (e.g., along the Parley's Trail). A number of these reintroduced natural features offer many ecosystem services that would benefit the City, perhaps most significantly, reducing temperatures during the heat of the summer. The introduction of a green tree buffer along the interstate perimeter of Downtown may simultaneously provide a visual and audible buffer between the freeway and Downtown, as well as introduce additional urban wildlife habitat, without infringing on land better suited for development. Care must be taken to consider maintenance, water usage, and safety concerns when planning future reintroduction of natural features into the Downtown SSL area.

Open Space

Open Space Network

The open space network comprises nodes (e.g., plazas, parklets) and connections between the nodes (e.g., destination streets, multi-use paths). As illustrated on the right, the plan emphasizes connections between open spaces to enhance mobility and Downtown SSL's cultural identity. This can be accomplished with a system of open space, comprising both public and private space, which collectively invite visitors and residents to explore and spend time Downtown. While the plan draws attention to opportunities for public open space, it is also recommended to introduce private open space amenities including balconies, roof top terraces, and living walls as options for developers to consider, contributing to the overall open space network and the people-focused character of Downtown SSL.

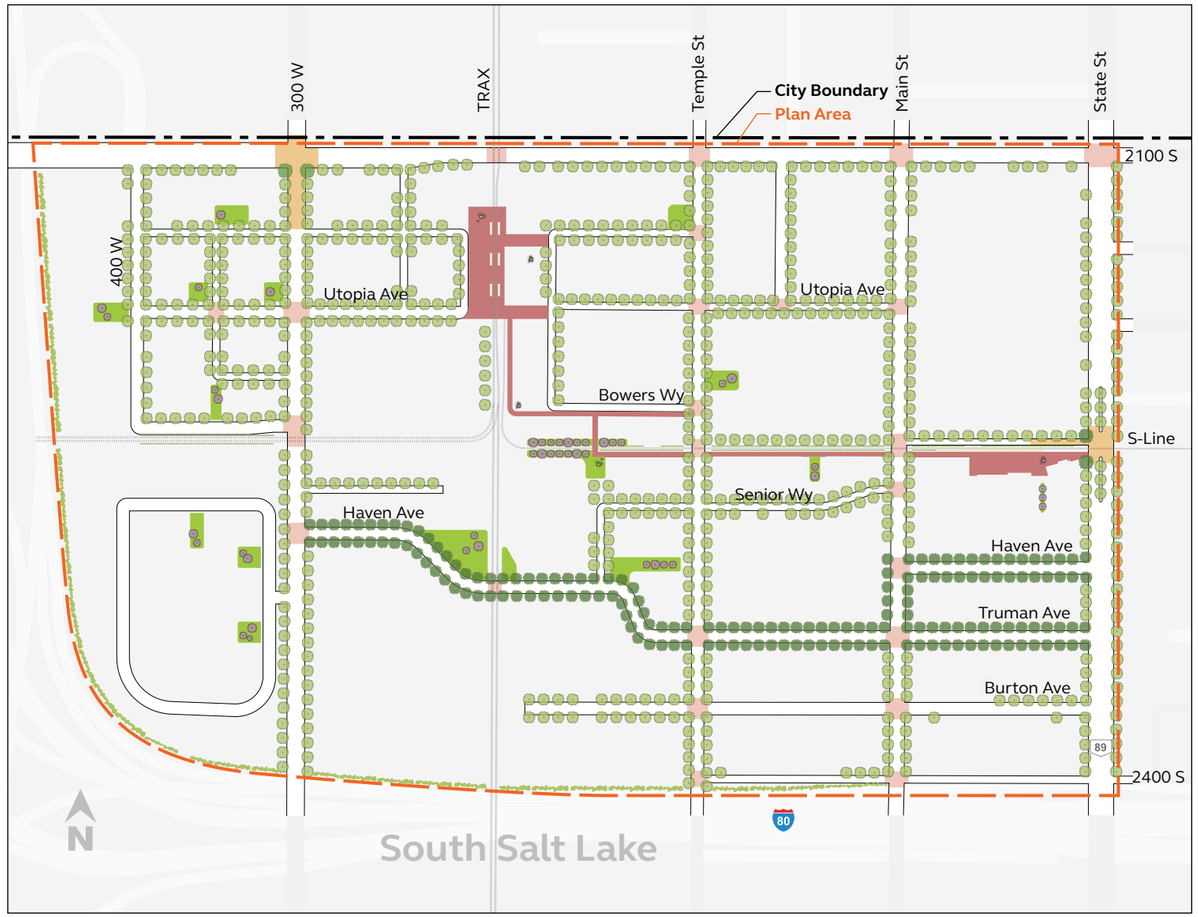
The transit stations are the nucleating features around which the open space network extends, featuring transit plazas that both improve the functionality and accessibility of the stations themselves, but also offer civic spaces that signal the importance of Downtown SSL to the surrounding community.

Much like the transit system that converges at Central Pointe, the Downtown SSL open space framework comprises a network of spaces that work together to improve the quality of the user experience. Nodes include places that act as destinations or focal points in the urban fabric. These are places in which people can spend time, recreating with friends and family, gathering for public events, or they can simply pass through on their way to another destination. They include plazas and parklets located at the intersections of major activity corridors, such as by the transit platforms (e.g., transit plazas) or as bookend nodes on either side of the Destination Street.

They support and can respond to adjacent uses, such as dining establishments or small business retail, or mixed use residential. These can also mark experiential "moments," such as at entry points into the Downtown area, or as wayfinding places marking intermediate destinations from one location to another.

Connectors are a form of open space that are experienced as people move along them, such as beautified streetscapes. Although these spaces are not in and of themselves destinations, they are equally important in crafting a user experience that is uniquely Downtown SSL. Particularly, given the importance of connectivity and accessibility in this Station Area Plan, addressing the user experience along these connecting forms of open space is key.

Linear nodes are a blend of connectors and nodes, serving the simultaneous purposes of being a "place to be" while also encouraging mobility through them. Passages connecting key gathering areas, such as paseos or promenades are examples of this type of open space. The proposed Destination Streets in this plan are both locations to spend time in while visiting shops or restaurants lining the pedestrian-focused street but are also corridors that connect cultural nodes on either end.



Open Space

Open Space Typology

The variety of open space types recommended in this plan offers options that can accommodate Downtown SSL's vast array of activities and interests <FIGURE – open space typology plan>. The recommended open space types were selected based on their surrounding land uses and circulation patterns, as well as future development plans. It is recommended that most of the open spaces be accomplished with small scale plazas and parklets and enhanced streetscapes, given the degree of existing urban development, economic drivers, maintenance considerations, and the lack of available parcels adequate for traditional large scale city parks.

Key features of open space types are described below:

Small-scale Parks and Plazas

Multiple small-scale parks (e.g., parklets, pocket parks, greenspaces) are recommended for public gathering, recreation and play, low-water usage plantings, and public art. These spaces will provide opportunities for everyday activities aimed at the local resident or the lunchtime employee. These spaces will also provide ample shade through a combination of street or park trees and artificial shade structures, doubling as public art. Programming elements may include playful seating options, pedestrian-scale street lighting, flex areas for pop-up events, children's play equipment, small scale sports courts (such as pickleball or bocce), and pet relief areas. When possible, these parks should integrate aspects of the District in which they are located. For example, a green space is designated within the Maker District, and acts as an entry point for pedestrians to cross the S-Line tracks at a proposed future crossing. This park would be a space for showing art created by local artists in sculptures and murals. In the private realm, pocket parks could be explored as amenities to integrate into future developments.

Small-scale plazas (e.g., gateway plazas, pocket plazas) are predominantly paved open spaces. These spaces are in the interstitial spots within the urban fabric, at key street corners or at inflection points along the journey between destinations. Given their small scale, pocket plazas may be "discovered" by the user unexpectedly as they travel through Downtown. They punctuate the user experience at the end of noteworthy streets, such as at the end of the Destination Street in the Dining District. A gateway plaza is recommended at the corner of State Street and Central Pointe Place to signal entry into the Downtown SSL area along the Parley's Trail and S-Line corridor. A second gateway plaza is recommended at the corner of 300 West and 2100 South to demarcate entry into South Salt Lake City from Salt Lake City to the north. A gateway feature in this location is important for wayfinding as it is also within the block of the Central Pointe Station. The gateway plazas, though smaller in scale, should feature an iconic sculpture or architectural element to convey a sense of arrival.

Large-scale Plaza

Large-scale plazas (e.g., transit plaza) are recommended at key activity nodes as major gathering points. The transit plazas proposed at Central Pointe Station and South Salt Lake Streetcar Station should be both iconic and functional, offering a clear sense of arrival, whether on foot, car, or public transit. Wayfinding elements are essential components in transit plazas, including ample signage, as well as subliminal techniques using paving patterns and furniture arrangement. The transit plazas will serve as micromobility hubs, offering facilities such as bike and scooter rentals and parking.

A civic or commons-style is proposed south of the South Salt Lake Streetcar Station and is recommended to be a place for gathering large groups during events such as festivals or open-air markets. This plaza can accommodate a food truck court to support both temporary events and the day-to-day patrons visiting the establishments of "Brewery Row." This plaza should include "flex" areas that can be repurposed for a variety of events, regardless of season, but also stand alone as an unprogrammed space when events are not occurring. Additional programming elements for these large-scale plazas could include designated street performance areas, interactive public art, with playful seating options, outdoor dining furniture, shade structures, street trees, and low-maintenance planting schemes that avoid visibility-related safety concerns.

Example of Parklet

Eye Level View Rendering of S-Line Station Plaza

Open Space

Paseo/Promenade

Paseos and promenades are passageways that link key nodes, such as from the South Salt Lake S-Line Station transit plaza to the large plaza to the south. These links are important in drawing the pedestrian from one space to another, offering intrigue and inviting the visitor to continue through dynamic landscape elements such as festoon lighting, or viewsheds toward eye-catching public art. Line-of-sight is a key consideration in these spaces as these passageways can also aid in wayfinding, directing pedestrians from one location to another. These spaces should be highly activated at ground level, potentially lined with small businesses or restaurants, outdoor dining, and planters.

Linear Park

Linear parks leverage the already linear nature of corridors such as along rail lines or trails. Parley's Trail and the S-Line corridor in Downtown SSL is a prime feature with which to pair linear parks. Already highly accessible from the existing multi-use trail, linear parks would provide opportunities for introducing greenery into the urban landscape, simultaneously beautifying one of SSL's finest assets, creating habitat pockets and migration corridors for wildlife, and providing a cooling effect in the summer months. Potential programming elements that could be included in these linear parks are small-scale sports courts (e.g., bocce, exercise equipment), pet relief areas, and public art (doubling as wayfinding elements for the S-Line passengers or Parley's Trail users). Wayfinding devices such as signage and public art, and safety features including lighting are also recommended.

Pedestrian-Focused Street

Destination Streets and Pedestrian-focused Streets blur the line between street and sidewalk, redefining the urban street as a place for street festivals and other community events. The lack of curbs emphasizes and encourages pedestrian mobility and allows the street to turn into a linear plaza, intermittently closed to traffic during events. These spaces can be used for celebration and gathering, which would be reflected in lively street furniture options, festoon lighting, street trees with festive seasonal color through blooms and fall foliage, and public art integrated into the streetscape. These streets are lined with small shops and cafes.

Example of a Paseo/Promenade

Example of a Linear Park

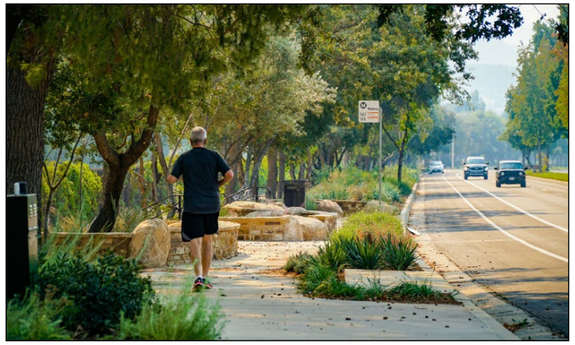
Enhanced Streetscape

Enhanced streetscapes will be the most common form of public open space in Downtown SSL. Well-designed streetscapes are critical to the continuity of the open space network and quality of the user experience. To encourage walkability, streetscapes should be designed with safety and comfort in mind, with continuous sidewalks, human-scale lighting, street trees for shade and aesthetics, and frequent resting spots with benches and other common street furniture. In some cases, streetscapes will interface with new or planned redevelopment; these instances present opportunities for collaboration in defining attractive streetscapes that play off the development's aesthetic while tying into the character of the District. Features that improve pedestrian comfort while traveling on adjacent sidewalks, such as building awnings for shade or shelter from weather, should be explored while working with private developers. Negotiations of appropriate building setback distances with private developers should balance retail compression advantages with the pedestrian experience.

Add Example a Pedestrian-Focused Street

Tree-lined Boulevard

While trees are proposed along all streets in Downtown SSL, extra emphasis is recommended for Haven Avenue. With the proposed reconfiguration of Haven Avenue as the main east-west vehicular thoroughfare across Downtown a distinct, visual corridor with an attractive row of signature trees is recommended along the length of the street. Although Haven Avenue is not the primary pedestrian or bicyclist route, Haven will include bike lanes and sidewalks. Thus, the recommended grand row of street trees will also improve the pedestrian experience by slowing vehicular traffic, providing shade, and attractive vegetation. A continuous strip of tree canopy from east to west may also aid in improving avian habitat connectivity across Downtown.



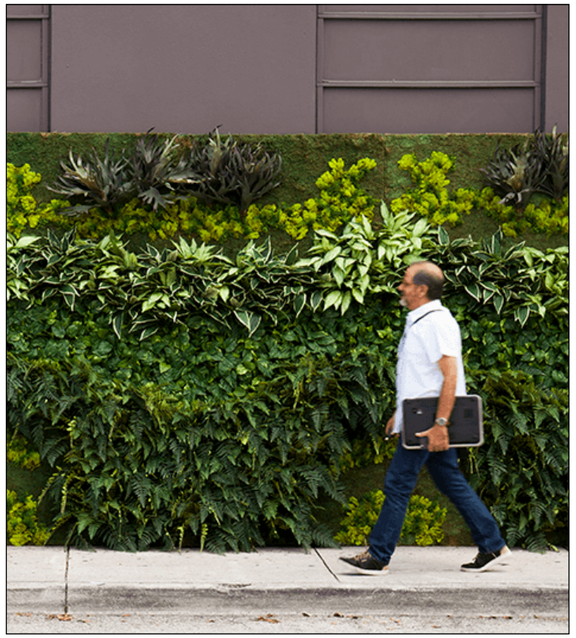
Example of an Enhanced Streetscape

Example of a Tree-Lined Boulevard

Open Space

Vertical/On-Structure Open Spaces

Vertical and on-structure open spaces include green walls, living walls, green roofs, roof terraces, and balconies. This type of open space should be integrated into private development efforts as much as possible. Examples of integration include pool decks on multi-family residential buildings and extensive green roofs on apartment buildings or parking structures. Smaller scale amenity spaces (e.g., balconies) are also recommended to incrementally add open space for residents and visitors. Despite their private access, these spaces would also greatly enhance viewsheds for both the private and public users, adding to the overall vibrant, people-focused dynamic that is envisioned for Downtown SSL. Living walls may also add to the visual aesthetic of SSL, in keeping with its mural tradition, and the vertical greenery would also have a cooling effect to offset the summer heat.



Example of a Green Wall

Public Art

Public art is a key component of what makes South Salt Lake City unique. Murals adorning several buildings and metal sculptures cap several street signs For the past six years, SSL has hosted the annual community festival MuralFest, celebrating artists and their one-of-a-kind murals on walls throughout the city. Several makers create work out of their Downtown SSL-based workshops. The sculptural works of one such fabricator adorn several street signs in the Downtown area. The City has established a Creative Industries Zone, the banners of which can be found on West Temple in Downtown. These examples point to the significant role that the arts play in defining the identity of Downtown SSL. This plan integrates opportunities for showcasing public art by designating open spaces featuring public art, from focal points in public plazas, to sculptural iconic features in entry plazas into the Downtown area, to a greenspace placed within a newly defined Maker District that incorporates local artists' work.

Existing Mural Locations

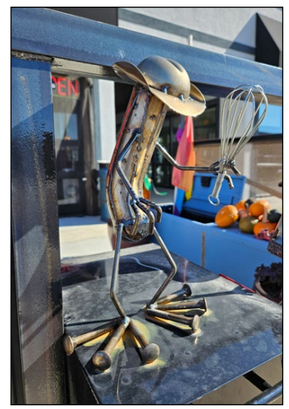
Recommendations for incorporation of public art into SSL Downtown is summarized as follows:

1. **Include focal point sculptures** in large plazas, including the Streetcar District plaza, the S-Line transit plaza, and the Central Pointe transit plaza;
2. **Integrate small scale sculptural public art** along Parley's Trail and the S-Line corridor that reflect district character and provide wayfinding;
3. **Install sculptural monument-like features** in the gateway plazas at State Street and the S-Line crossing, and 300 West and 2100 South to signal arrival in Downtown SSL;
4. **Create a public-art-themed greenspace** in the Maker District that highlights local artists' work;
5. **Integrate dual-purpose shade structures** in transit plazas that provide thermal comfort but are also public art;
6. **Include artistic architectural skins, kinetic sculptures, or murals** on plaza-facing sides of parking structures;
7. **Continue the MuralFest efforts** and strategically locate murals to enhance future open spaces;
8. **Recommend developers contribute 1% toward public art.**

"Here Comes the Sun" Mural

Artist Thomas Turner painting his Mural during MuralFest

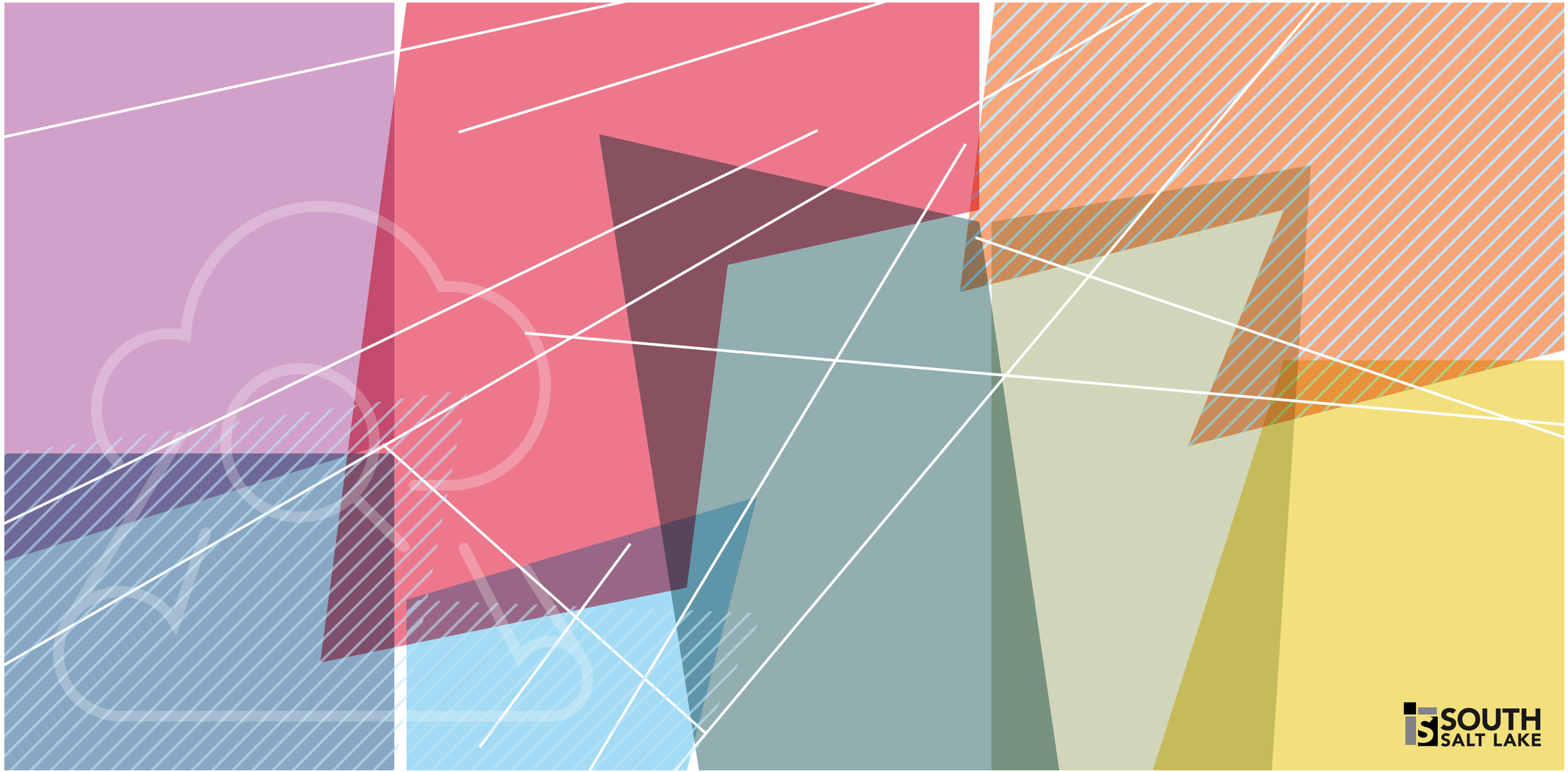
Banner: Creative Industry Zone



Metal Sculpture

South Salt Lake Downtown Connect

Implementation Plan



Implementation Plan

Review the plan annually to assess its implementation and success. Update sessions with the Planning Commission and Councils should occur at least biannually and be scheduled well in advance.

Policy Update and Plan Amendments

Adopt Downtown Connect Plan

Although the current downtown plan was recently adopted, the Downtown Connect Plan offers more detailed guidance, particularly regarding the areas surrounding the “S” Line Main Street Platform and the Central Pointe TRAX platforms. Additionally, the Trails Master Plan should be updated to reflect the new trail alignments proposed. A significant gap in the downtown area is the lack of open and recreational space. As residential and commercial development intensifies, South Salt Lake will need a comprehensive open space plan to address the growing need for additional recreational areas.

Update General Plan

The general plan should be revised to align with the vision, goals, and objectives outlined in the downtown connect plans. We suggest updating the general plan maps annually to track implementation progress. This update should include a report detailing development sites within the area, their current stages of development, and projected completion dates.

Update Mobility Plan

The Downtown Connect plan outlines suggestions for enhancing intersections, creating new pedestrian and multimodal links, and implementing traffic calming measures. These components will require revisions. The report advises that the next step for the area should be to develop a new mobility/transportation plan, particularly focusing on specific upgrades to the Parley’s Trail State Street Crossing and the 300 West, 2100 South trail connection.

Collaboration with UDOT, UTA, and Salt Lake City should continue for this South Salt Lake Downtown area. The mobility plan should prioritize walkability and accommodate all forms of transportation.

Update or create a sustainability plan

Sustainability is a crucial element in all planning processes. South Salt Lake should create a sustainability plan with clearly defined and practical milestones for implementation. Economic sustainability must be considered, especially as construction funding becomes available. Additionally, long-term maintenance is a critical factor to address.

Update land-use zoning

Updating zoning is essential as the next step. Evaluating land-use zoning incentives should be integrated into a more forward-thinking zoning strategy. Additionally, the current zoning ordinance should be analyzed to identify and address any obstacles that hinder proper investment in Downtown South Salt Lake. This will help reduce risks associated with approving proposed development projects.

Street section and Land-use Reconciliation

Coordination between the streetscape sections in the report and South Salt Lake Engineering must be consistent and approved by the City Council to remove ambiguity on what a development partner is expected to fund as part of a submission.

Update Moderate Income Housing plan

A key aspect of the legislation mandating Station Area Plans for transit platforms is to increase housing availability and address shortages. This legislation requires that station area plans cover an area roughly ½ mile around rail platforms. South Salt Lake will need to revise its affordable housing plan to incorporate the additional units within the city.

Urban Forestry Plan

South Salt Lake recognizes the importance of the urban forest in enhancing the street environment. The Downtown area currently has a sparse number of street trees, a legacy of its industrial past. The South Salt Lake Downtown Connect plan proposes a strategy for planting that aims to create a more walkable area. To support this, South Salt Lake City should update its zoning ordinance to include specific requirements for the number, spacing, and planting of trees. As the open space plan develops, it is important to create an urban forestry plan that offers detailed guidelines for various street types and open spaces. Integrating trees and planting into the urban forestry plan should be a priority. Given the downtown area’s unique role within South Salt Lake, it presents a valuable opportunity to enhance the district’s identity. Incorporating trees into the wayfinding system can improve the cohesiveness of the “Street Wall.” With ongoing development pressures, it is crucial to finalize the Urban Forestry Plan promptly. Ensuring adequate soil in planting areas is essential for tree health, and in urban environments, soil cells should be used to support a flourishing urban forest.

Additional Planning and Plan Implementation Improvements.

As the downtown area continues to develop, further studies might be necessary to address emerging challenges that could affect planning. Several critical areas will need more thorough investigation, such as the State Street Parleys Trail and the 300 West and 2100 South crossings. Extensive coordination with UDOT and UTA will be essential for both crossings. Various options must be explored and costed to identify the most effective solution.

Traffic Signalization Study

Designating Central Pointe Place as a one-way street will redirect traffic onto Haven Street, increasing its role as a thoroughfare. This change will affect various intersections within the downtown area. To ensure efficient traffic flow, a new traffic study will be necessary. Although the area is planned to be pedestrian-focused, it is essential to integrate other transportation modes effectively.

Policy Update and Plan Amendments, *continued…*

Funding *(*Zions Public Finance Inc. (ZPFI)*

The focus of this funding options analysis is to identify additional sources that can be used to pay for infrastructure and other needs in the larger geographic area of the station area plan as well as other funding needs within the HTRZ not covered by the tax increment already approved for that specific area.

Potential funding sources discussed in the economic analysis include:

- **Tax Increment Areas**
  - > Community Reinvestment Areas (CRAs)
  - > Housing and Transportation Reinvestment Zones (HTRZs)
  - > Transportation Reinvestment Zones (TRZs)
- **Special Assessment Areas (SAAs)**
- **Public Infrastructure Districts (PIDs)**
- **Opportunity Zones**
- **Fees**
  - > Impact Fees
  - > Transportation Utility Fees
  - > User Fees
  - > Public Infrastructure Fees
- **Grants**
  - > Utah Department of Environmental Quality (DEQ)
  - > Community Impact Board (CIB)
  - > Community Development Block Grant (CDBG)
  - > Utah Office of Outdoor Recreation
  - > Safe Streets
  - > Utah State Revolving Loan Fund
  - > Utah Outdoor Recreation Grant (trails and connectivity)
  - > FHWA – National Recreational Trails Funding Program
  - > Infrastructure Rehabilitation Grant
  - > Rail to Trails Conservancy
  - > RAISE Grants (Rebuilding American Infrastructure with Sustainability and Equity) raisegrants@dot.gov
  - > BUILD (Better Utilizing Investment to Leverage Development)
  - > PeopleForBikes Industry Community Grant Program
- **Leasing**
- **Housing**
  - > Low Income Housing Tax Credits (LIHTC)
  - > Home Ownership Promotion Zones (HOPZ) – also uses tax increment
  - > First-Time Homebuyer Investment Zones (FHIZ) – also uses tax increment
- **Public-Private Partnerships (P3s)**
- **Bonding * (ZPFI)**

Implementation Plan Timeline (2025 - 2030)

Year	Plan & Policy Updates (Years 1 - 5)	TIFF Projected Revenue at 80%	Responsibility
		$36,691,454	
1	Adopt Downtown Connect Plan		SSL Planning
	Update General Plan		SSL Planning
	Update Land-use zoning		SSL Planning
	Street Section & Land Use Reconcillation		Econ, Planning, Engineering
	Main Street S-Line Platform		Econ Dev, Private
2	Update or Create Mobility Plan		Eng, Planning
	Create Sustainability Plan		Planning, Econ Dev
	Parley's Trail Enhancements		Neigh, Eng
	Design Development Open Space Plan		Neighborhoods
3	Parley's Trail State Street Crossing		UDOT, Eng, Neigh
	Urban Forestry Plan		Neighborhoods
	Collaboration Between UTA & South Salt Lake Design Plans		***Ongoing***
	Street Beautification Funding Priorities		Neigh, Econ Dev, Planning, Eng
	Parking Structure Construction		Econ Dev., Private
4	Construction Priorities & Phasing Plan		Econ Dev
	Update Moderate Income Housing Plan		Econ Dev
	Additional Planning & Plan Implementation Improvements		

Year	Implementation (Years 6 - 10)	$67,394,297	
6	Urban Forestry Implementation Review		
8	300 West, 2100 South Design Development		UDOT, SLC, SSL
9	Traffic Signalization Study		Eng
	Road upgrade program		Eng, Planning
10	Central Point TRAX Platform Reconstruction		UTA, UDOT, SSL

Year	Implementation (Years 11 - 20)	$93,221,655	
11	Strategic Public Property Acquisition Plan		Econ Dev.
14	300 West, 2100 South Construction		UDOT, SSL, SLC
	Signalization Implementation		
15	Infrastructure		
	Water		
	Sanitary Sewer		
	Storm Water		
	Detention Plan		
	TOTAL	**$197,307,406**	

Months: 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24

5 Years

South Salt Lake Downtown Connect

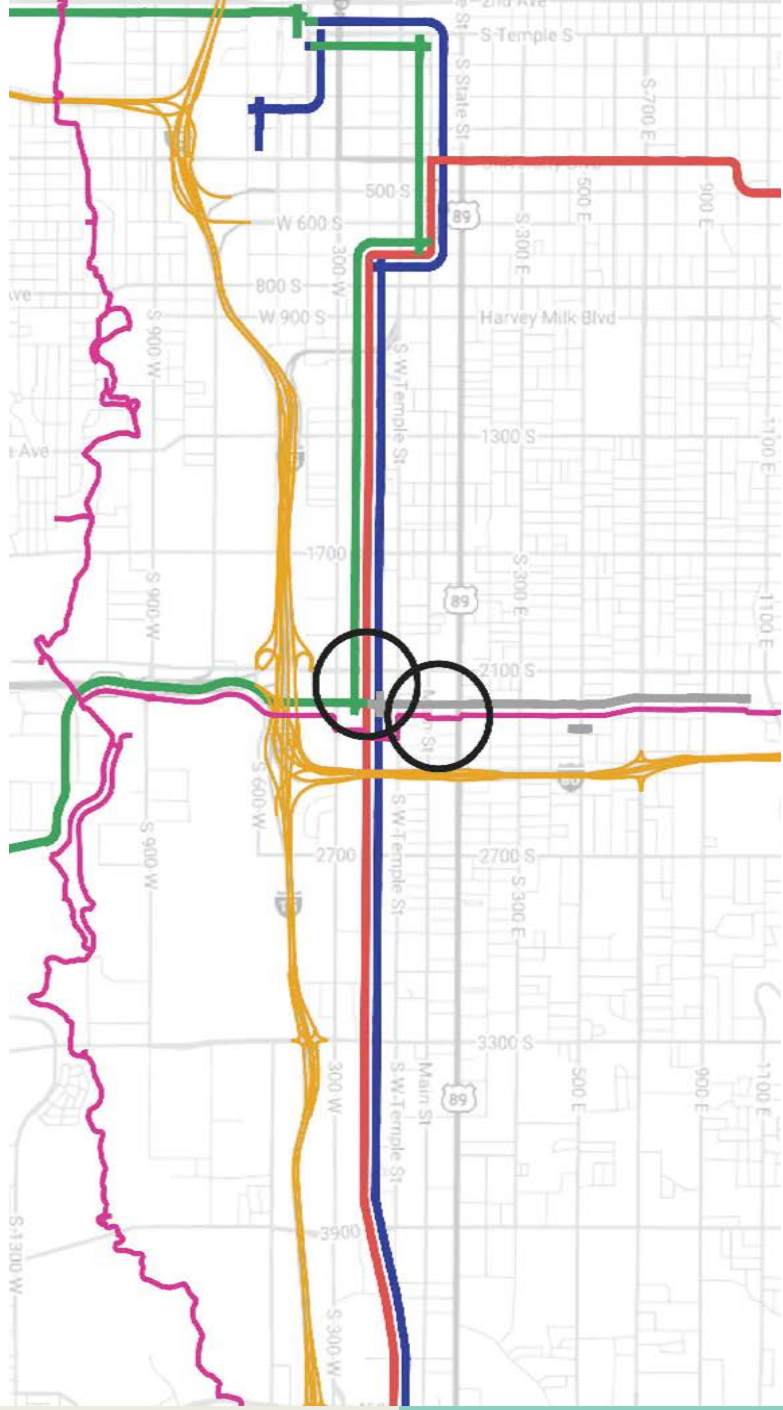
Base Data and Appendices

85 Years in the Making
Transformative Potential
Demonstrated Commitment

City of South Salt Lake

DOWNTOWN SSL

HTRZ Application



October 2, 2023 (Updated Submittal)

Our Partners

A major project like Downtown SSL requires strong partnerships. Our HTRZ Application enjoys the support and commitment of the following companies.

DAKOTA PACIFIC Real Estate

WOODBURY CORPORATION

GARDNER BATT

ALPHA DEVELOPMENT GROUP

BLOX VENTURES

ABSTRACT DEVELOPMENT GROUP

WILL

UNITED CONTRACTORS

PARALLEL

Proposal Outline

SECTION I

THE SOUTH SALT LAKE STORY

Our Roots

South Salt Lake's history of resolve and pragmatism provide the backdrop for the proposed HTRZ-enabled transformation of the City's downtown

BORN OF NECESSITY

Settled in 1847, the place we now call South Salt Lake grew slowly for its first 50 years as homesteaders labored to sow fields, raise families, and build sustainable lives. By the turn of the 20th century, those farms started giving way to residential neighborhoods, railroad lines, factories, and small businesses.

Housing and industrial growth in the 1920s led residents to demand a sewer system be constructed to replace the leaky septic tanks and unhealthy open canals. After learning that extensions of neighboring communities' sewage systems were years away, South Salt Lake residents took matters into their own hands and resolved to build their own. Despite several failed attempts to create a town government to build the system, residents incorporated the area in 1938 as the City of South Salt Lake.

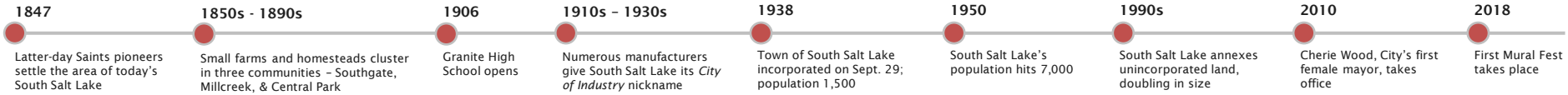
Their hard work paid off. By 1949, when the landmark water tower was built, South Salt Lake was a bustling small city of 7,000. New residents bought new post-war cottages lining neighborhood streets, while a wide range of manufacturing and industrial companies clustered along the rail lines and highways. By the 1970s, about two-thirds of the 7-mile-square City housed foundries, machine shops, railyards, and similar firms, sparking the well-deserved nickname, *City of Industry*.

GROWING BY CHOICE

A new era began for South Salt Lake on October 1st, 1998 – 60 years after the City was founded. The City doubled in acreage and population that day, the result of a much-debated and long-deliberated annexation of neighboring unincorporated areas. It was a big bite for a small city, to be sure. Some thought it was audacious; others saw it as forward-thinking. It was both.

But, in stark contrast to the "must do" situation faced by City founders six decades earlier, South Salt Lake's decision to annex nearby communities was an intentional one. Residents, businesses, community leaders, and many others joined in spirited discussions about the pros and cons of such a large annexation, debating issues like whether South Salt Lake's identity and civic values would be diluted.

Twenty-five years on, South Salt Lake is a cohesive city of 27,000 residents and 3,200 businesses. Investments are being made in neighborhoods in all corners of the City. Providing equitable services to all parts of our diverse community is a priority for South Salt Lake. In 2021, we created a Department of Neighborhoods to focus outreach and services on the things that residents value most.




Salt Lake County Oxbow Jail


Central Valley Water Reclamation Facility

Homeless Resource Center

Doing Our Part In The Salt Lake Valley

South Salt Lake has stepped up for decades to provide services for the entire metro area, drawing from limited local resources

REGIONAL FACILITIES

South Salt Lake has cooperated with neighboring cities and other agencies to make difficult decisions about siting regional public facilities. While working to address significant community concerns, the City has navigated major facilities located in South Salt Lake boundaries, including the Central Valley Water Reclamation Facility, two correctional facilities, and the Pamela Atkinson Homeless Resource Center. South Salt Lake is in active conversations to site the Family Interim Housing Facility that will provide stability and support to 85 families.

TAX-EXEMPT PROPERTY

Regional public facilities, along with stretches of freeways, railroads, and surface streets, take up about 31 percent of the City's footprint. As a result, a significant portion of land in South Salt Lake is exempt from paying property taxes. For example, the new family shelter removes a former motel from the tax rolls.

LARGE COMMUTER INFLUX

South Salt Lake's daytime population grows nearly three times its nighttime or resident population, creating disproportionate impacts on infrastructure and public safety services. Since two-thirds of South Salt Lake is comprised of light industrial and commercial uses, the City attracts workers from throughout the region.

SALES TAX

Given the contributions above, South Salt Lake historically struggled to generate sufficient sales tax revenue. Over the past decade, though, the City has worked hard to attract new retailers, such as WinCo Foods, that have helped build a steady, stable stream of sales tax revenue. The expiration of the current local-option sales tax in 2029, however, creates uncertainties we must prepare for.

City On The Move

Over the past decade, South Salt Lake has quietly solidified its place as a stable, diverse, and vibrant community that consistently punches above its weight. South Salt Lake has unmatched transit and transportation connections, and unparalleled economic investment.

CREATIVE INDUSTRY ZONE

Strategic planning and focus have nurtured a new Creative Industry Zone with small business, maker spaces, and a burgeoning brewery and distillery district. With Horton the Water Tower as the CIZ's icon, the area includes two transit stations, making them easily accessible and walkable.

ART CITY

A City-run arts council has commissioned over 50 large-scale murals in the downtown area, creating a strong sense of place unlike anywhere else in Utah. The annual Mural Fest draws thousands of residents and visitors to celebrate this open-air art gallery. Arts organizations like Poor Yorick Studios, which provide work and gallery space for 40 painters, ceramists, photographers, sculptors, and other artists enrich South Salt Lake's creative scene.

CULTURAL DIVERSITY

Cultural diversity. With a population significantly more diverse than other parts of Salt Lake County, South Salt Lake is a culturally rich community with a unique mix of restaurants, shops, events, organizations, and places of worship. The only Chinatown in the Intermountain West is in South Salt Lake. Immigration from around the globe brings new energy, ideas, and cultures that add to the City's diversity and identity. Of special note is the success of Promise South Salt Lake, the City's highly praised afterschool program that is helping raise educational attainment and ensuring that both youth and families thrive.

South Salt Lake believes that a community's strength comes from within, from the combined spirit and contributions of residents, past and present. The vibrant community you see today is only the beginning of what's to come with HTRZ funding and creating an exciting new city center.

Promise South Salt Lake Participants

SECTION II: LIVE, WORK, MOVE, AND PLAY

Each year, the South Salt Lake Arts Council commissions 10 new murals as part of the City's annual Mural Fest. Now totaling 52 murals, the program has enlivened and sparked creativity in the City's growing Creative Industries Zone and overlapping brewery and distillery district. South Salt Lake is now a regional destination for residents and visitors seeking a leisurely stroll through the open-air art gallery and a bite to eat at one of the growing array of bars and restaurants.

The Future of Downtown South Salt Lake

*With the assistance of an HTRZ Downtown SSL will transform into a unique urban destination where people can **LIVE, WORK, MOVE, AND PLAY***

South Salt Lake was long known as the City of Industry because of the many manufacturing and light-industrial businesses that grew up along the rail lines and highways. Today, buildings housing those uses have reached the end of their useful life and are well-suited for redevelopment. We have a historic opportunity to unlock and revitalize this critically located real estate.

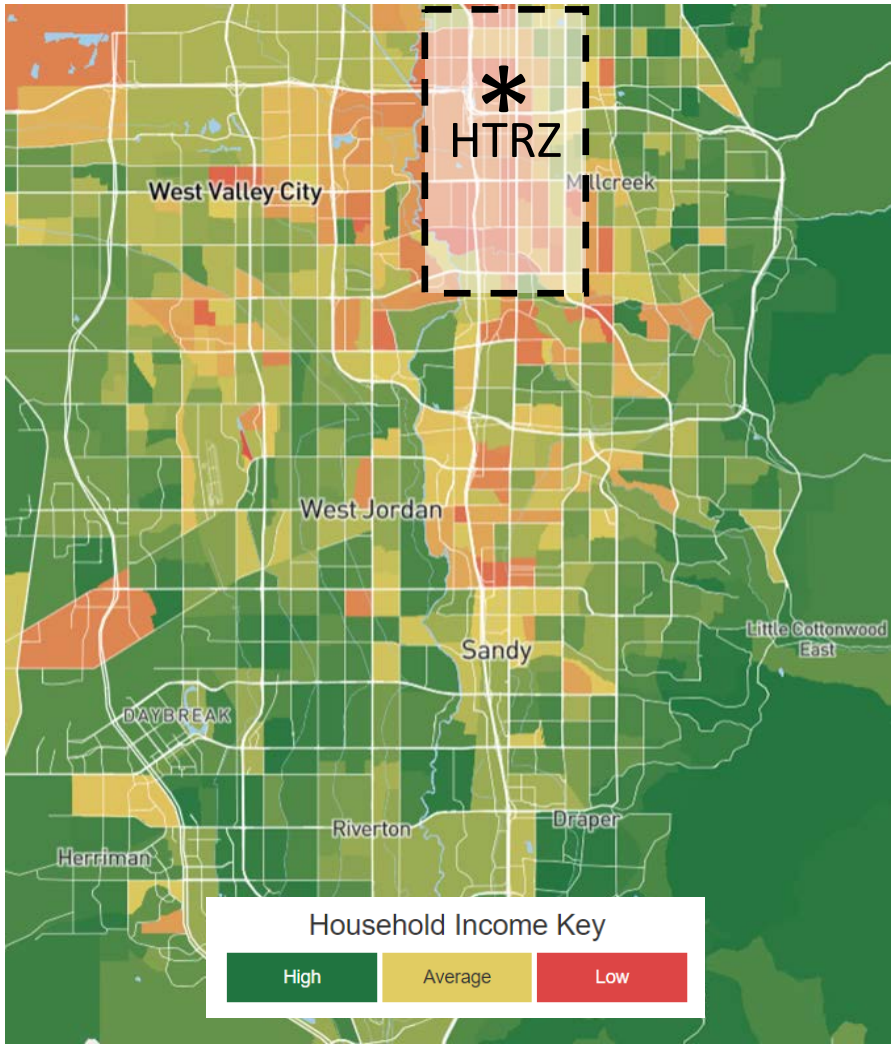
Downtown SSL: The Place to **LIVE**

Project approved & entitled; rendering courtesy Woodbury Corporation and Architectural Nexus

- Planning is underway for over 5,000 units averaging over 100 units per acre, providing density to support a lively, thriving neighborhood.
- Our design standards require high-grade materials and finishes that will help us transform this area of outdated industrial buildings into an attractive and inviting community.
- We encourage every developer to develop podium housing products to help create density and encourage ground-floor uses that support a walkable community built to a human scale that will endure over time.

Same location today

Downtown SSL: The Place to **Live** at a Range of Incomes



- The metro area's lower-income populations are concentrated along the I-15 corridor, with higher-income housing located concentrically outward.
- South Salt Lake disproportionately provides housing for lower-income populations.
- The median South Salt Lake family earns less than 60% of families in the metro area. **Our entire city population, on average, is lower than the HTRZ AMI standard.** The HTRZ code exempts currently lower-income areas like this from including any affordable units.
- Despite the statute not requiring any affordable units, SSL is committed to designating **at least 12.5% units** to be available to residents at or below 80% AMI.
- The inclusion of Affordable units in the recently-built Hi-Grade Apartments located within the HTRZ radius (adjacent to the selected HTRZ parcels) demonstrates South Salt Lake's continuing commitment to ensuring affordable housing as an option to serve our current and future residents.

Downtown SSL: The Place to **WORK**

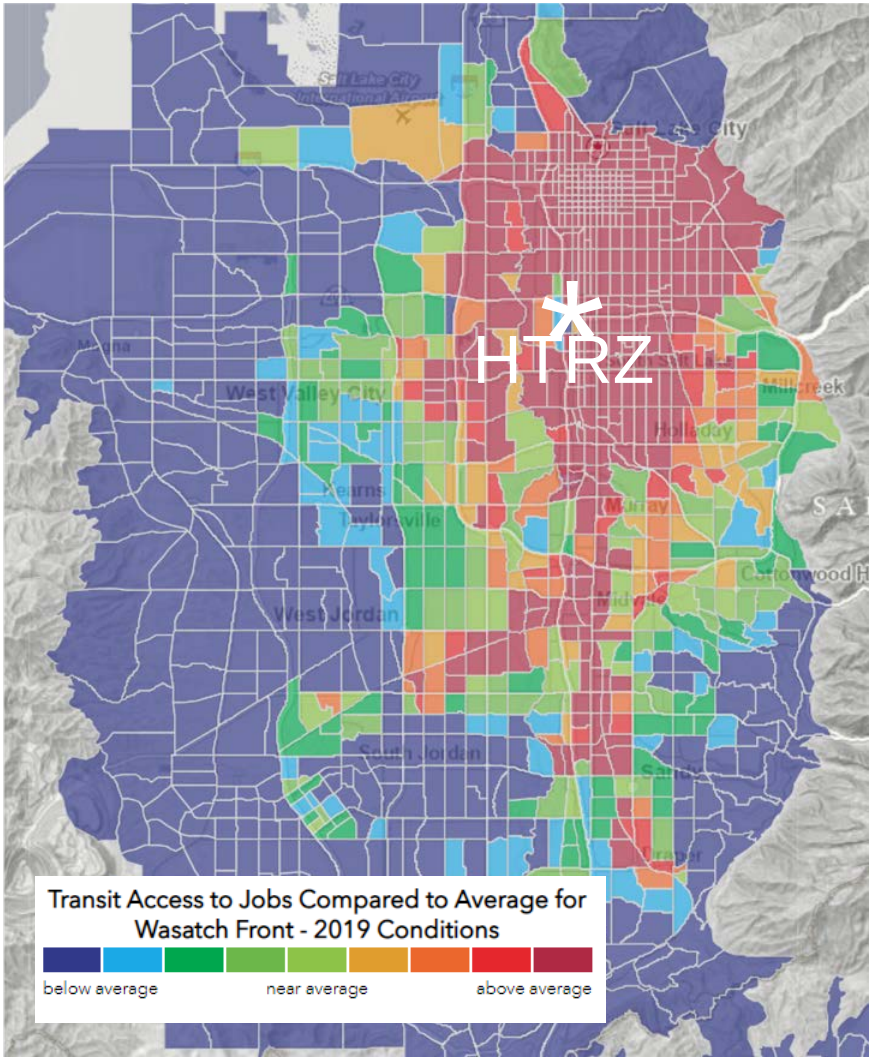
Ample employment, existing and new, will be available to residents in the HTRZ within a short walk

- The Downtown SSL HTRZ will allow employees of the 3,200 businesses located in our city the opportunity to live closer to where they work, improving productivity and quality of life.
- Plentiful jobs – both new and existing in a diverse assortment of small, medium, and large employers – are within walking distance from anywhere in the proposed HTRZ.
- **196 South Salt Lake businesses** fall within the HTRZ. These businesses, plus those immediately around the HTRZ, employ **2,929 workers.**

Major Employers (distance from HRTZ)

Downtown SSL: The Place to **WORK**

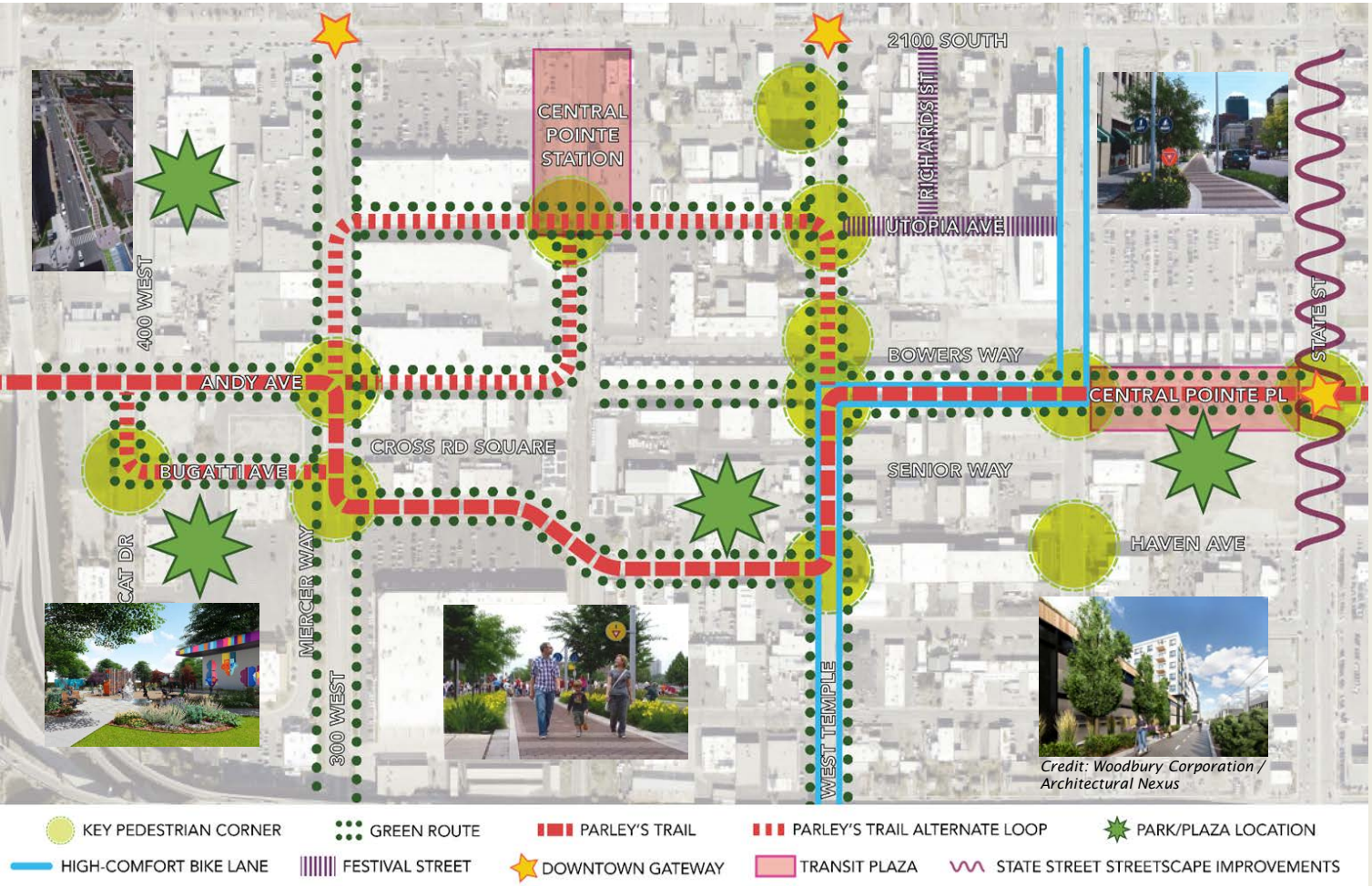
Transit allows HRTZ residents a 15-minute commute to jobs anywhere in the Valley



- The Downtown SSL HTRZ is bringing much-needed housing to where plentiful jobs are already located.
- Significant investments in the regional transit and highway systems provide convenient access for Downtown SSL employers and residents.
  - **Employees** have greater choice about where to work – within walking distance, or anywhere in the Valley just a short transit ride away.
  - **Employers** can tap a wider pool of potential workers. Employees can reach Downtown SSL by transit from most areas in 15-30 minutes.
- With TRAX light rail and S-Line streetcar stations within the HTRZ, Downtown SSL will have the highest level of transit access to jobs (dark red on WFRC map).

Downtown SSL: The Place to **MOVE**

The HRTZ area will serve as a hub of connectivity for the broader region



Credit: Woodbury Corporation / Architectural Nexus

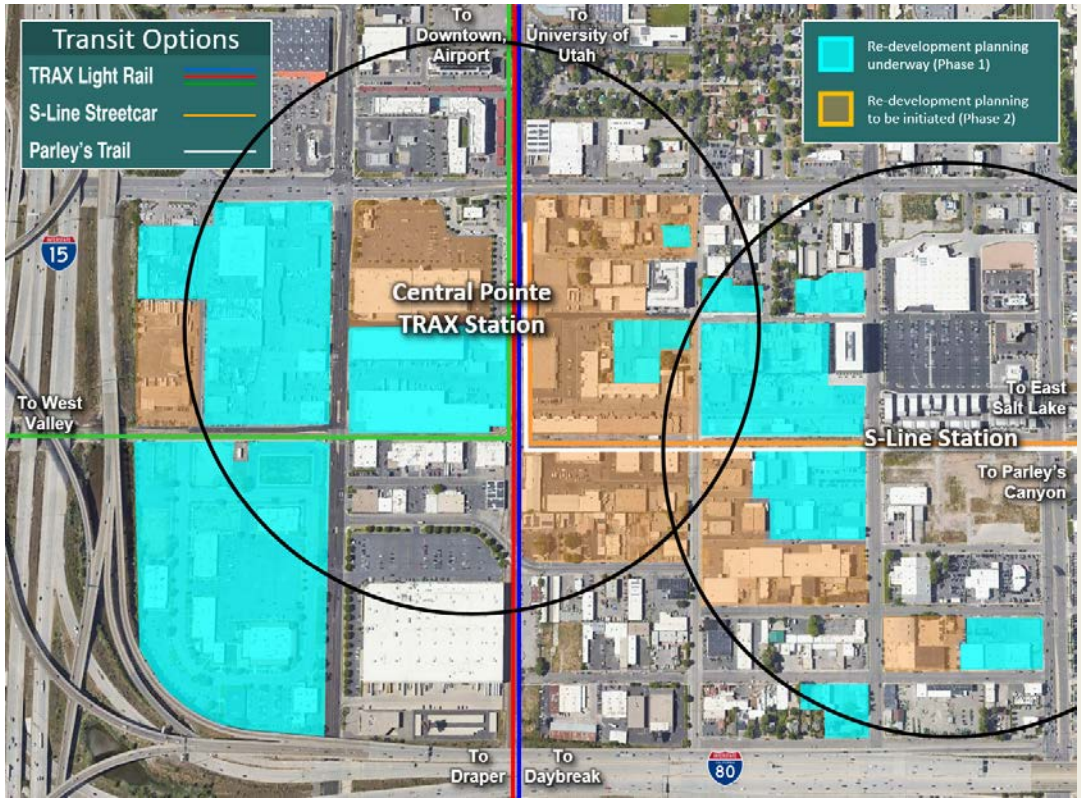
Downtown SSL Public Improvements

Select public enhancements in or adjacent to the Downtown SSL HTRZ, directly benefiting the HTRZ, include:

- Sidewalks with benches, bike racks, and streetlights
- Park strips and trees lining the streets
- Approximately 6 acres of parks
- High-comfort bike routes
- Improvements to Parley's Trail and S-Line Greenway
- Public Art
- Wayfinding, signage, and gateways
- Transit access upgrades
- Roadway improvements

Downtown SSL: The Place to **MOVE**

The proposed HTRZ maximizes Downtown SSL's unparalleled transportation network

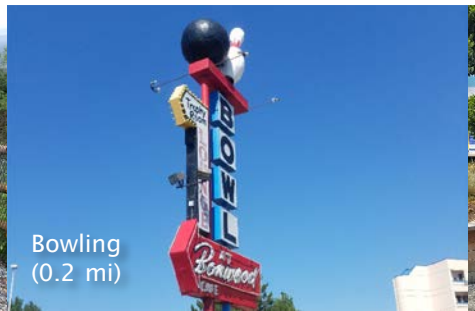


- No other HTRZ in the state includes access to all three light rail lines, streetcar, regional trail networks, and immediate access to Interstates 15 and 80 and SR-201.
- The Central Pointe TRAX Station connects transit riders to UTA's regionwide light rail and bus systems.
- The Parley's/S-Line trail will be improved throughout Downtown SSL and a new high-comfort bike line will traverse the site from north to south.
- Downtown SSL is uniquely poised to leverage the tremendous investments in infrastructure made in recent decades by UTA, UDOT, and local governments.

Downtown SSL: The Place to **PLAY**

South Salt Lake offers many opportunities for residents of Downtown SSL to relax, play, and have fun

We are focused on increasing recreation and leisure opportunities in Downtown SSL, including adding ground-floor dining and shopping opportunities to energize the street scene and creating one or more public parks in the HTRZ.



Local Recreation (Distance from HTRZ)

SECTION III: SSL HTRZ MEETS THE OBJECTIVES

A. *Promotes greater utilization of public transit.*

B. *Increases availability of housing, including affordable housing.*

C&D. *Improves water conservation and air quality improvements through efficient land use and reduced fuel consumption/motor vehicle trips.*

E. *Encourages transformative mixed-use development and collaborative investment in transit and transportation in strategic areas.*

F. *Maximizes planning and economic development tools to strengthen and grow major transit corridors.*

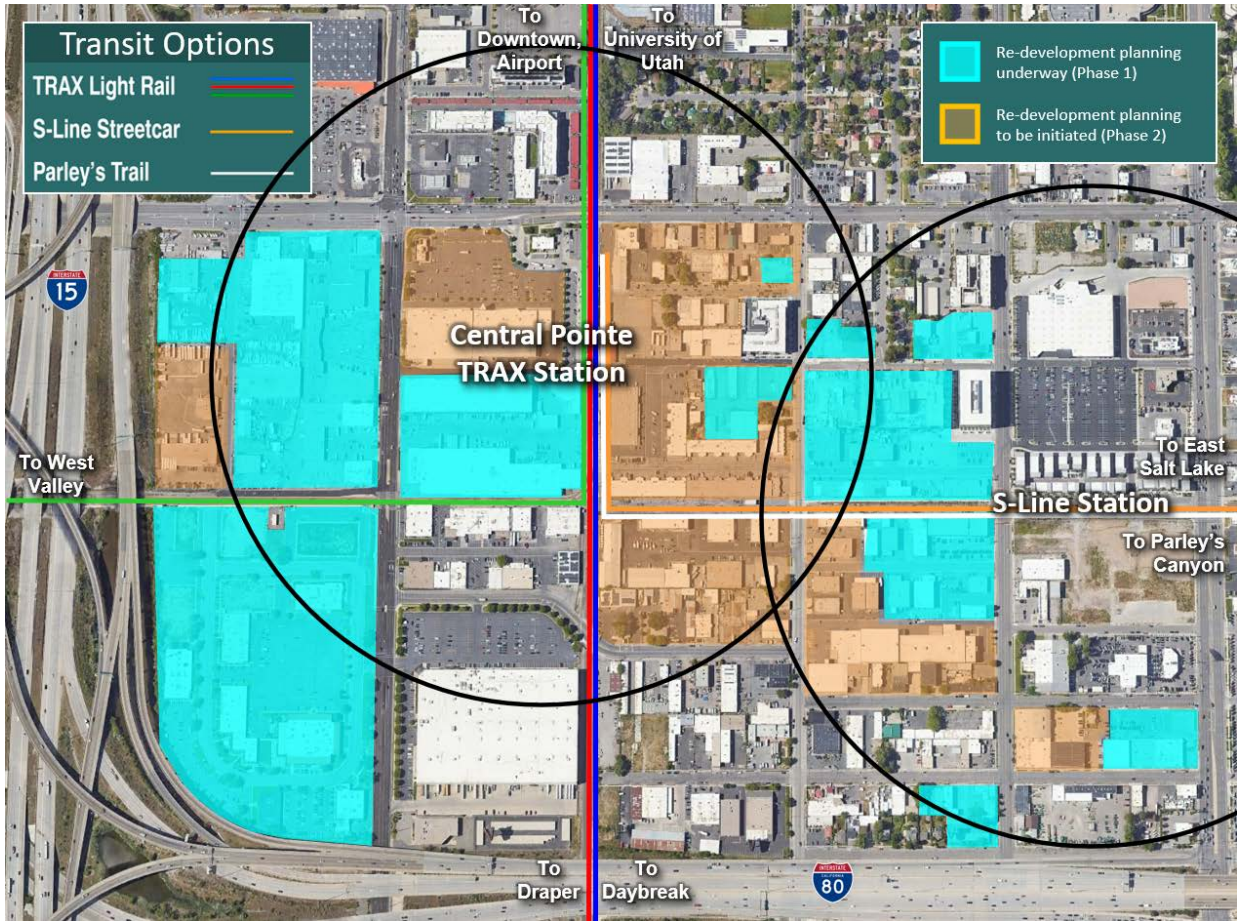
G&H. *Increases access to employment, education opportunities, and child care.*

HTRZ/Sales and Use Tax Boundary

South Salt Lake City is proposing the formation of an HTRZ area that includes 99.77 acres, as part of the master-planned 200-acre Downtown area. The HTRZ area is proposed to be located within 1/4-mile of the Central Pointe TRAX Station and S-Line Station. The HTRZ area includes both parcels with planned redevelopment and yet to be planned development.

The HTRZ area includes 195 parcels, which are detailed in the appendix. Parcels that are part of planned projects in which part of the project is within 1/4-mile of the stations have been included in the HTRZ.

The analysis to derive the initial funding gap (including the number of units and parking stalls) conservatively takes in only those parcels shaded in blue, which are furthest along in planning.



- *The City worked with the Governor's Office of Economic Opportunity (GOEO) to verify the viability of using two 1/4-mile radii from a TRAX and an S-Line Station within a single HTRZ application, rather than submitting two separate proposals simultaneously. GOEO confirmed this approach is allowed by Statute, so long as the total area included in the HTRZ does not exceed the 100-acre maximum. See the appendices for parcel numbers of properties in the proposed HTRZ.*
- *Areas in blue are currently in the city planning process for redevelopment. The areas in orange have been identified as redevelopment opportunities in a subsequent phase. This proposal contemplates using HTRZ funds within the black circles and all areas shaded blue and orange for "horizontal construction costs", "vertical construction costs", and "enhanced development costs" as defined in 63N-3-602, as such costs will directly benefit the HTRZ.*

A: Promotes Greater Utilization of Public Transit

Downtown SSL includes strategies for promoting and generating increased transit ridership and addressing first/last mile opportunities within the downtown area. Downtown SSL was visualized and designed for walkability and to provide unmatched access and mobility for all travelers. Two key strategies will promote greater utilization of public transit: 1) Downtown SSL-specific design standards, and 2) unparalleled access to transit options.

DOWNTOWN SSL DESIGN STANDARDS

The Downtown SSL Form-Based Code is the culmination of over a decade of discussion, planning, and design that started with visioning for a new mode of transit to serve the South Salt Lake downtown. With the S-Line Streetcar as its impetus, the plan was developed to promote transit-oriented development, as well as a walkable, urban development. Downtown SSL design standards include "complete streets" that encourage street-level urbanism, promote walking, support public transportation, and encourage use of streets as public space.

The Downtown SSL Design Standards include a "Station" subdistrict designed specifically to support transit-oriented development by focusing on uses that are most closely tied to transit – housing and jobs.

Design standards include an emphasis on walking, biking, and transit use. The Station subdistrict allows unlimited height and density near the Downtown SSL transit stations. The Downtown SSL

Promotes Greater Utilization of Public Transit Continued

Code also includes Transit Greenway Open Space that will include walking and biking paths (Parley's Trail) and other first/last mile solutions. These specific subdistrict design standards were created to optimize the opportunities found nowhere else in the state – the convergence of streetcar and all three TRAX lines at the Central Pointe Station within the HTRZ.

The Downtown SSL HTRZ was designed to promote real transportation choices that encourage residents, workers, and visitors to leave their cars at home.

UNPARALLELED ACCESS TO TRANSIT

As noted above, Downtown SSL is the only area in the state that includes access to the Streetcar and all three TRAX lines. This convergence provides unmatched connection to local and regional bus and rail services for Downtown SSL's residents, workers, and visitors. HTRZ funding will help make transit more available and convenient for thousands of potential riders.

The proposed 1,228-unit Intermountain Development within the HTRZ is less than 150 feet from the Central Pointe TRAX Station. The developers propose to incorporate a seamless integration of their building lobby and the Station. Residents will be able to access the region's entire public transit network within just steps of their homes.

All residential units within the HTRZ will be within a five-minute walk of a public transit station.

OBJECTIVE A OVERVIEW

Downtown SSL Design Standards

- Designed for walkability and to provide unmatched access to mobility.
- The Station Subdistrict allows for unlimited height and density
- Design standards emphasize walking, biking, and transit use throughout Downtown SSL.

Unparalleled Access to Transit

- Includes access to all three TRAX lines and S-Line Streetcar.
- Large portion of residential units less than 150 feet from HTRZ's transit stations.
- All residential units within 5-minute walk of transit station.

B: Increase Availability of Housing, Including Affordable Housing

All 5,125 planned residential units within the HTRZ will be located within a five-minute walk of a light rail station.

The HTRZ includes **51.37 units per acre** of high-density housing over the entire 99.77-acre area. **Currently, 44.24 acres in the HTRZ area are planned for development, with an average of 115 units per acre**. Once developed, the entire HTRZ area will likely have a similar density. In total, **89% of the HTRZ's planned developable square footage will be residential.**

According to the US Census, South Salt Lake's population is 26,777 persons living in 9,904 households, for an average household size of 2.70. The median income of South Salt Lake residents is $50,859, which is below the 60% Salt Lake City Metro HUD income level for a household of 3 persons ($55,320), allowing for an exemption from the affordable housing set-aside requirement.

While exempt from the affordable housing requirement, South Salt Lake understands that one of the key tenets of HTRZ areas is increasing affordable housing options. With the approval of HTRZ funding, **South Salt Lake is committed to restricting 12.5% of the units for households with a gross household income equal to or less than 80% AMI.**

A vital component of high-density development in Downtown SSL is structured parking. **HTRZ funding is needed to build parking infrastructure to enable the highest housing densities around the transit stations.**

OBJECTIVE B OVERVIEW

- 5,125 residential units.
- Currently, 44.24 acres of the HTRZ are planned, including 115 units per acre.
- Counting only planned units, the equates to 52.13 units per acre across entire HTRZ.
- While South Salt Lake is exempt from HTRZ housing requirement, City is still restricting 12.5% of units for affordable housing.
- Structured parking is required to enable highest residential densities around transit stations.

C & D: Improves Water Conservation Resources and Air Quality Improvements Through Efficient Land Use and Reduced Fuel Consumption/Motor Vehicle Trips

IMPROVES WATER CONSERVATION

The Downtown SSL landscape design standards include goals of 1) promoting prudent use of water and energy resources by maintaining sustainable, functional landscapes and 2) shading large expanses of pavement and reducing the urban heat island effect.

Additionally, the City has created a Landscape Handbook that assists with the implementation of the City's landscape requirements and includes various water conservation methods, including landscape design principles, irrigation considerations, and recommended water efficient plants.

The contemplated higher-density residential units will significantly reduce the amount of water needed to maintain landscaping when compared to low-density single- family housing.

AIR QUALITY IMPROVEMENTS

The structured parking design of the HTRZ will significantly reduce the large expanses of pavement seen in typical Utah urban developments. In turn, this helps reduce the urban heat island effect, decreasing air pollution levels and energy costs.

Studies* have shown that transit-oriented developments within a quarter-mile of transit stations reduce vehicle trips between 25-50%. As the Downtown SSL HTRZ includes direct access to all regional transit lines, it is reasonable to assume that it will be on the high end of transit-oriented vehicle trip reduction percentages. This decrease in vehicle trips will reduce the amount of carbon monoxide, hydrocarbons, and other harmful emissions; improving air quality, decreasing fuel consumption, and reducing the dilapidation of the region's highways and roads.

OBJECTIVES C & D OVERVIEW

- Water conservation design standards.
- Higher density = less landscape watering.
- Reduced emissions from pavement and vehicle trips.
- Transit access to all regional job centers.

Comparative case studies: trip and parking generation at Orenco Station TOD, Portland Region, and Station Park TOD, Salt Lake City Region.

E: Encourages Transformative Mixed-Use Development and Collaborative Investment in Transit and Transportation in Strategic Areas

Downtown SSL has a strong history in industrial, manufacturing, and commercial uses. While still perceived as an industrial zone, Downtown SSL, with the assistance of HTRZ funding, will be the state's first completely redeveloped transit-oriented development, as the funds will be used to transform this once industrial-focused area into a vibrant, creative, mixed-use City Center.

Downtown SSL has been identified as a key regional transit and transportation strategic area. In 2022, South Salt Lake was awarded a $100,000 Transportation and Land Use Connection grant to assist with the Central Pointe Station Area Plan, ensuring that the development and growth within Downtown SSL aligns with transit investments that have been made in the area. The station area plan will focus on the nexus of transit infrastructure, land uses, and connections to the available rider network. The end result will be a vision and implementation plan that the City and UTA will use to guide future decisions within this strategic area.

OBJECTIVE E OVERVIEW

- State's first completely redeveloped TOD.
- UTA/WFRC partnerships Downtown SSL recently received a $100,000 TLC grant for a Station Area Plan.

F: Strategic Land Use and Municipal Planning in Major Transit Investment Corridors

Downtown SSL is identified as an "Urban Center" in the Wasatch Front Regional Council's Wasatch Choice 2050 Plan. Urban centers are described as mid- to high-density, pedestrian, bicycle, and transit friendly, and mixed-use.

These centers boast diverse populations and extensive employment opportunities. Intermodal transportation options ensure that residents, workers, and visitors have convenient access to retail, recreation, and employment.

As outlined earlier in this section, the Downtown SSL area, with the assistance of HTRZ funding has been strategically planned by the City to capture the vision of a true Urban Center, as outlined in the Wasatch Choice 2050 Plan. Including high density, multi-modal transport friendly, diverse population, and access to extensive employment opportunities.

OBJECTIVE F OVERVIEW

- Downtown SSL is a strategic Urban Center in WFRC's Wasatch Choice 2050 Plan.
- Downtown SSL has been planned to capture the vision of a true Urban Center.

G & H: Increases Access to Employment, Educational Opportunities, and Child Care

The Central Pointe Station includes direct access to the University of Utah Campus via the TRAX Red Line. Additionally, with access to the Blue and Green Lines, residents within the HTRZ will have access to all of the other major Wasatch Front universities and colleges.

There will be numerous direct employment opportunities within the HTRZ, as the anticipated development includes over 268,000 square feet of office space and 125,000 square feet of commercial space. Using employee per square foot averages collected from CoreNet Global and other regional developments, the HTRZ development will create over **2,000 direct jobs.** This is in addition to the existing employment hub within the Downtown SSL area.

Additionally, access to all the region's light rail lines connects residents within the HTRZ to Salt Lake City's Central Business District, Silicon Slopes, and all other major regional employment hubs.

Childcare is an economic issue that has only increased since the pandemic. Lack of childcare opportunities results in program closures, higher childcare costs, and a reduction in available workforce.

In the 2022 Report "Untapped Potential: How Childcare Impacts Utah's Workforce Productivity and the State Economy," 307 parents were surveyed to gauge the current state of childcare in Utah. Results of the survey show that one of the top three primary reasons for selecting their childcare arrangement is proximity to their home, work, or school.

The Downtown SSL HTRZ will assist working parents with connecting them to additional childcare choices, especially for parents who rely on transit and other forms of public transportation.

OBJECTIVES G & H OVERVIEW

- Central Pointe Station includes direct access to the University of Utah and connections to all other regional universities and colleges.
- Over 2,000 direct jobs.
- Connection to region's main employment hubs.
- The HTRZ will increase childcare choices for working parents.

UTOPIA
UTAH

Comparison of Development Without HTRZ Approval

The following table shows a comparison of a typical market development vs. the planned HTRZ development. The first column outlines the market development, which would be reduced or altogether absent parking structures, as HTRZ funds are necessary to achieve the proposed density with supportive parking. The level of development is consistent with other non-incentivized development in the City and neighboring communities and assumes 30 units per acre (in aggregate) may be achieved, with its supportable commercial square footage. Many parcels likely would not be re-developed.

The next column represents the projected development intensity with HTRZ approval. **With HTRZ funds, the projected residential density triples and the commercial uses are nearly double** when compared to the market development. This equates to a **311% increase** in building assessed values, **increasing from $267.83 million to $1.10 billion.** Using 2022 certified tax rates, this equates to an **additional $9.28 million of annual property tax revenue for the taxing entities within the HTRZ.** Under the proposed HTRZ plan, residential land acreage represents 58% of the overall HTRZ acreage, with 89% of the developable square footage being residential.

With HTRZ funding, residential density triples & commercial uses nearly double.

Development	Market Plan	HTRZ Plan	Increase Over Market Plan
Multi-Family Units	1,235	5,125	3,890
of which Affordable	-	640	640
Office Square Feet	93,000	268,000	175,000
Retail Square Feet	25,135	64,564	39,429
Hotel Keys	-	130	130
Multi-Family Assessed Value	$237,950,882	$983,941,577	$745,990,694
Office Assessed Value	$24,220,239	$83,574,560	$59,354,320
Retail Assessed Value	$5,655,375	$14,526,900	$8,871,525
Hotel Assessed Value	-	$19,889,132	$19,889,132
Total Assessed Value	**$267,826,497**	**$1,101,932,168**	**$834,324,761**

Comparison of Market Rate Apartment Development

South Salt Lake is uniquely positioned as an intermediary market between downtown and suburban. Currently, South Salt Lake City lacks many Class A multi-family residential options. Per Costar data, the average rent for relatively new units is **$2.06 per square foot.** Interestingly, this is equal to the average of downtown rent per square foot and suburban rent per square foot published in CBRE's *The Greater Salt Lake Area Multifamily Market Report (Class A).*

Due to its proximity, east of I-15 and north of I-80, the most relevant comparison to South Salt Lake is downtown Salt Lake City. The average rent for relatively new projects similar to the South Salt Lake comps is **$2.54 per square foot**. This ~25% rent premium allows downtown Type III construction projects to be economically justifiable, whereas, the same project in South Salt Lake is not feasible without public assistance.

SSL rents would support Type V construction, but Type V is not feasible in the SSL HTRZ. First, the prevailing land cost is too high to facilitate Type V density. Second, Type V is not feasible due to fragmented land ownership, small parcels not suitable for Type V parking, and other infill characteristics of the area.

South Salt Lake Comps Source: Costar

Name	Address	Yr Built	Units	Unit Size	Rent / SF
Capitol Homes Apartments	1749 S State St	2021	93	612	$2.44
Strata99 Townhomes	99 E Central Pointe Pl	2019	95	1,074	$2.02
@2100 Apartments	1977 S 300 W	2020	82	710	$1.98
The Bowers Residences	55 W Utopia Ave	2023	236	745	$2.28
Wilmington Flats	1235 E Wilmington Ave	2015	105	873	$2.02
The Zeller	2255 S 300 E	2018	293	835	$2.16
2550 South Main	2550 S Main St	2013	112	1,012	$1.45
South Salt Lake Average by Unit Type				**Unit Size**	**Rent / SF**
Studio				478	$2.93
1 Bed				661	$2.35
2 Bed				1,051	$1.79
3 Bed				1,360	$1.90
South Salt Lake Average				**829**	**$2.06**

Downtown Comps

Name	Address	Yr Built	Units	Unit Size	Rent / SF
Lotus Republic	25 S 300 E	2023	80	519	$3.21
Post District Apartments	510 S 300 W	2022	580	807	$2.80
Skyhouse	308 North Temple	2018	240	803	$2.52
The Hardison	480 E South	2021	139	695	$3.03
Slate	915 Washington	2023	150	506	$3.01
The Olive	378 W 300 S	2022	120	711	$2.61
SevenO2 Main	702 S Main St	2022	239	671	$2.53
Skyhouse	308 North Temple	2018	240	803	$2.52
The Charli	828 S Richards	2021	91	686	$2.49
Camber Apartments	320 N 490 W	2023	422	1,005	$2.47
The Morton	245 S 200 E	2019	137	677	$2.40
Cottonwood on	325 E 300 S	2023	254	790	$2.40
Pierpont Apartments	315 W Pierpont	2019	87	714	$2.34
4th West Apartments	255 N 400 W	2017	493	869	$2.31
Harvest Apartments	588 N 300 W	2022	252	791	$2.27
Hardware Apartments	455 W 200 N	2018	453	1,024	$2.25
Block 44	380 S 400 East	2018	214	1,127	$2.08
Downtown Average					**$2.54**

SECTION V: DEVELOPMENT IMPEDIMENTS

HTRZ is Needed to Overcome Infill Costs

1. LAND AND DEMOLITION: For many years, the parcels around Central Pointe Station have supported industrial, warehouse, and other uses. These aging buildings are no longer the highest and best use for this land, which is ideally situated for transit-oriented development.

Despite not being the best use of the land, current landowners generate cash flow from these antiquated uses. For an existing owner to give up the annual cash flow, a developer seeking to create a high-density development must induce the landowner with a price attractive enough to relinquish both the land itself and the annual cash flow it generates. In South Salt Lake today, inducing a landowner to sell requires an average price of around $3-4 million per acre, depending on location and site-specific characteristics. A developer building in a suburban location typically does not have to pay a premium to this degree to overcome this barrier. Further, a developer is required to pay for demolition and removal costs associated with removing the existing use.

2. INFRASTRUCTURE: Infill development in older and lower-density areas requires upgrading existing infrastructure. For instance, the sewer system in this area is running at maximum capacity and is not capable of handling the demand generated by the high-density development envisioned by the City, and handling the density

articulated in the HTRZ objectives. The all-in cost to improve the sewer to service the HTRZ area is $31.65 million.

Infill development around Central Pointe also includes other redevelopment costs like burying power lines, environmental remediation, and public enhancements like sidewalks, parks, bike routes, trail improvements, public art, transit access upgrades, and roadway improvements.

3. OTHER INFILL RELATED COSTS: Additionally, the cost of staging construction materials, managing traffic flow, crane placement, and implementing safety precautions goes up significantly to build in this commercially active area. For example, construction will often occur in off-peak times to mitigate traffic impacts, which increases labor costs.

HTRZ is Needed to Overcome Hard Costs

4. HARD COST: Construction costs increase as density increases. Building material costs increase as different construction materials like concrete, steel, and elevators are required for taller, higher- density buildings. The complexity of mechanical, electrical, plumbing specifications and systems increase.

As discussed in the Market Analysis, South Salt Lake is uniquely positioned as an intermediary market between downtown and suburban. The cost of construction within the HTRZ are equivalent to downtown Salt Lake, but the rents are significantly lower, which creates an additional financing gap.

The rents supported by this market do not make up for these costs without the implementation of the HTRZ, together with all development impediments discussed herein.

Stories	Type IIIA – Podium
7	Wood Framing
6	Wood Framing
5	Wood Framing
4	Wood Framing
3	Wood Framing
2	Concrete Podium
1	Concrete Podium

Hard Cost Per Foot (excl Parking costs): $350-$450

HTRZ is Needed to Overcome Parking Costs

5. PARKING: To generate the density required to create a truly walkable, transit-oriented development, parking must transition from surface parking (typical in suburban markets) to podium structured parking (typical of new urban TOD).

Currently, **the HTRZ anticipates 6,336 structured parking stalls. Residential development is characterized by a parking ratio of 1.0 to 1.25 stalls per residential unit on average.** The relatively low ratio is, in part, a function of the City's allowance for a 20% parking requirement reduction to promote high-density development around Central Pointe and to encourage the utilization of public transit over private transportation.

To surface-park as many cars would take approximately 58 acres of land (excluding any buildings). This is equivalent to using up 46% of land in an HTRZ radius for parking instead of housing, as illustrated to the right. This approach is neither economically feasible due to land costs, nor practically feasible due to fragmented land ownership, nor would this advance the objectives of HTRZ.

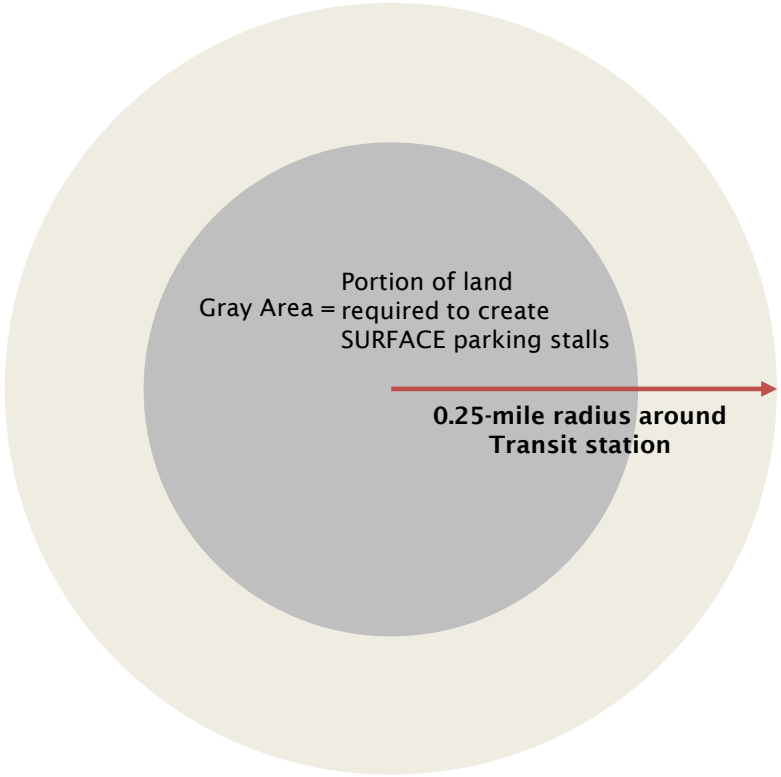


Illustration of Surface Parking Inefficiency in TOD Areas

HTRZ is Needed to Overcome Parking Costs

5. PARKING: To maximize density and walkability around Downtown SSL, development projects will be characterized by **structured parking,** typically within the footprint of the building.

The table below summarizes the cost differential between building a surface lot and structured parking in a concrete podium. Notably, the Downtown SSL area has a high water table, which necessitates the use of geo-piers for parking structures planned within the HTRZ, increasing the cost per structured stall to $45,000, which is $10,000-$15,000 higher per structured stall than found in other parts of the Salt Lake Metro area.

In total, **the cost differential** between surface parking and structured parking **within the HTRZ is $262,944,000.**[1] The rents supported by this market are insufficient to offset the higher cost of building Type IIIA structured parking needed to meet the planned density. But for the HTRZ funding to offset these costs, creating a high-density zone typified by structured parking will be infeasible.

Parking Type	Cost Per Stall			Total Cost		Surface Cost vs. Structured
	Low	High	Midpoint	Total Stalls	Total Cost	
Market Cost (Surface)	3,000	4,000	3,500	6,336	22,176,000	-
Structured in South Salt Lake	40,000	50,000	45,000		285,120,000	262,944,000

Note 1: The number of stalls and total cost in this analysis excludes land areas in the to-be-designed Phase 2. Including these parcels increases the total difference in parking cost by up to ~50%.

HTRZ is Needed to Overcome Affordable Housing Loss in Values

6. AFFORDABLE HOUSING: The following analysis summarizes the loss in value from subsidizing rents to meet the HTRZ 80% AMI affordable housing requirement. As discussed previously, while South Salt Lake is exempt from the affordability requirement, the City is committed to subsidizing 12.5% of the residential units at 80% AMI or below. The annual loss amount in the table below is used to calculate the loss in market value on a per unit basis for a **hypothetical 31 units** (12.5% of a typical 250-unit project) and the **per unit reimbursement** needed to allow the project to move forward.

Loss per Unit from Subsidized Rent

Assumption	Value
Weighted Average Affordable Rent	$1,530
Blended Market Rate	$1,702
Loss Rent $ Unit/mo.	-$172.00
Affordable Units	31
Annual Loss Total	($63,984)

Loss In Value from Subsidized Rents

Cap Rate	Market NOI	Value	12.5% Affordable NOI	Value	Variance Above/(Below) Market	Loss Per Unit
4.50%	$3,930,350	$87,341,111	$3,866,366	$85,919,244	($1,421,867)	($45,867)
4.75%	$3,930,350	$82,744,211	$3,866,366	$81,397,179	($1,347,032)	($43,453)
5.00%	$3,930,350	$78,607,000	$3,866,366	$77,327,320	($1,279,680)	($41,280)

Reimbursement per Affordable Unit: **$41,300**

SECTION VI: PROPOSED HTRZ BUDGET

Projected HTRZ Funds

TAX INCREMENT REVENUES

New development within the HTRZ is anticipated to begin in fall of 2023 - spring of 2024. The development within the HTRZ will generate significant additional property tax revenue above what is currently generated within the HTRZ. It is projected that property tax increment (TIF) generation could begin as early as 2025. It is anticipated that 2022 will be the base year value for both TIF and Sales Tax generation within the HTRZ. As outlined in 63N-3-603, the TIF collection period is for 15 years on each parcel within a 30-year period.

- 2022 Base Year Value - Property Tax: **$193,190,009**.
- Over the 30-year TIF collection period, the HTRZ will generate **$412.63 million in incremental property tax**. It is anticipated that **$179.28 million (80%) of the TIF will go towards funding the HTRZ** and $233.35 million will go to the taxing entities. This is in addition to the $64.51 million of of Base Year Taxes generated during the 30-year period.
- After the HTRZ TIF collection period, the taxing entities will receive **$15.22 million of annual property tax revenue**, a **411% increase in the annual tax increment generated by the Market Plan**.

PROPERTY TAX INCREMENT GENERATION

Taxing Entity	2022 Tax Rates	30-Year Tax Increment	80% Increment to HTRZ (15 Yr/Parcel)	Balance to Taxing Entities	Annual Property Tax Revenue After HTRZ
Salt Lake County	0.001459	$54,090,768	$23,501,099	$30,589,668	$1,997,853
Salt Lake County Library	0.000386	$14,310,512	$6,217,563	$8,092,949	$528,562
Granite School District	0.006311	$233,973,156	$101,655,544	$132,317,612	$8,641,845
South Salt Lake City	0.002565	$95,094,461	$41,316,189	$53,778,272	$3,512,333
South Salt Lake Valley Mosquito Abatement District	0.000009	$333,665	$144,969	$188,696	$12,324
Central Utah Water Conservancy District	0.000400	$14,829,546	$6,443,070	$8,386,475	$547,732
Total	**0.011130**	**$412,632,107**	**$179,278,435**	**$233,353,671**	**$15,240,648**

Projected HTRZ Funds

TTIF SALES TAX REVENUES

As outlined in 63N-3-610, one year after the HTRZ is established, the tax commission shall, at least annually, transfer an amount equal to 15% of the state's sales and use tax increment within the HTRZ into the Transit Transportation Investment Fund (TTIF) to be used to fund transit transportation projects throughout the state. While TTIF projects within HTRZ areas are prioritized, the full amount of TTIF Funds generated by the HTRZ will not likely be fully reinvested in the HTRZ.

- 2022 Sales Tax Base Year: TBD by Utah State Tax Commission
- Over the 30-year incremental sales tax collection period, the HTRZ will generate **$67.82 million in incremental state sales tax,** 15% of which, or **$10.17 million will be transferred to the TTIF fund**.

SALES TAX INCREMENT GENERATION

Assumptions	Annual Average	30-Year Total
Commercial Sales per Square Foot	$425.00	
Commercial Square Feet	64,564	
Hotel Rooms	130	
ADR	$155.00	
Occupancy Rate	60%	
Annual Growth	2.50%	
Utah Sales Tax Rate	4.85%	
Gross Taxable Sales	$46,613,768	$1,398,413,048
State Sales Tax Revenue	$2,260,768	$67,823,033
TTIF Revenue (15%)	**$339,115**	**$10,173,455**

Proposed Development Plan

Vertical development within the HTRZ is anticipated to begin in late 2023 or early 2024, with a completion date of 2028.

The currently planned development will include the following:

- **5,125 multi-family units, of which 640 are affordable**
- **268,000 square feet of office space**
- **64,564 square feet of commercial space**
- **130-room hotel**

DEVELOPMENT PLAN ABSORPTION SCHEDULE

Development Type	Total Units/Sq. Ft.	Start Date	End Date
Multi-Family Residential	5,125 Units	2023	2028
Office	268,000 Sq. Ft.	2024	2028
Commercial	64,564 Sq. Ft.	2024	2028
Hotel	130 Rooms	2024	2026

If all aspects outlined above are constructed, the HTRZ produces an estimated **$1.02 billion of new taxable assessed value.** The 64,546 square feet of commercial space will be ground floor retail within the multi-family development and is included in the valuation of the multi-family units.

DEVELOPMENT PLAN ABSORPTION SCHEDULE

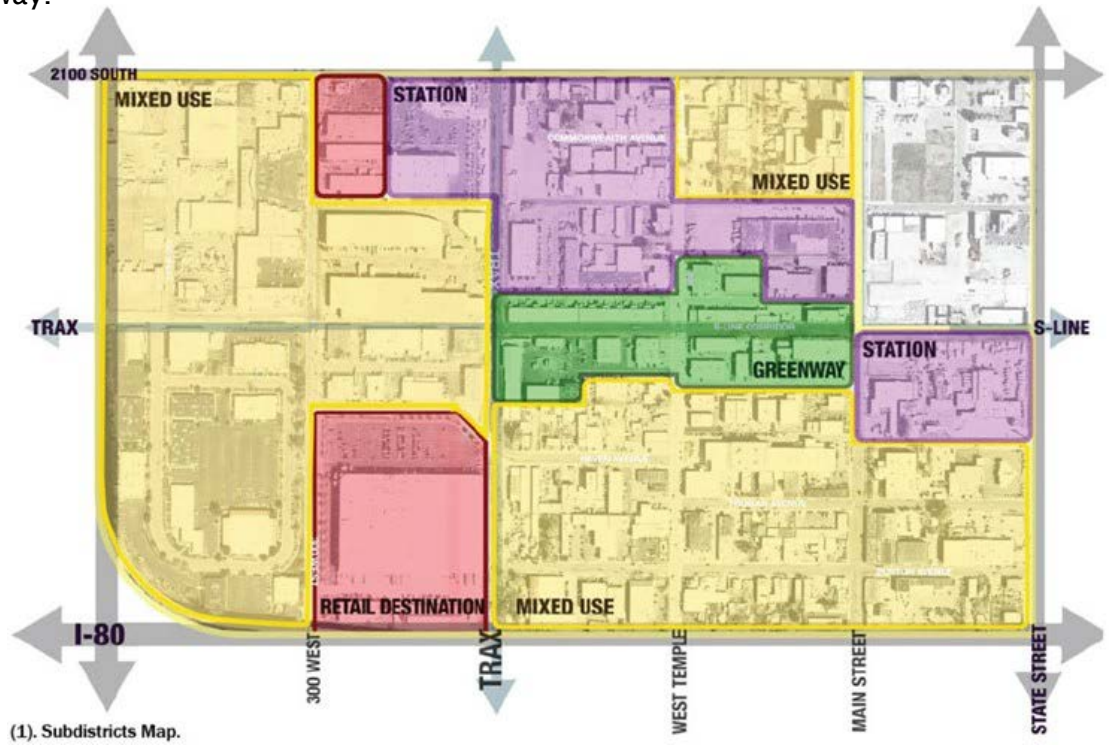
Development Type	Total Units/Sq. Ft.	Value per Unit/Sq. Ft.	Total Assessed Value
Multi-Family Residential	5,125 Units	$350,314	$1,795,359,989
Office	268,000 Sq. Ft.	$260.43	$69,795,959
Commercial[1]	64,564 Sq. Ft.	Combined with Multi-Family	Combined with Multi-Family
Hotel	130 Rooms	$130,076	$16,909,933
Incremental Land Value			$21,626,672
Personal Property Values			$14,195,251
Primary Residential Exemption			(815,955,635)
2022 Building Values			($86,766,281)
Total Taxable Value			**$1,015,165,888**

Note: These tables depict the assessed values of the HTRZ areas currently in design. It is conservatively estimated that 33% of the undesigned acreage will be developed over the life of the HTRZ. This developed will add $354.16 million in assessed value. The future development will be obligated to meet the requirements outlined in 63N-3-603(2).

Specific Transportation Infrastructure Needs and Proposed Improvements

Over the last 10 years the City has partnered with UTA, UDOT, real estate developers, and other stakeholders to construct various infrastructure improvements to enhance the ability of potential riders to access the public transit station. One example is the Parley's Trail and S-Line Greenway.

The Downtown SSL Masterplan is divided into four subdistricts, including the Station and Greenway subdistricts. These are the two subdistricts that surround the transit stations within Downtown SSL. These two subdistricts will require significant investment in parking, transportation, trail connectivity, linear parks and green space, community gathering spaces, and other infrastructure improvements.



(1). Subdistricts Map.

The Central Pointe Station will require significant improvements to be highly functional and to support transit-oriented development. Additionally, transportation infrastructure projects include Parley's Trail improvements, designated bike lanes, and other first/last mile upgrades.

Other Financing Sources

The City and other stakeholders are committed to investing in Downtown SSL. In 2022, a group of landowners seeking to advance redevelopment efforts within the Downtown and East Streetcar zones consented to pay **$31.65 million in for sewer infrastructure improvements** needed for any future increase in density within Downtown SSL. In collaboration with the City, the landowners financed this cost through a Public Infrastructure District (PID).

In addition to the Downtown PID, the HTRZ is within the Census Tract 1115 Opportunity Zone (OZ), which will spur private investment in the Downtown SSL through federal tax incentives. Historically, a significant portion of the land within the Downtown SSL area had industrial uses and to date, many of the redevelopment projects have required environmental remediation. As remediation is needed on future development within the HTRZ, the City will work with Salt Lake County and the EPA on finding other financing sources for remediation efforts.

The approval of HTRZ funding in Downtown SSL will facilitate the leveraging of the other public financing mechanisms and large private investment to amplify the effects of the public investments. Combining these various financing sources will allow Downtown SSL to meet the requirements and objectives outlined in 63N-3-603 and this proposal.

SECTION VII: DEVELOPMENT PRO FORMA

The proforma shows that bringing this antiquated zone up to market standard requires public assistance to be viable and induce development around these critical transit stops

SSL Cost Impediments Include:

Rent per sqft in SSL is 25%+ lower than downtown submarket

SOUTH SALT LAKE HTRZ

Type	Units	% Mix	Unit Sq.	Rentable Sq. Feet	Asking Rent $ Unit/mo.	Asking Rent $ PSF/mo.	Annual
Studio	40	16%	478	19,132	1,401	2.93	672,672
One Bed	100	40%	661	66,137	1,554	2.35	1,865,076
Two Bed	100	40%	1,051	105,088	1,881	1.79	2,257,291
Three	10	4%	1,360	13,600	2,584	1.90	310,080
TOTAL	**250**	**100%**	**816**	**203,957**	**1,702**	**2.09**	**$5,105,119**

BASE YEAR STABILIZED CASH FLOW			
	Rent		5,105,119
	Ancillary Income	300	900,000
Less:	Vacancy - Overall	6.5%	(390,333)
EFFECTIVE RENTAL INCOME			5,614,786
Less:	Operating Expenses (% of ERI)	26.0%	(1,459,844)
	Management Fees (% of ERI)	3.0%	(168,444)
	Reserves (% of ERI)	1.0%	(56,148)
TOTAL EXPENSES & RESERVES		30.0%	(1,684,436)
NET OPERATING INCOME			$3,930,350
	Construction Interest		(3,773,528)
Construction Cash Flow			156,822
	Long-Term Debt Service		(3,321,761)
Long-Term Cash Flow			608,589

PROJECT MARKET VALUE		
Market Value - Multifamily	5.08%	77,369,100
Market Value - Other	-	-
TOTAL MARKET VALUE	5.08%	$77,369,100

FINANCING		
CONSTRUCTION LOAN		$53,907,543
Interest Rate		7.00%
Annual Construction Interest	12 Mos.	3,773,528
Loan-to-Value		70%
Loan-to-Cost		50%
PERM LOAN		$51,063,606
Loan-to-Value (LTV)		66%
Interest Rate		5.00%
Amortization Period		30
Annual Debt Service		3,321,761
Debt Yield / Loan Constant	7.7% /	6.5%
Debt Service Coverage Ratio (DSCR)		1.18

Building Cost $ per RSF					INCOME
C&S	Finish	FF&E	\ Total	in $	% COST
275.00	20.00	10.00	$305.00	$62,206,951	8.2%

COST SUMMARY				
TOTAL BUILDING COSTS			62,206,951	57.7%
Demo and Site Prep		$10/ GSF	1,089,000	1.0%
Amenities			1,000,000	0.9%
Parking	290 Stalls	45,000	13,050,000	12.1%
Infrastructure Upszing and Enhancement			3,100,000	2.9%
Contingency (5.00%)			4,022,298	3.7%
TOTAL CONSTRUCTION COSTS			84,468,249	78.3%
LAND PURCHASE	108,900 SF		7,500,000	7.0%
TOTAL LAND & CONSTRUCTION			91,968,249	85.3%
OTHER COSTS				
Architects & Engineers (3.50% of TCC)			2,956,389	2.7%
Legal & Misc. (1.00% of TCC)			844,682	0.8%
City Permits & Fees (3.00% of TCC)			2,534,047	2.4%
Development Overhead (5.00% of TCC)			4,223,412	3.9%
Leasing / Marketing			553,361	0.5%
Constr. Loan & Costs (1.00% of Constr. Loan)			539,075	0.5%
Construction Interest			3,773,528	3.5%
Other Contingency			422,341	0.4%
Total Other Costs			15,846,837	14.7%
TOTAL COSTS			$107,815,085	100.0%

INVESTMENT ANALYSIS		
TOTAL MARKET VALUE		$77,369,100
TOTAL PROJECT COSTS		107,815,085
PROFIT ON SALE (BEFORE ASSISTANCE)	1.50% (sales costs)	-$31,606,522
PUBLIC ASSISTANCE	146,000 Per Unit	36,500,000
ADJUSTED PROJECT COST		71,315,085
PROFIT ON SALE (WITH ASSISTANCE)		**4,893,478**
OTHER INVESTMENT METRICS		
Construction Loan		$53,907,543
Net Capital Requirement- Construction		17,407,543
Net Capital Requirement - Long Term		20,251,479
Yield-On-Cost (Incl. Land)		5.5%
Yield/Cap Rate Spread		0.4%

SSL Cost Impediments Include:

1. Cost to build Type IIIA vs Type V
2. Demo required for redevelopment
3. Increased cost to build structured parking in SSL
4. Contribution to upgrading infrastructure and amenities
5. Increased land costs for owners to relinquish existing buildings generating cashflow

**At the requested level of assistance, economics are still challenged relative to Type V and Type III developments feasible in surrounding submarkets. See appendix D for summary of data sources.*

Projected Total Gap for the HTRZ

Development Impediment Impact (structured parking, construction cost, upgrading infrastructure, and land cost)

Total Units in HTRZ	5,125
X TIF Incentive per Unit	$146,000
= Min. Amount of TIF for Development	$748,250,000

Affordable Housing Development Impediment Impact

Total Units in HTRZ	5,125
% Affordable	12.5%
Affordable Units	640
X TIF Incentive per Unit	$41,300
= Min. Amount of TIF for Subsidizing Rent	$26,432,000

Combined Total Initial Gap *	**$774,682,000**
HTRZ Budget **	$176,983,123
Remaining GAP to be Funded by Non-HTRZ Sources	($597,698,877)

* The $598 million initial gap includes the current development in design (blue-shaded parcels). Conservatively estimating that 33% of the to-be-designed acreage (orange-shaded parcels on map) will be developed over the life of the HTRZ would add 1,700 residential units, increasing the gap.

** Proposal seeks 80% tax-increment capture


ONE
BURTON


UTOPIA

APPENDIX A: HTRZ Parcels

Parcel ID	Owner	Acreage
15-24-204-005	INTERMOUNTAIN CENTRE 1 LLC	7.48
15-24-127-011	LC FREEWAY GZ II	2.28
15-24-127-012	FREEWAY GZ II, LC	0.9
15-24-127-013	LC FREEWAY GZ II	1.63
15-24-127-014	LC FREEWAY GZ II	0.99
15-24-201-018	LC FREEWAY GZ II	0.54
15-24-201-019	LC FREEWAY GZ II	0.6
15-24-201-021	LC FREEWAY GZ II	0.87
15-24-201-020	LC FREEWAY GZ II	1.29
15-24-201-022	LC FREEWAY GZ II	1.36
15-24-201-023	LC FREEWAY GZ II	2.48
15-24-126-002	LC FREEWAY GZ II	1.8
15-24-201-017	UTAH TRANSIT AUTHORITY	0.07
15-24-251-006	UTAH TRANSIT AUTHORITY	0.01
15-24-251-005-4001	300 WEST OWNER LLC	0.24
15-24-251-005-4002	NORTH 300 WEST LLC	0.16
15-24-251-002	NORTH 300 WEST LLC	0.84
15-24-251-003	NORTH 300 WEST LLC	0.83
15-24-176-006	NORTH 300 WEST LLC	1.29
15-24-177-010	NORTH 300 WEST LLC	3.37
15-24-178-001	NORTH 300 WEST LLC	1.69
15-24-178-002	NORTH 300 WEST LLC	0.72
15-24-178-004	NORTH 300 WEST LLC	1.12
15-24-252-001	NORTH 300 WEST LLC	0.78
15-24-252-006	NORTH 300 WEST LLC	0.34
15-24-252-004	NORTH 300 WEST LLC	0.69
15-24-252-005	NORTH 300 WEST LLC	0.33
15-24-252-007	NORTH 300 WEST LLC	0.03
15-24-252-003	NORTH 300 WEST LLC	0.03
15-24-254-006	G&C PROPERTIES LLC	0.57
15-24-254-019	250 CROSSROADS LLC	1.39
15-24-254-021	PAZOS ENTERPRISES, LLC	0.66

Parcel ID	Owner	Acreage
15-24-254-013	BLANCHAT & CO LLC	0.39
15-24-254-017	S.G. REAL ESTATE LLC	0.46
15-24-254-016	STANISLAW, RALPH M; TR ETAL	0.29
15-24-254-023	265 CROSSROADS, LLC	0.29
15-24-254-022	CLL COMMERCIAL REAL ESTATE, LLC	0.57
15-24-227-036	COMMONWEALTH PARTNERS, LLC	1.3
15-24-227-002	COMMONWEALTH PARTNERS, LLC	0.12
15-24-227-003	SAM AND HILARY WILSON, LLC	0.12
15-24-227-004	SAM AND HILARY WILSON, LLC	0.12
15-24-227-005	COMMONWEALTH GROUP PROPERTIES, LL	0.12
15-24-227-031	298 ALABAMA, LLC	0.24
15-24-227-008	153 WEST HOLDINGS, LLC	0.12
15-24-227-009	153 WEST HOLDINGS, LLC	0.06
15-24-227-010	153 WEST HOLDINGS, LLC	0.06
15-24-227-011	GREAT PYRENEES PROPERTIES LLC	0.12
15-24-227-012	WAVE PRODUCTS INC	0.12
15-24-227-022	DISCOUNT MUFFLER AND PERFORMANCE I	0.21
15-24-227-023	STEVEN G BRINGS; PHILIP S MCDONALD	0.14
15-24-227-024	LD INVESTMENTS, LLC	0.12
15-24-227-025	LD INVESTMENTS, LLC	0.1
15-24-227-027	JAMES D NELSON	0.09
15-24-227-026	PEG'S TRUST 08/12/2020	0.08
15-24-227-028	BDR PROPERTY HOLDINGS LLC	0.57
15-24-227-017	RCJ HOLDINGS, LLC	0.2
15-24-227-016	SAM AND HILARY WILSON, LLC	0.13
15-24-227-015	COMMONWEALTH PARTNERS, LLC	0.06
15-24-227-014	COMMONWEALTH PARTNERS, LLC	0.06
15-24-227-013	COMMONWEALTH PARTNERS, LLC	0.09
15-24-227-037	UTOPIA WEALTH, LLC	0.12
15-24-228-041	CENTRAL POINT HOLDINGS, LLC	0.05
15-24-228-003	UNCOMMONWEALTH, LLC	0.13
15-24-228-022	UNCOMMONWEALTH, LLC	0.14

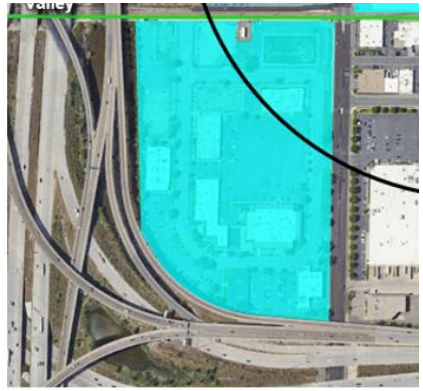
Parcel ID	Owner	Acreage
15-24-254-013	BLANCHAT & CO LLC	0.39
15-24-254-017	S.G. REAL ESTATE LLC	0.46
15-24-254-016	STANISLAW, RALPH M; TR ETAL	0.29
15-24-254-023	265 CROSSROADS, LLC	0.29
15-24-254-022	CLL COMMERCIAL REAL ESTATE, LLC	0.57
15-24-227-036	COMMONWEALTH PARTNERS, LLC	1.3
15-24-227-002	COMMONWEALTH PARTNERS, LLC	0.12
15-24-227-003	SAM AND HILARY WILSON, LLC	0.12
15-24-227-004	SAM AND HILARY WILSON, LLC	0.12
15-24-227-005	COMMONWEALTH GROUP PROPERTIES, LL	0.12
15-24-227-031	298 ALABAMA, LLC	0.24
15-24-227-008	153 WEST HOLDINGS, LLC	0.12
15-24-227-009	153 WEST HOLDINGS, LLC	0.06
15-24-227-010	153 WEST HOLDINGS, LLC	0.06
15-24-227-011	GREAT PYRENEES PROPERTIES LLC	0.12
15-24-227-012	WAVE PRODUCTS INC	0.12
15-24-227-022	DISCOUNT MUFFLER AND PERFORMANCE I	0.21
15-24-227-023	STEVEN G BRINGS; PHILIP S MCDONALD	0.14
15-24-227-024	LD INVESTMENTS, LLC	0.12
15-24-227-025	LD INVESTMENTS, LLC	0.1
15-24-227-027	JAMES D NELSON	0.09
15-24-227-026	PEG'S TRUST 08/12/2020	0.08
15-24-227-028	BDR PROPERTY HOLDINGS LLC	0.57
15-24-227-017	RCJ HOLDINGS, LLC	0.2
15-24-227-016	SAM AND HILARY WILSON, LLC	0.13
15-24-227-015	COMMONWEALTH PARTNERS, LLC	0.06
15-24-227-014	COMMONWEALTH PARTNERS, LLC	0.06
15-24-227-013	COMMONWEALTH PARTNERS, LLC	0.09
15-24-227-037	UTOPIA WEALTH, LLC	0.12
15-24-228-041	CENTRAL POINT HOLDINGS, LLC	0.05
15-24-228-003	UNCOMMONWEALTH, LLC	0.13
15-24-228-022	UNCOMMONWEALTH, LLC	0.14

Parcel ID	Owner	Acreage
15-24-228-023	125 GROUP, LLC	0.27
15-24-228-024	151 W COMMONWEALTH AVE LLC	0.14
15-24-228-025	151 W COMMONWEALTH AVE LLC	0.14
15-24-228-026	SECOND ANNA STEVENSON FAMILY, LLC	0.14
15-24-228-038	SECOND ANNA STEVENSON FAMILY, LLC	0.01
15-24-228-039	SECOND ANNA STEVENSON FAMILY, LLC	0.2
15-24-228-029	SECOND ANNA STEVENSON FAMILY, LLC	0.2
15-24-228-028	CALL HOME INVESTMENTS, LLC	0.41
15-24-228-011	UNCOMMONWEALTH, LLC	0.13
15-24-228-010	CENTRAL POINT HOLDINGS, LLC	0.25
15-24-228-001	CENTRAL POINT HOLDINGS, LLC	0.21
15-24-228-037	UTOPIA WEALTH, LLC	0.06
15-24-230-015	RESID, TRST	1.67
15-24-230-016	RESID, TRST	2.1
15-24-229-014	MILNER. WILLIAM & JACQUELINE	0.16
15-24-229-004	BRC ADG QOZB 1 JV, LLC	0.26
15-24-229-010	BRC ADG QOZB 1 JV, LLC	0.08
15-24-229-011	BRC ADG QOZB 1 JV, LLC	0.08
15-24-229-009	BRC ADG QOZB 1 JV, LLC	0.16
15-24-229-006	BRC ADG QOZB 1 JV, LLC	0.18
15-24-229-007	BRC ADG QOZB 1 JV, LLC	0.19
15-24-229-015	RDB ASSOCIATES LC	0.23
15-24-230-003	BRC ADG QOZB 1 JV, LLC	0.29
15-24-230-004	BRC ADG QOZB 1 JV, LLC	0.29
15-24-230-006	LYNN O FREEMAN	0.19
15-24-230-007	BRINKERHOFF, ALLAN T	0.25
15-24-230-008	BRINKERHOFF, ALLAN T	1.61
15-24-276-028	CRUS OIL, INC	0.81
15-24-276-029	CRUS PROPERTY 1, LLC	0.32
15-24-276-030	CRUS OIL, INC	1.23
15-24-276-022	CRUS DEVELOPMENT, LLC	0.67
15-24-276-023	TORONTO LAND & DEVELOPMENT COMPA	0.61

Parcel ID	Owner	Acreage
15-24-276-019	CRUS OIL, INC	0.13
15-24-276-021	ROBERTS LAND, LLC	0.4
15-24-276-020	ARCH ENTERPRISES LC	0.72
15-24-276-025	WASATCH MANAGEMENT ASSOCIATES, LLC	1.01
15-24-276-026	HAVEN AVE LLC	0.24
15-24-276-007	R FLINN LLC	0.24
15-24-276-008	R FLINN LLC	0.24
15-24-276-009	AM I 140 WEST HAVEN, LLC	0.43
15-24-276-010	DELVIES INVESTMENT	0.52
15-24-276-017	MITCHELL FAMILY PROPERTIES LC	0.17
15-24-276-018	TWINKEL LLC	0.3
15-24-276-014	VINA, ANTHONY	0.15
15-24-276-013	VINA, ANTHONY	0.16
15-24-280-002	JEFFREY P RICHARDS	0.37
15-24-280-001	MBI 1, LLC	0.29
15-24-279-009	TEMPLE VENTURES LLC	0.47
15-24-279-008	HIVESPACE LLC	0.45
15-24-280-022	GB 2270-2280 S MAIN ST, LLC	0.37
15-24-280-023	GB 2270-2280 S MAIN ST, LLC	0.45
15-24-280-006	UFI LLC	0.48
15-24-280-007	J&B BUCHI PROPERTIES, LLC	0.48
15-24-279-010	CALIFORNIA BANGERTER OFFICE, LLC	0.3
15-24-279-004	CALIFORNIA BANGERTER OFFICE, LLC	0.42
15-24-279-005	CALIFORNIA BANGERTER OFFICE, LLC	0.34
15-24-279-007	CALIFORNIA BANGERTER OFFICE, LLC	0.54
15-24-279-006	CALIFORNIA BANGERTER OFFICE, LLC	0.53
15-24-237-003	PG INVESTMENTS 2, L.C.	0.85
15-24-237-004	PG INVESTMENTS 2, L.C.	0.47
15-24-236-002	L.C. PG INVESTMENTS 2	0.51
15-24-236-003	PG INVESTMENTS 2, L.C.	0.6
15-24-236-009	PG INVESTMENTS 2, L.C.	0.96
15-24-236-006	PG INVESTMENTS 2, L.C.	0.83

Parcel ID	Owner	Acreage
15-24-239-001	SOUTH CITY CONDOMINIUMS HOA	2.15
15-24-239-002	SSLC MULTIFAMILY-PARKING	0.01
15-24-239-003	SSLC MULTIFAMILY-PARKING	0.01
15-24-239-004	SSLC OFFICE 1, LLC	0.01
15-24-239-005	SSLC OFFICE 1, LLC	0.01
15-24-239-006	SSLC OFFICE 1, LLC	0.01
15-24-239-007	SSLC MULTIFAMILY-PARKING	0.01
15-24-239-008	SSLC MULTIFAMILY-PARKING	0.01
15-24-233-021	LD INVESTMENTS, LLC	0.21
15-24-233-013	LD INVESTMENTS, LLC	0.23
15-24-233-019	UTOPIA PROPERTIES QOZB, LLC	0.22
15-24-233-018	UTOPIA PROPERTIES QOZB, LLC	0.11
15-24-234-021	PANAMA PARTNERS WEST, LLC	0.17
15-24-234-020	PANAMA PARTNERS WEST, LLC	0.16
15-24-235-012	PANAMA PARTNERS WEST, LLC	0.17
15-24-235-011	PANAMA PARTNERS WEST, LLC	0.16
15-24-235-010	PANAMA PARTNERS WEST, LLC	0.08
15-24-235-009	PANAMA PARTNERS WEST, LLC	0.08
15-24-235-008	PANAMA PARTNERS WEST, LLC	0.12
16-19-153-010	EDISON WAY LLC	0.45
16-19-153-007	EDISON WAY LLC	0.59
16-19-153-006	EDISON WAY LLC	0.13
16-19-153-005	EDISON WAY LLC	0.19
16-19-153-004	EDISON WAY LLC	0.13
16-19-153-009	EDISON WAY LLC	0.13
16-19-153-008	EDISON WAY LLC	0.13
16-19-153-003	2345 S MAIN BUILDING LLC	0.13
16-19-153-002	DEVENPORT, DAN DEVENPORT, JOE	0.13
16-19-153-001	2345 S MAIN BUILDING LLC	1.5
15-24-282-013	BURTON AND MAIN STREET LLC	0.23
15-24-282-028	BURTON AND MAIN STREET LLC	0.25
15-24-282-010	BURTON AND MAIN STREET LLC	0.13

Parcel ID	Owner	Acreage
15-24-282-009	BURTON AND MAIN STREET LLC	0.13
15-24-282-029	BURTON AND MAIN STREET LLC	0.05
15-24-282-022	BURTON AND MAIN STREET LLC	0.2
15-24-282-025	BURTON AND MAIN STREET LLC	0.08
15-24-282-024	BURTON AND MAIN STREET LLC	0.08
15-24-282-023	BURTON AND MAIN STREET LLC	0.08
15-24-280-005	TURNKEY PROPERTIES, LLC	0.52
15-24-280-021	ALLERGY RESEARCH GROUP, LLC	1.43
15-24-280-020	ALLERGY RESEARCH GROUP, LLC	0.56
15-24-280-018	ALLERGY RESEARCH GROUP, LLC	0.82
15-24-280-004	ALLERGY RESEARCH GROUP, LLC	0.63
15-24-280-008	PAB INVESTMENTS LLC	0.35
15-24-280-009	ALLERGY RESEARCH GROUP, LLC	0.13
15-24-280-010	CRESSIDA, LLC	0.25
15-24-280-013	CULP CONSTRUCTION COMPANY	0.47
16-19-154-001	SUNBELT RENTALS, INC	0.22
16-19-154-007	NEIGHBORHOOD RENEWAL LLC	0.08
16-19-154-008	SUNBELT RENTALS, INC	0.13
16-19-154-016	SUNBELT RENTALS, INC	0.25
16-19-154-002	SUNBELT RENTALS, INC	0.13
16-19-154-003	SUNBELT RENTALS, INC	0.13
16-19-154-004	SUNBELT RENTALS, INC	1.27
16-19-154-005	BLACK MOUNTAIN INVESTMENTS LLC	0.13
16-19-154-006	STAPLES, RICHARD E & JUDITH F	0.13
16-19-154-011	BLACK MOUNTAIN INVESTMENTS LLC	0.13
16-19-154-012	STAPLES, RICHARD E & JUDITH F	0.13
16-19-154-013	STAPLES, RICHARD E & JUDITH F	0.27
16-19-154-017	PARTS LC	0.12
16-19-154-018	PARTS LC	0.28
15-24-126-003	MIDWEST MOTOR EXPRESS, INC	3.41
15-24-203-007	MNG INTERPOINTE LLC	0.97
15-24-203-013	MNG INTERPOINTE LLC	0.52
15-24-203-014	MNG INTERPOINTE LLC	0.1
15-24-203-011	MNG INTERPOINTE LLC	2.29
15-24-203-015	MNG INTERPOINTE LLC	3.12
TOTAL		**99.77**



As discussed with GOEO prior to submittal, the above-shaded area (know as Time Square) is made up of several parcels all of which have been aggregated by the same ownership group for redevelopment as a cohesive project. The existing uses and parcel delineations will be modified from their current status. All future parcel boundaries, pursuant to updated plats, will be bisected by the HTRZ boundary. This re-platting process, occurring in phases, has been initiated between the developer and the city.

APPENDIX B: Absorption Schedule

	2024	2025	2026	2027	2028	Total (2023-2028)
Residential (units)	634	1,791	1,344	679	679	5,125
Office (sqft)	18,000	150,000	-	50,000	50,000	268,000
Hotel (keys)	-	130	-	-	-	130

APPENDIX C: Property Tax Budget – Financing Schedule

	Payment Year	2026	2027	2028	2029	2030	2031	2032	2033
INCREMENTAL PROPERTY TAX ANALYSIS:	**Tax Year**	***2025***	***2026***	***2027***	***2028***	***2029***	***2030***	***2031***	***2032***
Cumulative Taxable Value	**Year**	***Year 1***	***Year 2***	***Year 3***	***Year 4***	***Year 5***	***Year 6***	***Year 7***	***Year 8***
Residential		272,909,879	734,074,205	734,074,205	998,468,477	998,468,477	998,468,477	998,468,477	998,468,477
Office		51,751,721	51,751,721	51,751,721	83,574,560	83,574,560	83,574,560	83,574,560	83,574,560
Hotel		19,889,132	19,889,132	19,889,132	19,889,132	19,889,132	19,889,132	19,889,132	19,889,132
To be Planned Development		-	-	-	35,416,458	70,832,916	106,249,374	141,665,832	177,082,290
Current Property Value		193,190,009	193,190,009	193,190,009	193,190,009	193,190,009	193,190,009	193,190,009	193,190,009
(Less 2022 Building Valuations)		(86,766,281)	(86,766,281)	(86,766,281)	(86,766,281)	(86,766,281)	(86,766,281)	(86,766,281)	(86,766,281)
(Less Base Year Value)		(193,190,009)	(193,190,009)	(193,190,009)	(193,190,009)	(193,190,009)	(193,190,009)	(193,190,009)	(193,190,009)
TOTAL INCREMENTAL VALUE:		**257,784,451**	**718,948,777**	**718,948,777**	**1,050,582,346**	**1,085,998,804**	**1,121,415,262**	**1,156,831,720**	**1,192,248,178**
CDA PROJECT AREA BUDGET	**Payment Year**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**
Sources of Funds:	**Tax Year**	***2025***	***2026***	***2027***	***2028***	***2029***	***2030***	***2031***	***2032***
INCREMENTAL TAX RATE & ANALYSIS	2022								
Salt Lake County	0.001459	376,108	1,048,946	1,048,946	1,532,800	1,584,472	1,636,145	1,687,817	1,739,490
Salt Lake County Library	0.000386	99,505	277,514	277,514	405,525	419,196	432,866	446,537	460,208
Granite School District	0.006311	1,626,878	4,537,286	4,537,286	6,630,225	6,853,738	7,077,252	7,300,765	7,524,278
South Salt Lake City	0.002565	661,217	1,844,104	1,844,104	2,694,744	2,785,587	2,876,430	2,967,273	3,058,117
South Salt Lake Valley Mosquito Abatement District	0.000009	2,320	6,471	6,471	9,455	9,774	10,093	10,411	10,730
Central Utah Water Conservancy District	0.000400	103,114	287,580	287,580	420,233	434,400	448,566	462,733	476,899
Totals:	0.011130	2,869,141	8,001,900	8,001,900	11,692,982	12,087,167	12,481,352	12,875,537	13,269,722
Property Tax Increment for Budget									
Salt Lake County		300,886	839,157	839,157	1,226,240	1,267,578	1,308,916	1,350,254	1,391,592
Salt Lake County Library		79,604	222,011	222,011	324,420	335,356	346,293	357,230	368,166
Granite School District		1,301,502	3,629,829	3,629,829	5,304,180	5,482,991	5,661,801	5,840,612	6,019,423
South Salt Lake City		528,974	1,475,283	1,475,283	2,155,795	2,228,470	2,301,144	2,373,819	2,446,493
South Salt Lake Valley Mosquito Abatement District		1,856	5,176	5,176	7,564	7,819	8,074	8,329	8,584
Central Utah Water Conservancy District		82,491	230,064	230,064	336,186	347,520	358,853	370,186	381,519
Total Property Tax Increment for Budget:		**2,295,313**	**6,401,520**	**6,401,520**	**9,354,385**	**9,669,733**	**9,985,081**	**10,300,430**	**10,615,778**
Uses of Tax Increment Funds		2026	2027	2028	2029	2030	2031	2032	2033
HTRZ Allowable Costs		2,295,313	6,401,520	6,401,520	9,354,385	9,669,733	9,985,081	10,300,430	10,615,778
Total:		**2,295,313**	**6,401,520**	**6,401,520**	**9,354,385**	**9,669,733**	**9,985,081**	**10,300,430**	**10,615,778**

2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045
2033	*2034*	*2035*	*2036*	*2037*	*2038*	*2039*	*2040*	*2041*	*2042*	*2043*	*2044*
Year 9	*Year 10*	*Year 11*	*Year 12*	*Year 13*	*Year 14*	*Year 15*	*Year 16*	*Year 17*	*Year 18*	*Year 19*	*Year 20*
998,468,477	998,468,477	998,468,477	998,468,477	998,468,477	998,468,477	998,468,477	998,468,477	998,468,477	998,468,477	998,468,477	998,468,477
83,574,560	83,574,560	83,574,560	83,574,560	83,574,560	83,574,560	83,574,560	83,574,560	83,574,560	83,574,560	83,574,560	83,574,560
19,889,132	19,889,132	19,889,132	19,889,132	19,889,132	19,889,132	19,889,132	19,889,132	19,889,132	19,889,132	19,889,132	19,889,132
212,498,748	247,915,206	283,331,664	318,748,122	354,164,580	354,164,580	354,164,580	354,164,580	354,164,580	354,164,580	354,164,580	354,164,580
193,190,009	193,190,009	193,190,009	193,190,009	193,190,009	193,190,009	193,190,009	193,190,009	193,190,009	193,190,009	193,190,009	193,190,009
(86,766,281)	(86,766,281)	(86,766,281)	(86,766,281)	(86,766,281)	(86,766,281)	(86,766,281)	(86,766,281)	(86,766,281)	(86,766,281)	(86,766,281)	(86,766,281)
(193,190,009)	(193,190,009)	(193,190,009)	(193,190,009)	(193,190,009)	(193,190,009)	(193,190,009)	(193,190,009)	(193,190,009)	(193,190,009)	(193,190,009)	(193,190,009)
1,227,664,636	**1,263,081,094**	**1,298,497,552**	**1,333,914,010**	**1,369,330,468**	**1,369,330,468**	**1,369,330,468**	**1,369,330,468**	**1,369,330,468**	**1,369,330,468**	**1,369,330,468**	**1,369,330,468**

2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045
2033	*2034*	*2035*	*2036*	*2037*	*2038*	*2039*	*2040*	*2041*	*2042*	*2043*	*2044*
1,791,163	1,842,835	1,894,508	1,946,181	1,997,853	1,997,853	1,997,853	1,997,853	1,997,853	1,997,853	1,997,853	1,997,853
473,879	487,549	501,220	514,891	528,562	528,562	528,562	528,562	528,562	528,562	528,562	528,562
7,747,792	7,971,305	8,194,818	8,418,331	8,641,845	8,641,845	8,641,845	8,641,845	8,641,845	8,641,845	8,641,845	8,641,845
3,148,960	3,239,803	3,330,646	3,421,489	3,512,333	3,512,333	3,512,333	3,512,333	3,512,333	3,512,333	3,512,333	3,512,333
11,049	11,368	11,686	12,005	12,324	12,324	12,324	12,324	12,324	12,324	12,324	12,324
491,066	505,232	519,399	533,566	547,732	547,732	547,732	547,732	547,732	547,732	547,732	547,732
13,663,907	14,058,093	14,452,278	14,846,463	15,240,648	15,240,648	15,240,648	15,240,648	15,240,648	15,240,648	15,240,648	15,240,648

1,432,930	1,474,268	1,515,606	1,556,944	1,598,283	1,598,283	1,598,283	1,196,123	657,852	657,852	353,230	311,892
379,103	390,039	400,976	411,913	422,849	422,849	422,849	316,452	174,044	174,044	93,452	82,516
6,198,233	6,377,044	6,555,854	6,734,665	6,913,476	6,913,476	6,913,476	5,173,908	2,845,581	2,845,581	1,527,918	1,349,108
2,519,168	2,591,842	2,664,517	2,737,192	2,809,866	2,809,866	2,809,866	2,102,848	1,156,539	1,156,539	620,997	548,322
8,839	9,094	9,349	9,604	9,859	9,859	9,859	7,378	4,058	4,058	2,179	1,924
392,853	404,186	415,519	426,852	438,186	438,186	438,186	327,930	180,357	180,357	96,842	85,508
10,931,126	**11,246,474**	**11,561,822**	**11,877,170**	**12,192,518**	**12,192,518**	**12,192,518**	**9,124,639**	**5,018,432**	**5,018,432**	**2,694,618**	**2,379,269**

2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045
10,931,126	11,246,474	11,561,822	11,877,170	12,192,518	12,192,518	12,192,518	9,124,639	5,018,432	5,018,432	2,694,618	2,379,269
10,931,126	**11,246,474**	**11,561,822**	**11,877,170**	**12,192,518**	**12,192,518**	**12,192,518**	**9,124,639**	**5,018,432**	**5,018,432**	**2,694,618**	**2,379,269**

2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	
2045	*2046*	*2047*	*2048*	*2049*	*2050*	*2051*	*2052*	*2053*	*2054*	
Year 21	*Year 22*	*Year 23*	*Year 24*	*Year 25*	*Year 26*	*Year 27*	*Year 28*	*Year 29*	*Year 30*	
998,468,477	998,468,477	998,468,477	998,468,477	998,468,477	998,468,477	998,468,477	998,468,477	998,468,477	998,468,477	
83,574,560	83,574,560	83,574,560	83,574,560	83,574,560	83,574,560	83,574,560	83,574,560	83,574,560	83,574,560	
19,889,132	19,889,132	19,889,132	19,889,132	19,889,132	19,889,132	19,889,132	19,889,132	19,889,132	19,889,132	
354,164,580	354,164,580	354,164,580	354,164,580	354,164,580	354,164,580	354,164,580	354,164,580	354,164,580	354,164,580	
193,190,009	193,190,009	193,190,009	193,190,009	193,190,009	193,190,009	193,190,009	193,190,009	193,190,009	193,190,009	
(86,766,281)	(86,766,281)	(86,766,281)	(86,766,281)	(86,766,281)	(86,766,281)	(86,766,281)	(86,766,281)	(86,766,281)	(86,766,281)	
(193,190,009)	(193,190,009)	(193,190,009)	(193,190,009)	(193,190,009)	(193,190,009)	(193,190,009)	(193,190,009)	(193,190,009)	(193,190,009)	
1,369,330,468	**1,369,330,468**	**1,369,330,468**	**1,369,330,468**	**1,369,330,468**	**1,369,330,468**	**1,369,330,468**	**1,369,330,468**	**1,369,330,468**	**1,369,330,468**	

2046	2047	2048	2049	2050	2051	2052	2053	2054	2055		
2045	*2046*	*2047*	*2048*	*2049*	*2050*	*2051*	*2052*	*2053*	*2054*		
										TOTALS	**NPV**
1,997,853	1,997,853	1,997,853	1,997,853	1,997,853	1,997,853	1,997,853	1,997,853	1,997,853	1,997,853	54,090,768	29,469,785
528,562	528,562	528,562	528,562	528,562	528,562	528,562	528,562	528,562	528,562	14,310,512	7,796,667
8,641,845	8,641,845	8,641,845	8,641,845	8,641,845	8,641,845	8,641,845	8,641,845	8,641,845	8,641,845	233,973,156	127,473,483
3,512,333	3,512,333	3,512,333	3,512,333	3,512,333	3,512,333	3,512,333	3,512,333	3,512,333	3,512,333	95,094,461	51,809,457
12,324	12,324	12,324	12,324	12,324	12,324	12,324	12,324	12,324	12,324	333,665	181,788
547,732	547,732	547,732	547,732	547,732	547,732	547,732	547,732	547,732	547,732	14,829,546	8,079,448
15,240,648	15,240,648	15,240,648	15,240,648	15,240,648	15,240,648	15,240,648	15,240,648	15,240,648	15,240,648	412,632,107	224,810,627
										TOTALS	**NPV**
270,554	229,215	187,877	146,539	105,201	63,863	22,525	-	-	-	23,501,099	15,738,827
71,579	60,642	49,706	38,769	27,833	16,896	5,959	-	-	-	6,217,563	4,163,939
1,170,297	991,487	812,676	633,865	455,055	276,244	97,433	-	-	-	101,655,544	68,079,328
475,648	402,973	330,298	257,624	184,949	112,275	39,600	-	-	-	41,316,189	27,669,700
1,669	1,414	1,159	904	649	394	139	-	-	-	144,969	97,087
74,175	62,842	51,509	40,175	28,842	17,509	6,175	-	-	-	6,443,070	4,314,963
2,063,921	**1,748,573**	**1,433,225**	**1,117,877**	**802,529**	**487,181**	**171,832**	**-**	**-**	**-**	**179,278,435**	**120,063,845**

2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	Totals	NPV
2,063,921	1,748,573	1,433,225	1,117,877	802,529	487,181	171,832	-	-	-	179,278,435	120,063,845
2,063,921	**1,748,573**	**1,433,225**	**1,117,877**	**802,529**	**487,181**	**171,832**	**-**	**-**	**-**	**179,278,435**	**120,063,845**

Data Sources for SSL Pro forma

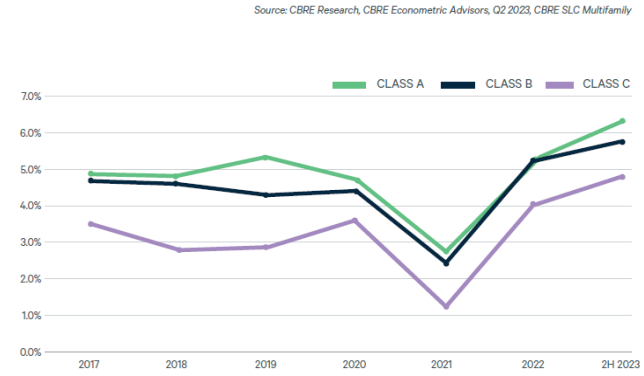
Rents Unit sizes and rents derived from Costar (see page 28)

Vacancy CBRE Multifamily Market Report Mid-Year 2023 (see Right)

Note: The 6.5% vacancy is a conservative assumption for the purposes of this proposal. Costar data reports SSL submarket vacancy at 8.9% with a forecast future run-rate vacancy at ~8.0%

GREATER SALT LAKE VACANCY RATES

The Greater Salt Lake Area experienced a sharper increase in vacancy since 2021 compared to the U.S. market, suggesting the rapid increase in supply provided greater optionality for renters.



Cap Rate 5.08%, Average cap rate as reported in Colliers Utah Multifamily Market Update, Fall 2023

Note 1: Downtown typically enjoys a cap rate spread 20-70 bps lower relative to South Salt Lake. (See average Downtown cap rate at far right, per Costar)

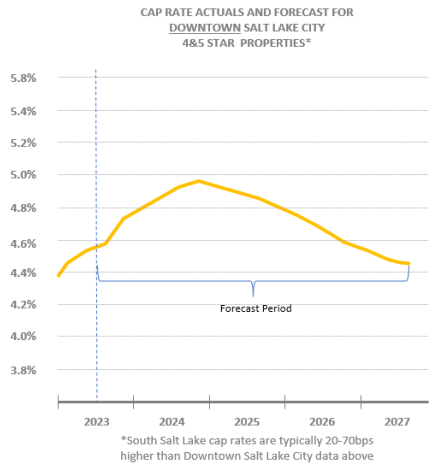
Note 2: Costar expects cap rates to rise in coming years. No decline from today's cap rate is anticipated in the foreseeable future

Costs Interviews with multiple developers and contractors.

Colliers
(Salt Lake Metro)

	H1 2023
Total Transactions	24
Average Cap Rate	5.08%

Costar
(Downtown Class A*)



While reasonable market return and profitability thresholds have recently been established by Zion's Bank, for reference is the pro forma and return for a developer developing in downtown Salt Lake City. Assumes no public assistance.

DOWNTOWN (Many of the Same Development Impediments, but Higher Rents than SSL)

Type	Units	% Mix	Unit Sq.	Rentable Sq. Feet	Asking Rent $ Unit/mo.	Asking Rent $ PSF/mo.	Annual
Studio	40	16%	478	19,132	1,710	3.57	820,660
One Bed	100	40%	661	66,137	1,896	2.87	2,275,393
Two Bed	100	40%	1,051	105,088	2,295	2.18	2,753,895
Three	10	4%	1,360	13,600	3,152	2.32	378,298
TOTAL	**250**	**100%**	**816**	**203,957**	**2,076**	**2.54**	**$6,228,245**

Building Cost $ per RSF C&S	Finish	FF&E	\ Total	in $	INCOME % COST
275.00	20.0	10.0	**$305**	62,206,951	**10.0%**

BASE YEAR STABILIZED CASH FLOW			
	Rent		6,228,245
	Ancillary Income	400	1,200,000
Less:	Vacancy - Overall	5.0%	(371,412)
EFFECTIVE RENTAL INCOME			7,056,833
Less:	Operating Expenses (% of ERI)	26.0%	(1,834,777)
	Management Fees (% of ERI)	3.0%	(211,705)
	Reserves (% of ERI)	1.0%	(70,568)
TOTAL EXPENSES & RESERVES		30.0%	(2,117,050)
NET OPERATING INCOME			$4,939,783
	Construction Interest		(3,606,415)
Construction Cash Flow			1,333,368
	Long-Term Debt Service		(4,712,986)
Long-Term Cash Flow			226,797

PROJECT MARKET VALUE		
Market Value - Multifamily	4.50%	109,772,954
Market Value - Other	-	-
TOTAL MARKET VALUE	**4.50%**	**$109,772,954**

FINANCING		
CONSTRUCTION LOAN		$51,520,218
Interest Rate		7.00%
Annual Construction Interest	12 Mos.	3,606,415
Loan-to-Value		47%
Loan-to-Cost		50%
PERM LOAN		$72,450,150
Loan-to-Value (LTV)		66%
Interest Rate		5.00%
Amortization Period		30
Annual Debt Service		4,712,986
Debt Yield / Loan Constant	6.8% /	6.5%
Debt Service Coverage Ratio (DSCR)		1.05

COST SUMMARY				
TOTAL BUILDING COSTS			62,206,951	60.4%
Demo and Site Prep		$10/ GSF	1,089,000	1.1%
Amenities			1,000,000	1.0%
Parking	290 Stalls	45,000	13,050,000	12.7%
Infrastructure Enhancement			250,000	0.2%
Site Contingency (5.00%)			3,879,798	3.8%
TOTAL CONSTRUCTION COSTS			81,475,749	79.1%
LAND PURCHASE	108,900 SF		7,500,000	7.3%
TOTAL LAND & CONSTRUCTION			88,975,749	86.4%
OTHER COSTS				
Architects & Engineers (3.50% of TCC)			2,851,651	2.8%
Legal & Misc. (1.00% of TCC)			814,757	0.8%
City Permits & Fees (3.00% of TCC)			2,444,272	2.4%
Development Overhead (5.00% of TCC)			4,073,787	4.0%
Leasing / Marketing			553,361	0.5%
Constr. Loan & Costs (1.00% of Constr. Loan)			515,202	0.5%
Construction Interest			2,404,277	2.3%
Other Contingency			407,379	0.4%
Total Other Costs			14,064,687	13.6%
TOTAL COSTS			$103,040,436	100.0%

INVESTMENT ANALYSIS		
TOTAL PROJECT COSTS		103,040,436
ADJUSTED PROJECT COSTS		$103,040,436
PROFIT ON SALE (NO ASSISTANCE) *	1.50% (sales costs)	**$5,085,924**
OTHER INVESTMENT METRICS		
Construction Loan		51,520,218
NET CAPITAL REQUIREMENT- Construction		51,520,218
NET CAPITAL REQUIREMENT - Long term		30,590,286
YIELD-ON-COST (incl. Land)		4.8%
YIELD/CAP RATE SPREAD		0.29%

** Analysis illustrates challenged economics, suggesting that many projects proposed downtown will no longer be economically justifiable, particularly with cap rates expected to increase, unless such projects warrant public assistance.*

While reasonable market return and profitability thresholds have recently been established by Zion's Bank, for reference is a pro forma and return for a developer developing at 30 du/ac (typical of neighboring suburban markets which are not subject to the impediments found in South Salt Lake). Assumes no public assistance.

SUBURBAN (Development Imediments found in SSL HTRZ Are Not Applicable)

Type	Units	% Mix	Unit Sq.	Rentable Sq. Feet	Asking Rent $ Unit/mo.	Asking Rent $	Annual
Junior 1	40	17%	574	22,967	1,148	2.00	551,208
One Bed	100	33%	777	77,666	1,437	1.85	1,724,179
Two	100	14%	1,040	104,011	1,820	1.75	2,184,228
Three	10	2%	1,462	14,624	2,267	1.55	272,001
TOTA	**250**	**65%**	**523**	**219,267**	**960**	**1.83**	**$4,731,617**

Building Cost $ per RSF C&S	Finish	FF&E	\ Total	in $	INCOME % COST
185.00	15.0	10.0	**$210**	46,046,137	**10.3%**

BASE YEAR STABILIZED CASH FLOW			
Rent			4,731,617
Ancillary Income		300	900,000
Less: Vacancy - Overall		6.5%	(366,055)
EFFECTIVE RENTAL INCOME			5,265,562
Less: Operating Expenses (% of ERI)		26.0%	(1,369,046)
Management Fees (% of ERI)		3.0%	(157,967)
Reserves (% of ERI)		1.0%	(52,656)
TOTAL EXPENSES & RESERVES		30.0%	(1,579,668)
NET OPERATING INCOME			$3,685,893
Construction Interest			(2,174,823)
Construction Cash Flow			1,511,071
Long-Term Debt Service			(2,831,960)
Long-Term Cash Flow			853,933

PROJECT MARKET VALUE			
Market Value - Multifamily		5.08%	72,556,952
Market Value - Other		-	
TOTAL MARKET VALUE	Blend -------	**5.08%**	**$72,556,952**

FINANCING			
CONSTRUCTION LOAN			$31,068,894
Interest Rate			7.00%
Annual Construction Interest	12 Mos.		2,174,823
Loan-to-Value			43%
Loan-to-Cost			50%
PERM LOAN			$43,534,171
Loan-to-Value (LTV)			60%
Interest Rate			5.00%
Amortization Period			30
Annual Debt Service			2,831,960
Debt Yield / Loan Constant		8.5% /	6.5%
Debt Service Coverage Ratio (DSCR)			1.30

COST SUMMARY				% TOTAL COSTS
TOTAL BUILDING COSTS			46,046,137	74.1%
Demo and Site Prep		$0/ GSF	0	0.0%
Amenities			1,000,000	1.6%
Parking	290 Stalls	3,200	928,000	1.5%
Off-Sites / Infrastructure			1,000,000	1.6%
Site Contingency (5.00%)			96,400	0.2%
TOTAL CONSTRUCTION COSTS			**49,070,537**	**79.0%**
LAND PURCHASE *		363,000 SF	4,374,150	7.0%
TOTAL LAND & CONSTRUCTION			53,444,687	86.0%
OTHER COSTS				
Architects & Engineers (3.50% of TCC)			1,717,469	2.8%
Legal & Misc. (1.00% of TCC)			490,705	0.8%
City Permits & Fees (3.00% of TCC)			1,472,116	2.4%
Development Overhead (5.00% of TCC)			2,453,527	3.9%
Leasing / Marketing			553,361	0.9%
Constr. Loan & Costs (1.00% of Constr. Loan)			310,689	0.5%
Construction Interest			1,449,882	2.3%
Other Contingency			245,353	0.4%
Total Other Costs			8,693,102	14.0%
TOTAL COSTS			**$62,137,789**	**100.0%**

INVESTMENT ANALYSIS		
TOTAL PROJECT COSTS		62,137,789
ADJUSTED PROJECT COSTS		$62,137,789
PROFIT ON SALE	1.50% (sales costs)	**$9,330,809**
OTHER INVESTMENT METRICS		
Construction Loan		31,068,894
NET CAPITAL REQUIREMENT- Construction		31,068,894
NET CAPITAL REQUIREMENT - Long term		18,603,618
YIELD-ON-COST (incl. Land)		5.9%
YIELD/CAP RATE SPREAD		0.85%

** Developing at this density in SSL would require a material shift in market land values. No developer, equity partner, or lender could or would aggregate 8.33 acres of land in SSL at a price $25-$33MM ($3-4MM per acre) to achieve 30 du/ac. Doing so makes the above proforma economically unjustifiable and falls outside of the scope of HTRZ public assistance and City's vision.*

5/31/2023 UTA's Central Pointe Meeting with SLC & Design Workshop

- **Plan**
    - Focused on transit supportive land use (pedestrian circulation is a small component - avoiding rehashing 300 W since that has just been done)
    - Using social pinpoint through June
    - Open House & Online Survey in August
    - Seeking adoption in the fall of 2023
- **Context**
    - Lots of development pressure from 1000 S to 2100 S, from W Temple to I15, really focused on 1700 S to 2100 S
    - High growth (likely due to new MF buildings)
    - Lower income area with fewer families and higher median age
    - Higher diversity index scores in this area than in SLC overall
    - Perception of lower ridership/use despite it being one of the highest ridership locations in the system
    - Major transfer point from:
        - S line to trax lines
        - To Airport
        - Frontrunner to Murray to Red/Blue to Central Pointe for Green
    - What amenities are most needed at transfer stations?
    - Likely needs double the bus service to accommodate future ridership
        - Would need to take away parking to do that
        - Likely a new 300 W line running every 15 minutes
    - Lots of "jay" walking: need more crosswalks, need platform on south side too
    - Platform feels narrow and isn't covered from the elements
    - Bus shelters there need to be revamped - want to make it more inviting and dignified
        - Revamping process will be different for "railside" amenities versus "bus loop side" amenities
    - High magnitude station - link to communities outside of SLC - plus lots more bus coming
        - Infrastructure will need to support this!
    - Micromobility in the area
        - 10 greenbikes (classic) and their parking spots
        - Transit Signal Priority Planning for route 21
            - Will be equipped in phase 3 - 2025-2027
        - Ethan Ray could speak more about e-scooters etc.
    - Better pedestrian connections needed along the east corridor by the new developments
    - Split (side) platform instead of center platform?
        - Landowners interested in this, and should help with access & safety
        - Would make a south side transit plaza on the east better too!
    - Train goes through that crossing every 2.5 minutes! (mostly n-s)

    - 5,000 more units in the next 5 years or so - all centrally located in the Downtown SSL area around Central Pointe
        - Mostly apartments - no density or height restrictions - mostly 5-6 stories with podiums - all in construction or planning phase
    - UTA really cares about ensure safety for pedestrians: separation from pedestrians & rail
    - UTA starting an ambassador program to work with folks experiencing homelessness
    - Can pull data about incidents in the area on UTA property (transit police)
    - A great location for locating affordable housing units - need to be careful not to displace & gentrify
    - (Lack of) east-west street connectivity is a barrier - overcoming industrial land use challenges
    - Address a railside trail in the TechLink study? Trail more likely to happen if developers grant easements

- **Engagement**
    - UTA is happy to support engagement with ridership - Samantha Aramburu is contact person


A
BOWLIN
SUZUKI
HONDA
SPEED LIMIT 35

APPENDICES

The appendices include comprehensive material from the planning process, analysis, and used methodologies complementing the Life on State Implementation Plan.

INSIDE THE APPENDIX:

APPENDIX I: OUTREACH SUMMARY

Public outreach and engagement were critical to the planning process and to shaping the tools and implementation strategies outlined in this plan. A plan that reflects the community's input, and their needs and desires for the future is an important part of building momentum and support for future change on State Street.

The following Appendix describes the outreach process in greater detail, and provides a more complete summary of findings and results from outreach activities.

Public Workshops

- **129 attendees**
- 3 interactive activities
- 20 workshop maps
- 100 State Street cross sections

Live Polling + Public Survey

- **983 participants**

Pop-up Meetings

- Liberty Park Farmers Market
- Pioneer Park Farmers Market
- World Refugee Day

Stakeholder Meetings

- Developer & Property Owners
- Business Owners
- Housing Authority of Salt Lake City
- City Council members
- City & County Employees

Community Meetings

- State Street Coalition
- Ballpark Community Council
- Liberty Wells Community Council
- Downtown Community Council
- Downtown Merchants' Association
- Downtown Safety & Maintenance Committee
- SLC Accessibility Council
- South Salt Lake Chamber of Commerce
- Youth Outreach at Woodrow Wilson Elementary

PUBLIC WORKSHOP

A public workshop was held in February 2017 to share project progress and gather ideas from residents, stakeholders and the wider Salt Lake community. 129 attendees participated in the interactive workshop, taking part in a live polling activity and two hands-on exercises that offered participants an opportunity to grapple with trade-offs and contribute ideas to the planning process.

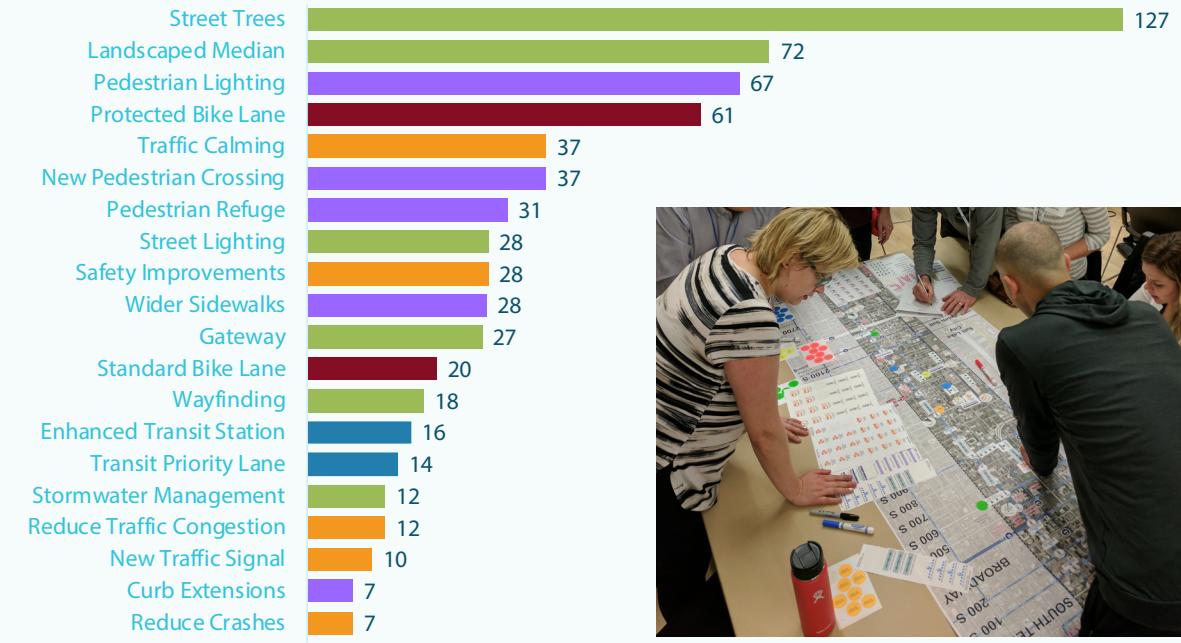
The **Live Polling Activity** revealed that a majority of participants ranged in age from 20-49, and 85% indicated it was their first time participating in a planning event about the State Street corridor. Workshop participants had a wide mix of connections to the area, ranging from living, working or going to school in the corridor, owning property or a business, and visiting the area for shopping and entertainment. The questions asked of workshop participants were opened to the broader Salt Lake community through an online survey, the responses of which were combined with the polling results. A summary of these combined results can be found on the following page.

In the **Life on State Mapping Exercise**, workshop participants stated their priorities for the location of new housing and businesses, community centers and services, and infrastructure upgrades along the State Street corridor. They did so by placing "game pieces", or stickers, on a map of the area in places where they saw the greatest opportunity for positive change.

Top priorities included:

- More Green! Parks, Trees, Landscaping
- Higher quality bike & pedestrian infrastructure
- Traffic calming measures & general traffic safety
- Additional mixed-use development and shopping/services throughout the corridor

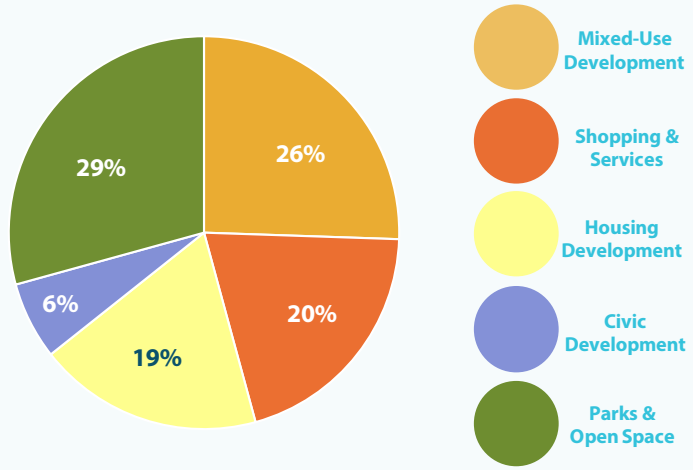
STREET GAME PIECES: 666 TOTAL PLACED ON MAPS

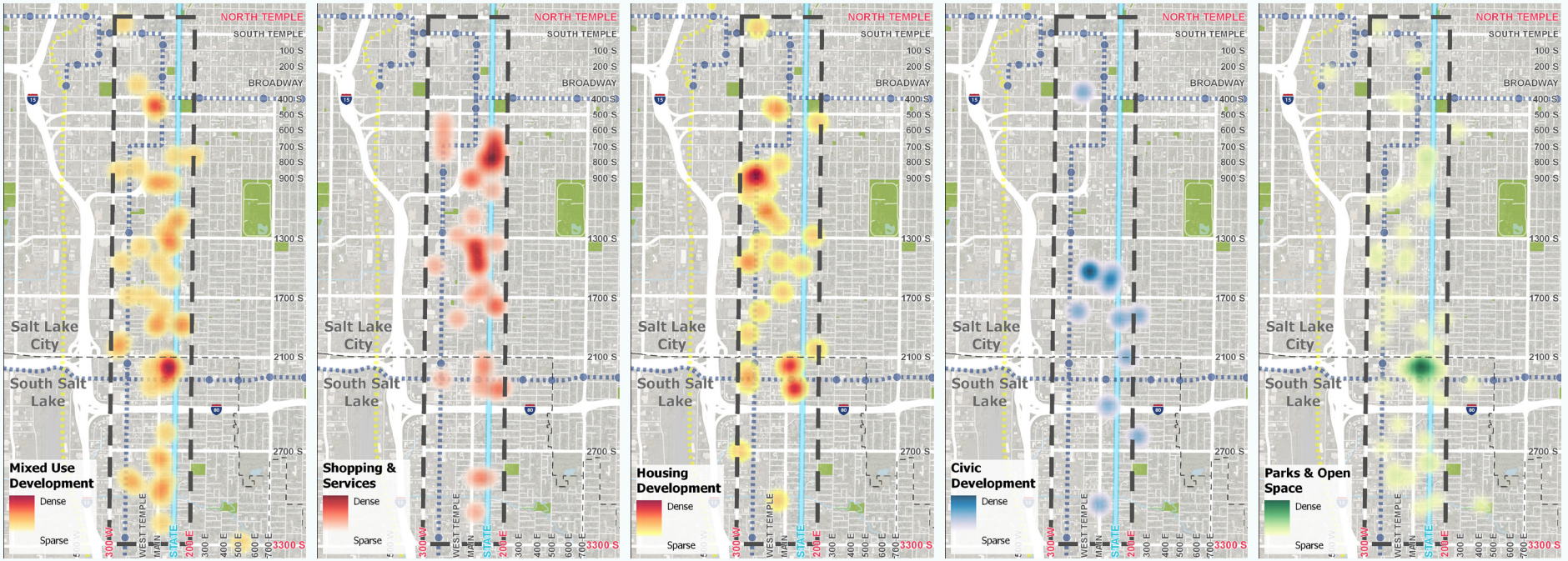


One of 20 groups completing the Mapping Exercise

PUBLIC WORKSHOP (CONTINUED...)

DEVELOPMENT GAME PIECES: 188 TOTAL PLACED ON MAPS





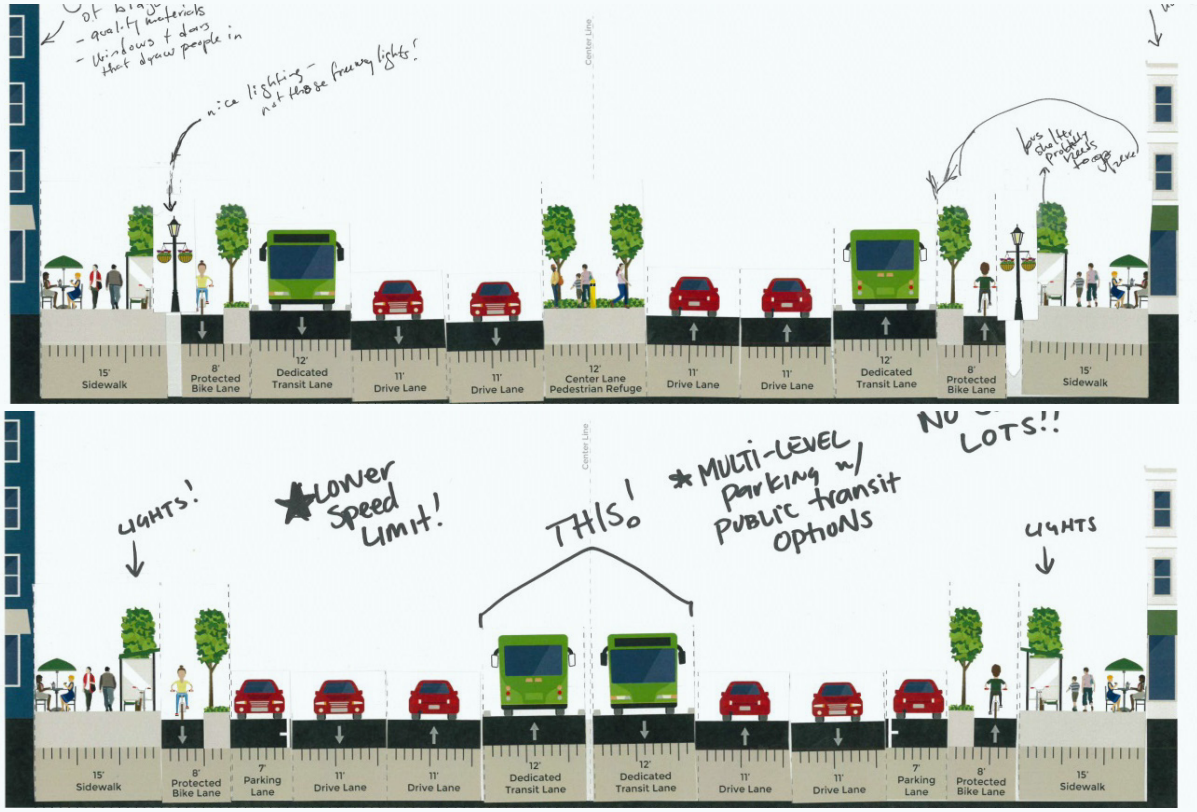
PUBLIC WORKSHOP (CONTINUED...)

The **State Street Design Exercise** engaged workshop participants in a hypothetical redesign of State Street where they used streetscape elements, such as travel lanes and sidewalks of various widths, lighting, street trees, transit, and bike lanes to design their ideal version of a better State Street.

Top priorities included:

- The preference to reduce travel lanes in order to achieve other goals (77% of participants reduced the current number of travel lanes).
- The desire for more robust transit in the form of dedicated transit lanes, or transit priority lanes. (76% of participants included enhanced bus lanes).
- The importance of shorter, protected crossings (72% of participants included pedestrian refuges to decrease crossing distances).
- The desire for improved bicycle facilities (86% of participants included either standard or protected bike lanes).

STATE STREET DESIGN EXERCISE: 100 TOTAL CROSS SECTIONS COMPLETED

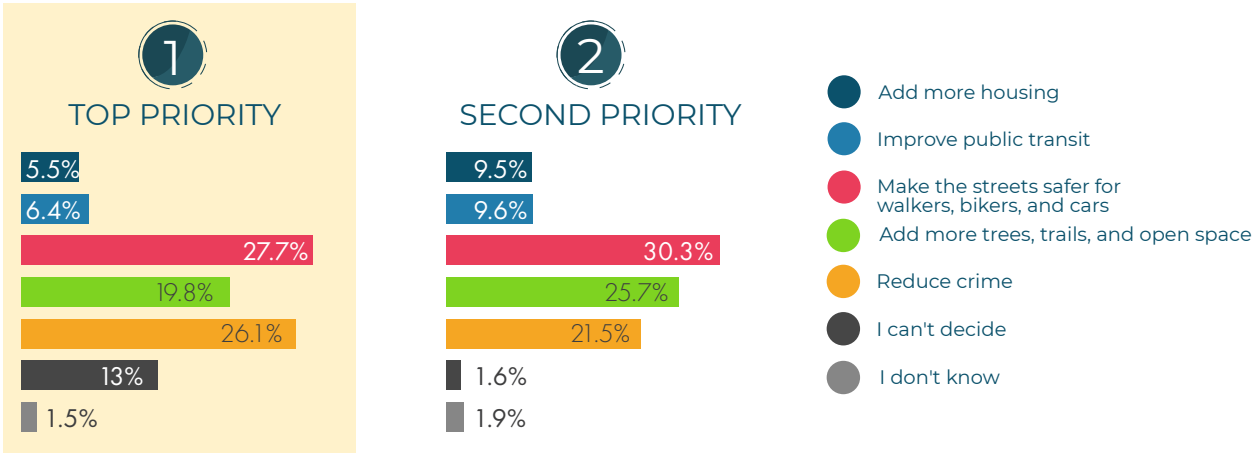


2 of 100 Street Design Exercises completed at the Workshop. Participants cut and pasted their own design to create their ideal cross section for the future of State Street

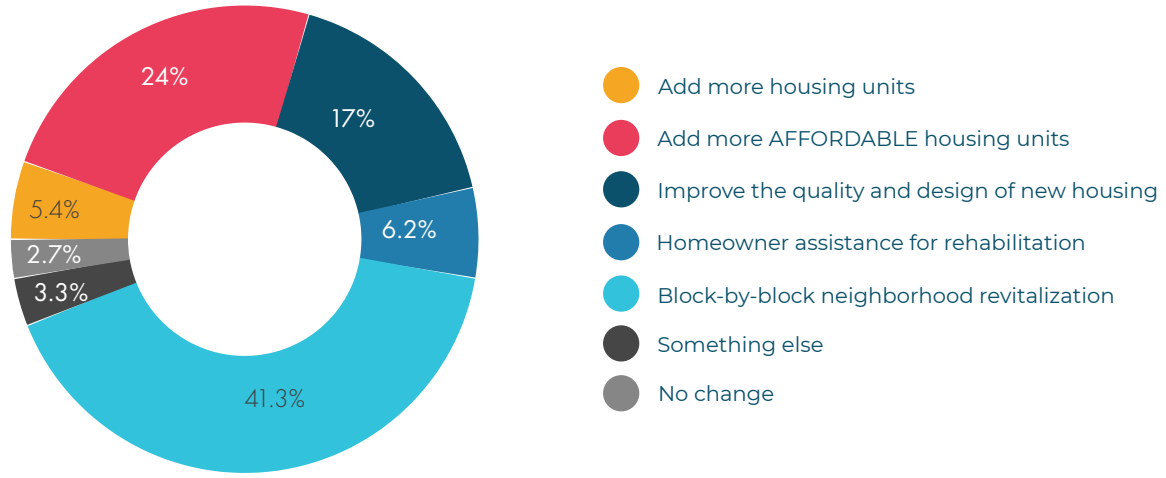
PUBLIC SURVEY

A total of 983 participants answered questions, either through the live polling activity at the Public Workshop, or through an online survey. Participants were asked how they travel to, from, and on State Street, how they typically use the corridor. Most importantly, participants stated what their top priorities are for the future of State Street as it relates to housing, mobility, business, and overall.

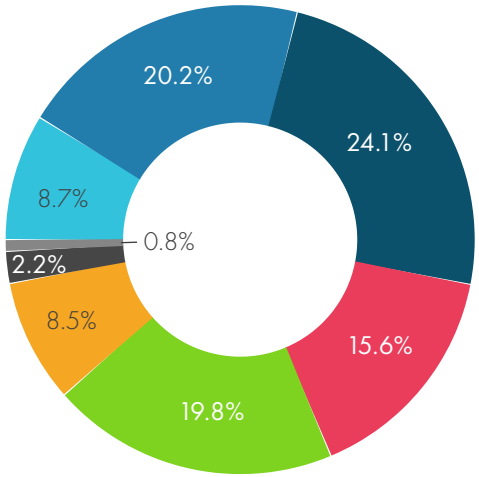
TOP PRIORITY FOR THE CORRIDOR



TOP PRIORITY FOR HOUSING

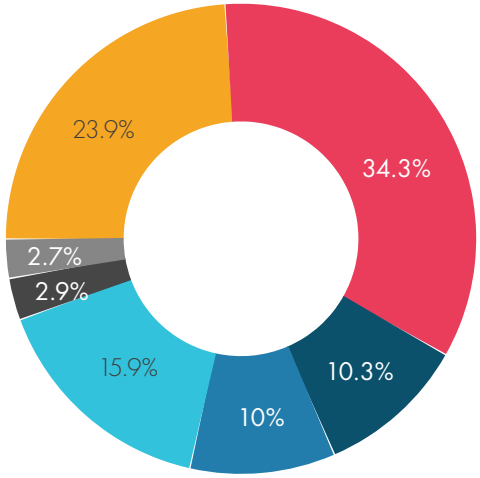


TOP PRIORITY FOR BUSINESS



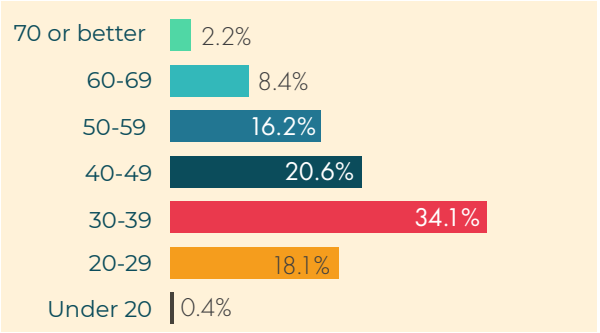
- Catalyst developments on major sites
- Existing storefront improvements
- Bring new business and jobs to the area
- Help local businesses (re) located to the corridor
- Public space improvements and street trees
- Cleaner streets and sidewalks
- Something else
- No change

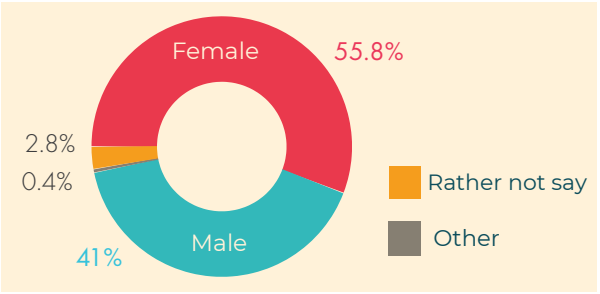
TOP PRIORITY FOR MOBILITY

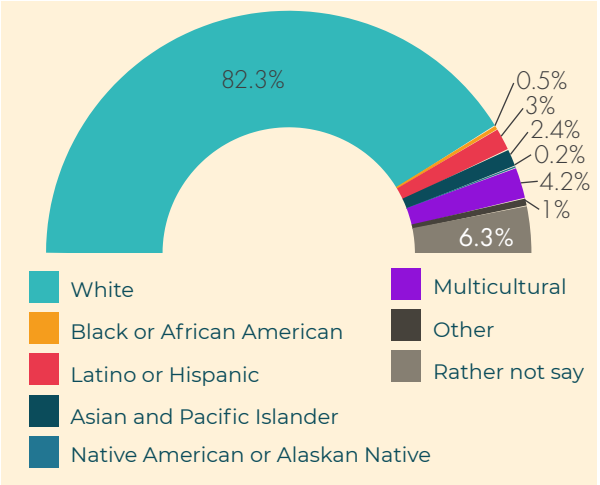


- Better connections for bikes and pedestrians
- Safety improvements for bikes and pedestrians
- Improve existing transit
- New transit lines
- Reduce traffic congestion
- Something else
- No change

DEMOGRAPHICS







DEVELOPER & PROPERTY OWNER INTERVIEWS

In person and phone interviews were held with local investors (developers and property owners) to understand their views on the challenges and opportunities that exist on and around State Street. They were asked about:

- Development potential in the study area ;
- How current conditions support or hinder that potential;
- How transportation improvements might influence investment on State Street;
- Their experience working with the cities' regulatory and development processes.

Developers identified State Street itself as the biggest obstacle to redevelopment – the current design and character make it hard to attract investors to a major project on State. However, small "pioneering" property owners and investors were more positive, and were typically tackling smaller projects to repurpose buildings they already owned.

Overall reflections from the group of investors interviewed included:

- The current design and roadway conditions of State Street limit the investment potential of the area. The existing auto-oriented design, lack of pedestrian-oriented amenities, and general absence of green space makes it an unattractive place for urban style development.

- Investment potential exists due to State Street's proximity to transit and downtown Salt Lake City. However, most interviewees do not believe these factors alone can overcome the current design of the roadway.

- Downtown and form-based zones in both cities are viewed positively, however older use-based zones, specifically Commercial Corridor (CC), are viewed as outdated and a major hindrance to "good" development. Height restrictions, deep setbacks and high parking standards within these zones are cited as development challenges.

- Tangible commitment from the cities, UDOT, and other partner agencies to improve the conditions on State Street has the potential to leverage significant private investment. Interested investors believe public investments in new streetscapes, pedestrian enhancements, landscaping, and transit and bicycle facilities could greatly accelerate new private investment.

BUSINESS OWNER INTERVIEWS

Local business owners were interviewed at the outset of the project and were asked to provide input throughout the process. **General takeaways from these discussions included:**

- Crime and personal security are major concerns for business owners and their customers, and seen as having a negative impact on their businesses.
- On-street parking is seen as important to support small businesses due to the lack of publicly accessible off-street parking available in the corridor.
- Many business owners welcomed the idea of widened sidewalks, more mid-block crossings, and additional street trees and green amenities as being good for business.
- Concerns exist about how new investment and redevelopment may impact existing business owners, and hoped to see the cities initiate policies and programs to provide support for existing businesses to adapt and thrive in a potentially changing environment.

STAKEHOLDER DISCUSSIONS

People who interact daily with State Street and the people on it took part in discussions in meetings they organized. This included police, fire and crossing guards, school principal and teachers, business owners, public works dept, community development departments, Salt Lake County, Salt Lake Community College and others.

Fifth graders at Woodrow Wilson Elementary took part in a classroom activity to discuss their experiences on State Street. They were asked to share the best and worst parts of the street and what they would like to see happen there.

The city and county mayors and agency directors participated in an executive committee throughout the project. They discussed their observations on the issues, community priorities and how changes on State Street fit into each of their strategic plans.

WEBSITE & ONLINE ENGAGEMENT

A project website, www.LifeOnState.com, was established and continually updated with information about the project, outreach events, survey and workshop results, and project resources and documents. It will continue to be an open resource to learn about State Street plans and progress.

Between December 2016 and December 2017, the website received:

- 10,500 page views
- 3,185 unique visitors

APPENDIX II: ENVISION TOMORROW MODELING

Land use and transportation scenarios are an important part of the exploratory process in planning. Testing a range of policy options, development types and transportation improvements allows for a comparison of the relative strengths and weaknesses of potential futures, and it allows decision makers to understand the possibilities that their decisions may unlock. Each scenario is derived from a certain set of rules and assumptions, and asks the question "what if..."

While not a forecast nor a prediction, the scenarios provide a wealth of information about how the effects of policy and transportation choices could play out when compared to current trends. This helps deepen our understanding of likely outcomes to better ensure the future reflects the community's vision and goals for the State Street corridor. For the Life on State scenarios, the "what ifs" that were explored dealt with a range of regulatory changes and transportation investments that could be made on State Street.

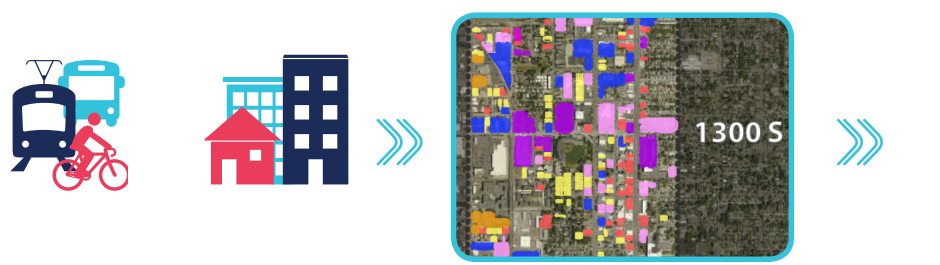
The following Appendix explains the assumptions that support the scenario results in greater detail.

Four separate land use and transportation scenarios were evaluated within the State Street corridor using the open source scenario planning platform Envision Tomorrow.

Envision Tomorrow is a suite of planning tools that includes analysis and scenario design applications. The analysis tools allow users to analyze aspects of their current community using commonly accessible GIS data, such as tax assessor parcel data and Census data. The scenario design tools allow users to digitally map alternative future development scenarios on the landscape, and compare scenario outcomes in real time for a range of measures from public health, fiscal resiliency and environmental sustainability.

The location and styles of development that were tested came from public input through the workshop process and the existing conditions analysis of redevelopment potential. The transportation components of the scenarios were a combination of public input from the workshops, and a narrowing down of roadway design options by the project team.

CRAFTING A SCENARIO



DEVELOPMENT PATTERNS INPUT

Land uses, such as housing mix and office spaces, are variables in the scenarios, driven by data on current trends and future forecasts.

2 SCENARIO MAP CREATED

The computer model places building types, such as mixed-use, infill commercial, or housing for each scenario. Different patterns emerge and are mapped.

3 DEVELOPMENT OUTCOMES

Each scenario's performance is calculated and compared. These indicators match several project goals so success can be measured.

SCENARIO BUILDING BLOCKS

Each of the scenarios was constructed using a range of building types that could be constructed in the Salt Lake market. Within a context such as the State Street corridor, a range of buildings could be anticipated. However, due to existing roadway conditions and regulatory requirements, the development of building types that could truly transform State Street into the mixed-use, urban corridor envisioned have been lacking: predominantly three and four-story apartments, five and six story mixed-use buildings, townhomes and rowhouses, and small grained retail projects that can infill some of the shallow, narrow lots in the corridor.






Building Characteristics	6-Story Mixed-use Office	Office Tower	4-Story Mixed-use Residential	6-Story Mixed-use Residential	4-Story Apartments	Townhomes/ Rowhouse	Small lot Retail Infill
Parking Ratios	• No parking required for first 3,000 sqft • 2.0 spaces per 1,000 sqft above 2,000	• No parking required for first 3,000 sqft • 2.0 spaces per 1,000 sqft above 2,000	• 1 space per dwelling unit • No parking required for first 3,000 sqft comm. • 2.0 spaces per 1,000 sqft above 2,000	• 1 space per dwelling unit • No parking required for first 3,000 sqft comm. • 2.0 spaces per 1,000 sqft above 2,000	1 space per dwelling unit	2 space per dwelling unit	• No parking required for first 3,000 sqft • 2.0 spaces per 1,000 sqft above 2,000
Housing density (DU per acre)	-	-	71	82	51	35	-
Job density (jobs per acre)	196	2,156	12	12	-	-	23
Average dwelling unit size in sqft	-	-	750	750	750	850	-

Investments in walkability and placemaking have measureable impacts on residential pricing.

Within the current context of the corridor, it is not financially feasible for land developers to invest in the type of mixed-use, urban development described above. However, with investments into roadway improvements and regulatory changes, such as increased height allowances or reduced parking minimums, the corridor could support higher-density, higher quality development.

There is a growing body of research supporting the assertion that public realm investments into walkability, placemaking and high-capacity transit such as light rail, streetcar and bus rapid transit can have a positive effect on residential pricing. This implies that people are willing to pay more to live in areas with these kinds of amenities – ultimately, contributing to the feasibility of more expensive, urban style projects. However, as market conditions swing in favor of more expensive development, the preservation and production of affordable housing becomes increasingly important.

Variable	Factor	Rent/Price Impact	Product Type	Study Area	Source
Distance to LRT Station	within 1/4 mile of station	+11-19%	Multi Family	Dallas	*Measuring the Value of Transit Access for Dallas County: A Hedonic Approach.* Leonard (2007)
Accessibility Increase	walking distance to station	+3-40%	All	California, New Jersey, Georgia, Pennsylvania, Florida	*Impacts Of Rail Transit On Property Values.* Diaz (2007)
Distance to LRT Station	within 500 ft	+11%	Single Family	Portland	Al-Mosaindet al. (1993)
Distance to LRT Station	1/4 to 1/2 mile of station	+6-45%	All Residential	Comprehensive review of studies undertaken between 1993-2004	Cervero (2004)
Distance to LRT Station	within 1/4 mile of station	+40%	Commercial	Dallas	Cervero (2004)
Distance to BRT Station	within 1/2 mile of station	+10-21%	Residential	Pittsburgh	NBRTI (2009)
Proximity of "full package of amenities"	neighborhood amenity level	+20%	All Uses	Portland	*An Assessment of the Marginal Impact of Urban Amenities on Residential Pricing.* Johnson/Gardner (2007)

ALTERNATIVE SCENARIOS

The power of scenario analysis lies in the ability to test out and compare different alternative futures. The alternatives considered in this analysis ranged from a no action scenario **(Scenario 1: Business as Usual)**; a scenario in which investments were made to enhance State Street with additional street trees and planted medians **(Scenario 2: Streetscape Upgrades)**, but no additional investments; a scenario that relied on less expensive transportation investments, or even temporary implementation strategies like glue-down bollards **(Scenario 3: Moderate Investment)**; and finally, a scenario that assumes substantial investment into the roadway **(Scenario 4: Full Implementation)**.

In scenarios 2-4, it is assumed that both cities address key zoning issues to allow for a wider mix of development, require active street fronts, provide transit-supportive parking standards, and make other regulatory improvements to support higher quality development.

These assumptions, when fed into the Envision Tomorrow model, lead to an estimated increase in achievable rents (shown in the table below), increasing the feasbility of urban style development in the State Street corridor. As developers are able to charge higher rents they are able to maintain an adequate return on investment (ROI) while paying more for land, and also making more expensive construction feasible. This relationship between the amount a developer is willing to pay for land in relation to their project costs is called "residual land value". The table on the next page shows the estimated increase in residual land value by building type as assumed investments are made in each scenario.

In summary, the increasingly high levels of investment assumed in scenarios 2-4 lead to an estimated increase in development and infill within the corridor, showing the substantial opportunity for change that new investment into walkability and placemaking unlocks.

Assumed rent increases by scenario + Building Type

Building Type	Scenario 1: Business as Usual	Scenario 2: Streetscape Upgrades	Scenario 3: Moderate Investment	Scenario 4: Full Implementation
Residential	$1.50 / sqft	$1.60 / sqft	$1.85 / sqft	$2.20 / sqft
Office	$12 /sqft	$14 / sqft	$20 / sqft	$25 / sqft
Retail	$12 / sqft	$14 /sqft	$18 / sqft	$25 / sqft

Assumed change in residual land value* (cost/sqft) by building type






Scenario	6-Story Mixed-use Office	Office Tower	4-Story Mixed-use Residential	6-Story Mixed-use Residential	4-Story Apartments	Townhomes/ Rowhouse	Small lot Retail Infill
Scenario 1: Business as Usual	($169.25)**	($1,945.60)**	($46.89)**	($59.40)**	($8.12)**	$15.07	($16.57)**
Scenario 2: Streetscape Upgrades	(136.46)**	($1,677.71)**	($29.75)**	($39.32)**	$1.51	$21.92	($9.26)**
Scenario 3: Moderate Investment	($51.11)**	($819.11)**	$11.91	$12.71	$25.10	$38.74	$13.46
Scenario 4: Full Implementation	$23.12	$323.80	$71.05	$80.29	$59.22	$79.22	$32.28

*residual land value = amount a developer is willing to pay when considering building a project.

**negative values, shown in red, represent that a building type is not feasible at the assumed rent, no matter what the land cost

APPENDIX II: ZONING ASSESSMENT

Zoning regulations and related design guidelines have a major impact on the types of development that occur in an area. While existing roadway conditions are the biggest limiting factor to private investment in the corridor, discussions with local developers and investors (see Appendix I) pointed out that some zoning categories in the corridor are restricting, or not supportive of the type of urban style development desired and expressed in this plan.

In particular, the CC zones in both cities are viewed as outdated and a major hindrance to "good" development in the corridor. CG in Salt Lake City is similarly viewed in a negative light, and D-2 in Salt Lake City is viewed as too permissive in allowing low-intensity, less urban styles of development.

The following Appendix provides a brief overview of zoning in the corridor, explains the shortcomings of current zones, and makes recommendations for code amendments.

SALT LAKE CITY & SOUTH SALT LAKE ZONING

- D-1 Central Business District
- D-2 Downtown Support
- D-3 DT Warehouse Residential
- D-4 Secondary CBD
- CG General Commercial
- CC Commercial Corridor
- CN Neighborhood Commercial
- CB Community Business
- R-MU Residental Mixed Use
- R-MU-45 Residential Mixed Use
- RMF-35 Moderate Density Multifamily
- RMF-45 Moderate/High Density Multifamily
- RMF-75 High Density Multifamily
- FB-UN1 Form Based Urban Neighborhood 1
- FB-UN2 Form Based Urban Neighborhood 2
- R-1-5000 Single-Family Residential
- R2 Single and Two-Family Residential
- UI Urban Institutional
- I Institutional
- PL Public Lands
- OS Open Space

- DT Downtown District
- CC Corridor Commercial
- CG General Commercial
- CN Neighborhood Commercial
- East Streetcar Neighborhood
- Light Industrial
- Mixed
- MPMU Master Planned Mixed Use
- PO Professional Office
- R-1 Single Family Residential

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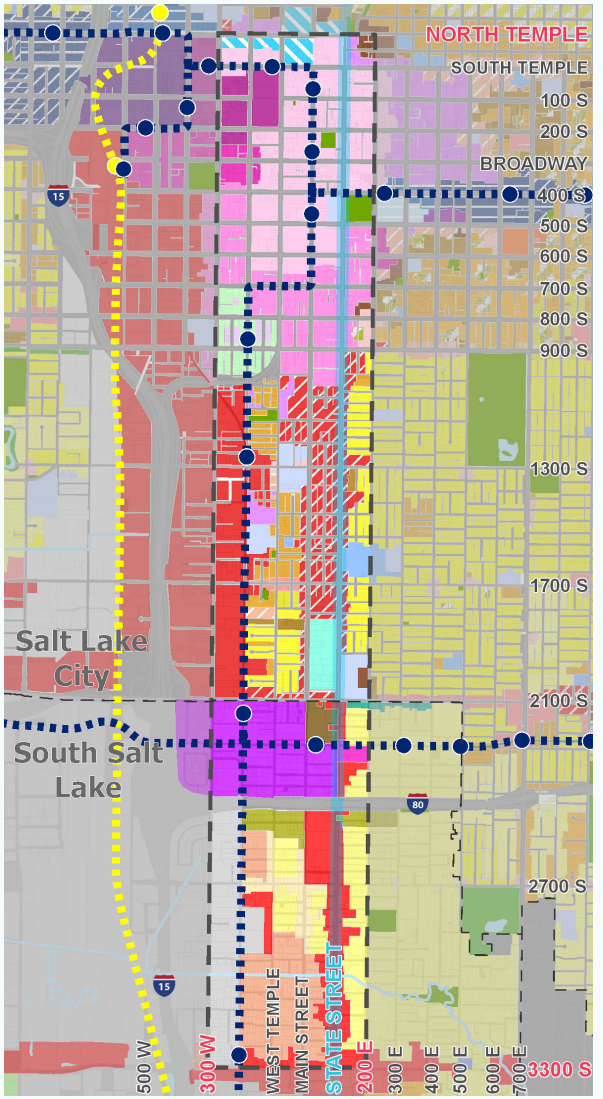


ZONING OVERVIEW

The State Street corridor has many zoning designations applied within it. Within downtown Salt Lake City, the predominant zoning is D-1 Central Business District and D-2 Downtown Support. South of downtown, CG General Commercial and CC Commecial Corridor are the main zoning designations.

In South Salt Lake, DT Downtown District zoning covers most of the corridor north of I-80. South of I-80, CC Corridor Commercial is the dominant zoning category along State Street, while CG General Commercial covres most land west of State. In both cities, areas to the east of the corridor are zoned primarily for single family residential uses.

Specific zoning designations within the Life on State corridor study area are shown in the tables to the right.

Salt Lake City -
Current Zoning in Study Area

Category	Acreage	%
D-1 - Central Business District	223	21%
CG - General Commercial	152	14%
D-2 Downtown Support	145	13%
CC - Commercial Corridor	142	13%
R-1-5000 - SF Residential	109	10%
PL - Public Lands	55	5%
D-4 - Secondary CBD	45	4%
FB-UN2 - Form Based Urban Neighborhood 2	33	3%
RMF-35 - Moderate Density Multifamily	30	3%
BP - Business Park	27	2%
R-MU - Residential Mixed Use	23	2%
I - Institutional	22	2%
UI - Urban Institutional	19	2%
D-3 DT Warehouse Residential	16	1%
RMF-45 Moderate/High Density Residential	9	1%
CN - Neighborhood Commercial	6	1%
RMF-75 - High Density Residential	6	1%
FB-UN1 - Form Based Urban Neighborhood 1	6	1%

South Salt Lake -
Current Zoning in Study Area

Category	Acreage	%
CC - Corridor Commercial	165	20%
DT - Downtown District	158	19%
CG - General Commercial	149	18%
Light Industrial	140	17%
R-1 - Single Family Residential	129	15%
CN - Neighborhood Commercial	34	4%
MIXED - Mixed-Use	33	4%
MPMU - Master Planned Mixed Use	17	2%
East Streetcar Neighborhood	8	1%
PO - Professional Office	2	0.2%

ZONE BY ZONE ASSESSMENT

During the Life on State planning process, Fregonese Associates conducted a zoning assessment for the major zoning categories within the corridor. Using the Envision Tomorrow Return on Investment (ROI) tool, each zone was tested for financial feasibility with the omptimum buildout under existing regulations. It tested whether a zone was able to cost-effectively build a mixed-use residential building with good urban form and a project return of 10% IRR. Assessment of current zoning was then used to test the feasibility impacts of new development regulations, to see if they improved the ability to produce an urban style development.

The zones tested were those with the highest amount of land coverage impacting State Street itself. They included:

Salt Lake City

- D-2 - Downtown Support
- CC - Commercial Corridor

South Salt Lake

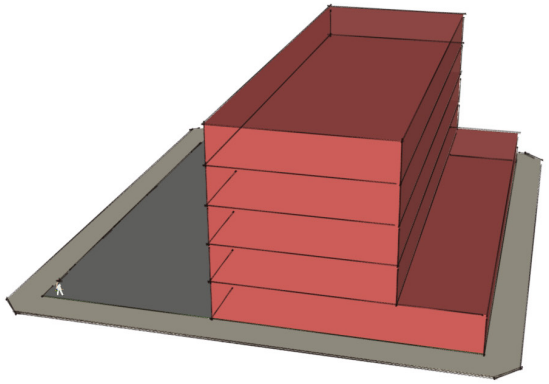
- CC - Corridor Commercial

Salt Lake City - D-2 - Downtown Support

Site Characteristics	Current Zoning
Lot Size	20,000 sqft
Height	5 stories; 65 feet
Landscaping	0%
Parking Ratios	• 0.5 per Unit • 1 per 1000 sqft commercial
Average Unit Size	750
Density	93 units / acre 10.3 jobs / acre
Floor Area Ratio (FAR)	2.23
Project Value	$8.3 Million
Unit Rent (average)	$1,500 / month

Findings

- D-2 zoning permits the construction of an efficient, cost-effective urban building
- Height, parking, and lot coverage requirements are adequate for an urban setting
- However, regulations do not require urban style-construction



Simplified rendering of cost-effective 4-over-1 mixed-use residential building type. Building style permitted under D-2 Downtown Support zoning, but not required.

Recommendation

- Introduce simple, but clear design criteria to ensure an active ground floor experience
- Do not permit large surface parking lots facing the street

Salt Lake City -
CC - Commercial Corridor

Site Characteristics	Current Zoning
Lot Size	20,000 sqft
Height	3 stories; 30-45 feet
Landscaping	19%
Parking Ratios	• 1 per 1br Unit; • 2 per 2br Unit • 2 per 1000 sqft retail
Average Unit Size	750
Density	38.3 units / acre 4.2 jobs / acre
Floor Area Ratio (FAR)	0.92
Project Value	$4.45 Million
Unit Rent (average)	$1,665 / month

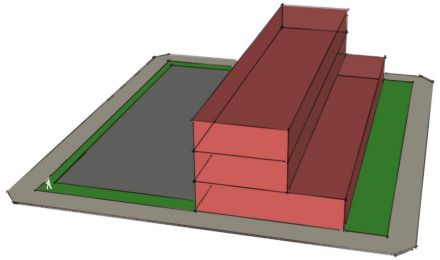
Findings

- By-right height limits of 30';15' front and side setback requirements; >1 parking ratios results in infeasible building when attempting mixed-use development
- SSSC South State Street Corridor Overlay district exemption of 15' front setback improves feasibility, but does not overcome height limitations

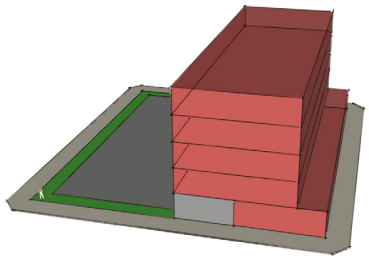
Site Characteristics	Alternative
Lot Size	20,000 sqft
Height	5 stories; 55-75 feet
Landscaping	10%
Parking Ratios	• 1 per Unit; • 1 per 1000 sqft retail
Average Unit Size	750
Density	73.6 units / acre 12.9 jobs / acre
Floor Area Ratio (FAR)	1.86
Project Value	$6.94 Million
Unit Rent (average)	$1,500 / month

Findings

- Increased height limit to 75' allows for cost-effective 4-over-1 mixed use building
- Lower parking standards allows for higher building coverage and increased housing density
- Removal of front and/or side setbacks results in better urban form
- Results in greater housing/job density and lower average rents due to more cost-effective construction typology



CURRENT ZONING: Simplified rendering of base CC zoning building. Low-density with high surface parking results in infeasible building.



Recommended: Increased height limits, lower parking standards and removal of setbacks produces cost-effective 4-over-1 mixed-use building with tuck-under parking.

Recommendation

- Increase base height limit to 75'; allows for 5-over-1 mixed-use
- Reduce marking minimums to 1, or 0.5, stalls per unit
- Remove front and side setback requirements; require building to front State Street

South Salt Lake -
CC - Corridor Commercial

Site Characteristics	Current Zoning
Lot Size	87,000 sqft
Height	6 stories; 65 feet
Landscaping	50%
Parking Ratios	• 1.5 per 1br Unit; • 2 per 2br Unit • 2.5 per 3+br unit • 4 per 1000 sqft retail/office
Average Unit Size	750
Density	24.9 units / acre 2.7 jobs / acre
Floor Area Ratio (FAR)	0.59
Project Value	$11.14 Million
Unit Rent (average)	$1,275 / month

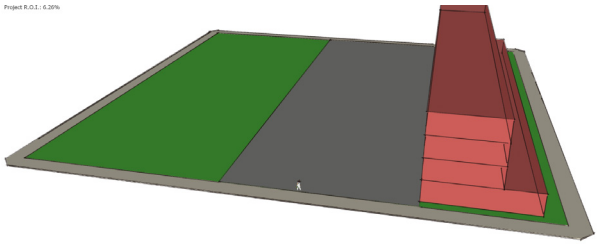
Findings

- 65' height limit allows for urban intensity
- However, combination of minimum 50 units in multifamily and 25 units/acre maximum means lot size must be nearly 2 acres (87,000 sqft) to accommodate.
- Leads to very high effective landscaping
- Essentially promotes a suburban garden apartment form

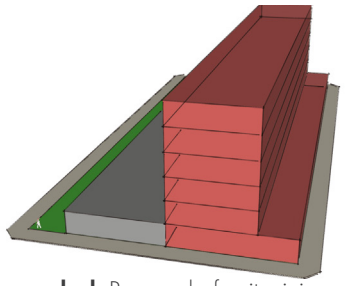
Site Characteristics	Alternative
Lot Size	40,000 sqft
Height	6 stories; 75 feet
Landscaping	15%
Parking Ratios	• 1 per Unit; • 2 per 1000 sqft retail
Average Unit Size	750
Density	87.8 units / acre 9.7 jobs / acre
Floor Area Ratio (FAR)	2.1
Project Value	$15.8 Million
Unit Rent (average)	$1,275 / month

Findings

- Reduction in parking requirements and removal of unit/acre limit allows for cost-effective 5-over-1 mixed-use building
- Removal of front setback allows for better urban form
- Major limiting factor is unit/acre cap combined with 50 unit minimum; removal allows for more conventional urban style apartment



CURRENT ZONING: Simplified rendering of base CC zoning building. High parking requirements and 25 unit/acre cap with 50 unit minimum leads to garden style apartment



Recommended: Removal of unit minimum and unit/acre cap allows for more conventional, cost-effective urban construction

Recommendation

- Remove 50 unit minimum on multifamily projects
- Remove 25 unit/acre cap
- Reduce parking minimums to 1 stall per unit
- These three factors will allow for a much wider range of housing types along State Street

APPENDIX IV: TRACKING METRICS

This appendix outlines the State Street-specific tracking metrics related to projects goals as defined through the planning process. Metrics where baseline data exists is included.

State Street-specific Tracking Metrics

1. Total number of auto accidents
2. Auto accidents involving bicycles or pedestrians
3. Fatalities involving bicycles or pedestrians
4. Transit ridership
5. Total crime
6. Petty crime
7. Violent crime

LIFE ON STATE

OUR NEXT MOVE

SOUTH SALT LAKE

COMMUNITY VALUES STUDY

2020 SURVEY RESEARCH

Y2 ANALYTICS

SURVEY METHODOLOGY

@

South Salt Lake City residents were sampled from consumer listings of randomly selected households within City boundaries, as well as the publicly available registered voter file. Survey invitations were sent via email, phone, and USPS mail, and interviews were completed online and via live-dial telephone interviews. Online responses were collected from Nov 19-Dec 9, 2020, and phone responses from Nov 20-23, 2020.

11m

The median South Salt Lake resident took 11 minutes to complete the survey.

5%

A total of 648 residents responded to this survey, with 114 live telephone interviews and the remainder completed online. Email and printed mail surveys had response rates of 4% and 6%, respectively. The phone survey had a response rate of 3%, resulting in an overall average response rate of approximately 5%.

+ - 4

The margin of error for the survey is plus or minus 3.8 percentage points. The data was weighted to reflect the demographic composition of all residents in South Salt Lake City according to the American Community Survey population estimates, specifically regarding age, gender, ethnicity, and home ownership.

4

1. *4-out-of-5 residents say the City is headed in the right direction and nearly half (43%) say it has gotten better in the last 5 years. 18% of respondents haven't lived here long enough to make that 5-year comparison though, so among those residents with enough basis, 52% say the City has improved over time.*
2. *Ratings for the value of city services and utility fees are mostly average, but very few residents are dissatisfied with the value they receive in these areas. Overall, residents express more positive evaluations of the service they receive for utility fees than property taxes.*
3. *Most residents like the safety and accessibility of South Salt Lake. It's generally perceived as a convenient, affordable community to live in. Crime and public safety and maintaining neighborhood character are seen as top planning priorities looking toward the future, more safe places to walk and bike are the most appealing types of projects the City could invest in, and internet access and affordable housing are seen as the most important personal issues.*
4. *One-in-three (34%) residents say they trust the SSL Police Department a great deal. 44% express a moderate amount of trust. This leaves approximately 1 out of every 4 SSL residents who indicate having a small amount to no trust in local police. Overall, SSL police are perceived as reasonable and fair (61%) and residents believe they usually do the right thing in difficult situations (63%).*

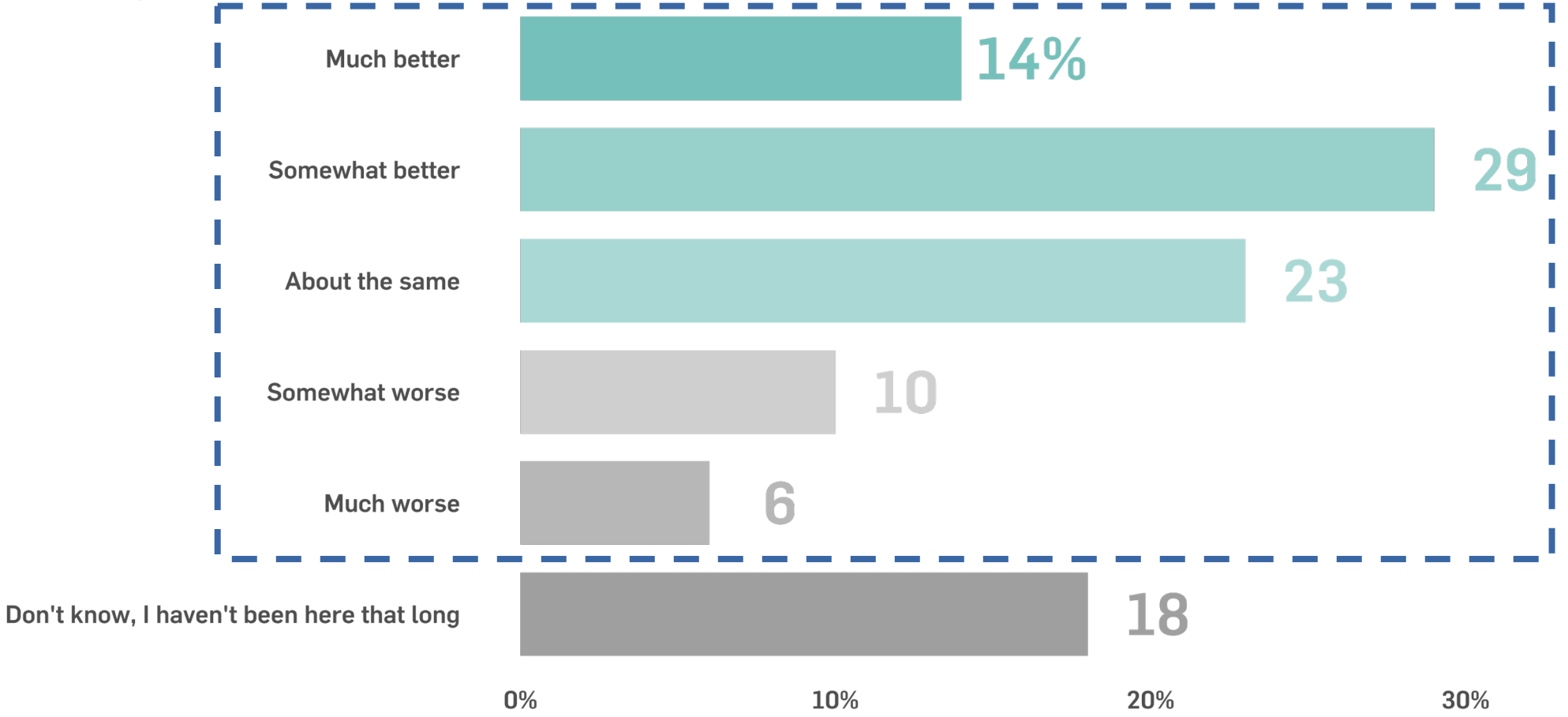
FINDINGS TO REMEMBER

COMMUNITY OUTLOOK

SOUTH SALT LAKE TODAY VS FIVE YEARS AGO

43% of respondents say South Salt Lake is better than it was five years ago, while 23% do not see a difference. Almost one fifth, however, are newer residents who do not have an opinion.

Q How would you rate the city of South Salt Lake today compared to five years ago? (n = 580)

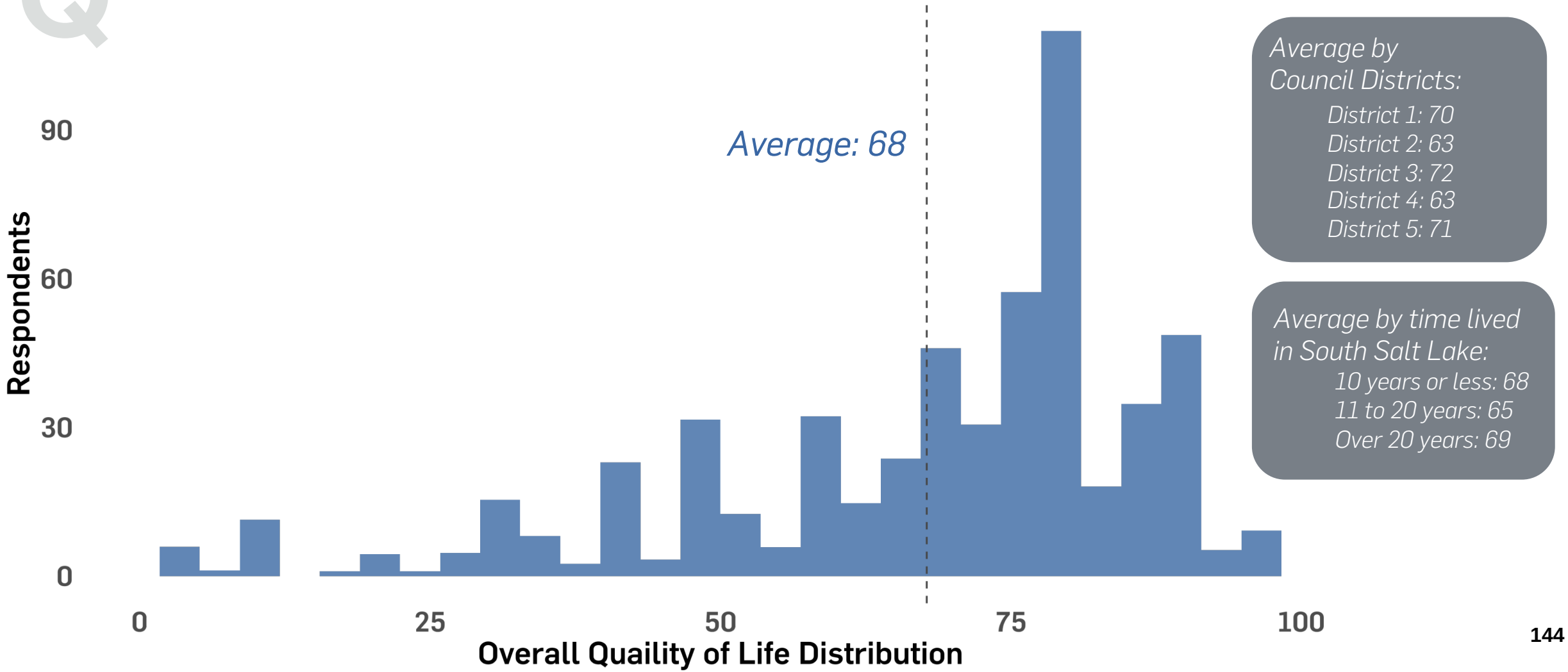


52% of residents expressing an opinion say SSL has gotten better in the last 5 years

QUALITY OF LIFE

74% of respondents give an overall a quality of life score above 50 on a scale of 0-100. The average across all respondents is 68, slightly varying across each of the five South Salt Lake City Council districts. Length of residence is not a significant factor in quality of life evaluations.

Q On a scale of 0-100, with 0 being very low and 100 being very high, how would you rate your overall quality of life in South Salt Lake? (n = 578)



Average by Council Districts:

District 1: 70
District 2: 63
District 3: 72
District 4: 63
District 5: 71

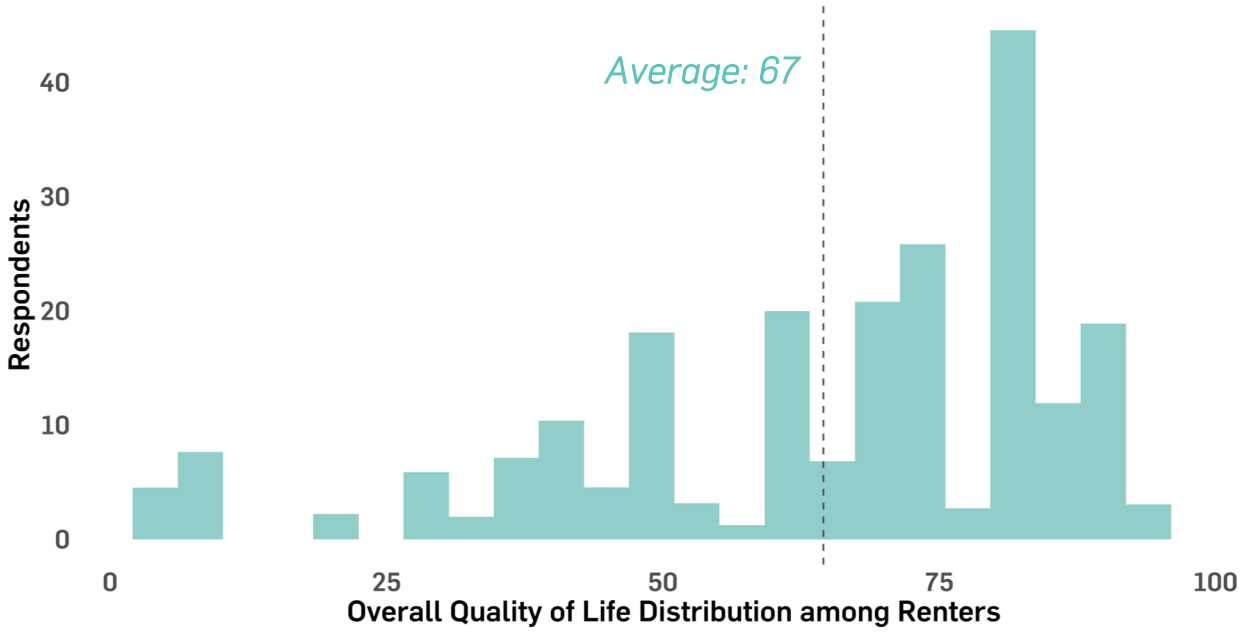
Average by time lived in South Salt Lake:

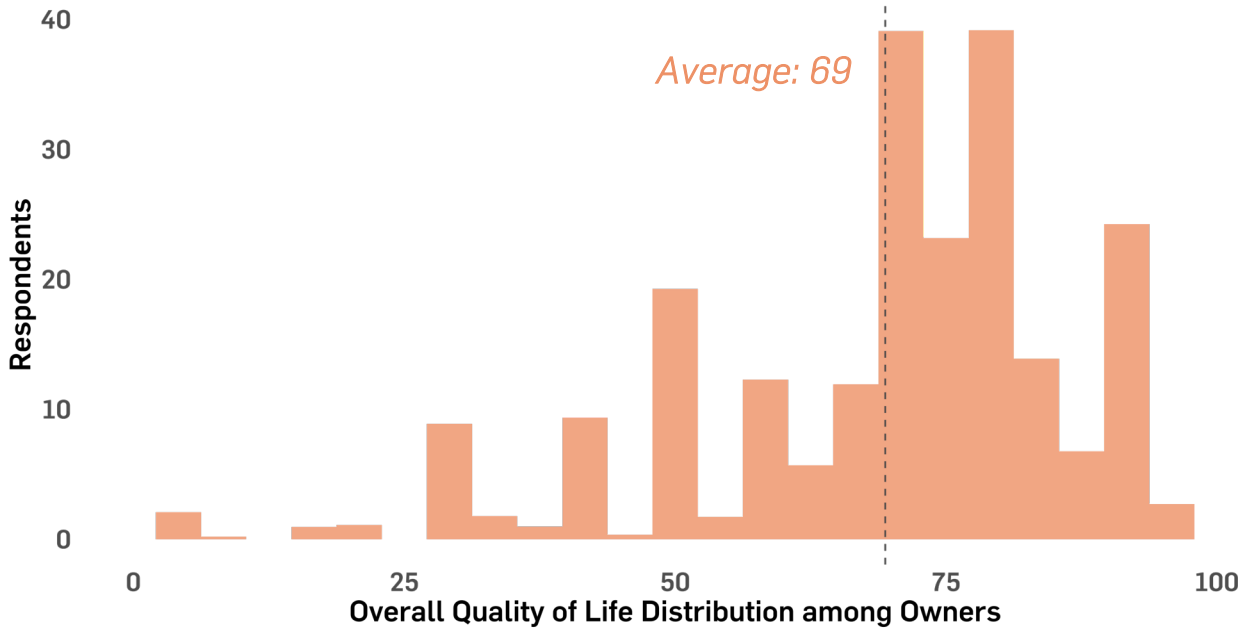
10 years or less: 68
11 to 20 years: 65
Over 20 years: 69

HOMEOWNERS REPORT HIGHER QUALITY OF LIFE

Survey respondents who own their home show a show a slightly higher quality of life score in comparison to those who rent (+2% average).

Q On a scale of 0-100, with 0 being very low and 100 being very high, how would you rate your overall quality of life in South Salt Lake? (n = 578)



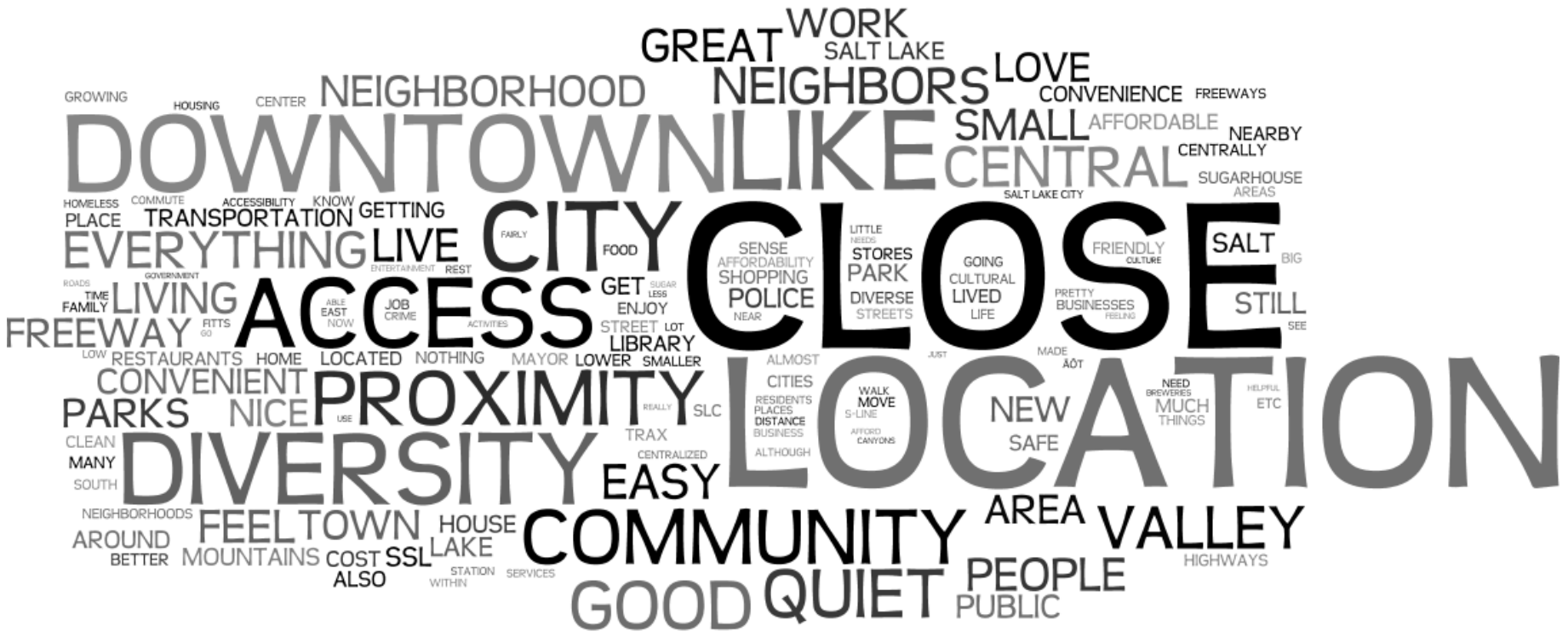


RESIDENTS LOVE LOCATION OF SOUTH SALT LAKE

Residents listed proximity to downtown, quietness, and diversity as some of the things they love most about South Salt Lake City.

Q

In just a few words, what do you like most about living in South Salt Lake? (n = 426)

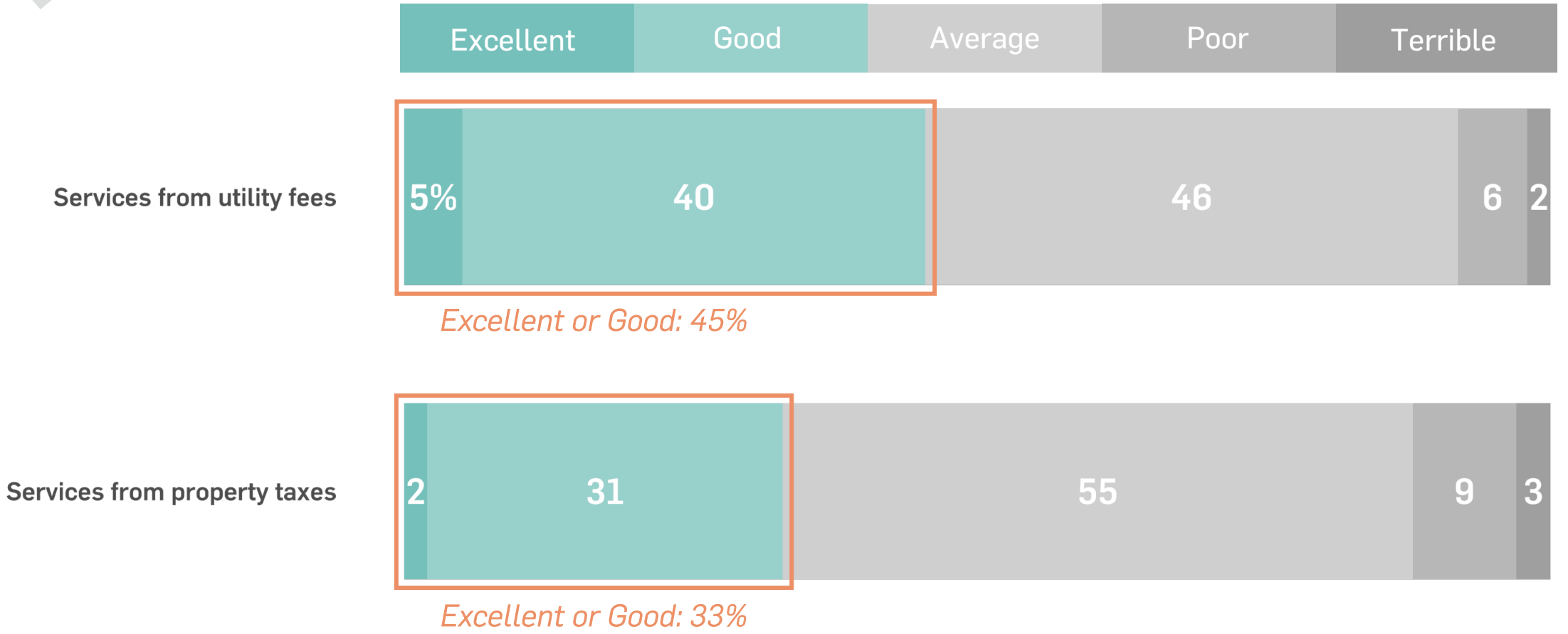


OVERALL, SERVICES FROM FEES NOT SEEN AS FAVORABLE

Only one-third of respondents believe their services are good or excellent from their property taxes, which is 12% lower than the services provided by utility fees.

Q

In general, how do you rate the service you receive from South Salt Lake from the property taxes you pay? (n = 453)
In general, how do you rate the service you receive from South Salt Lake from the utility fees you pay? (n = 452)

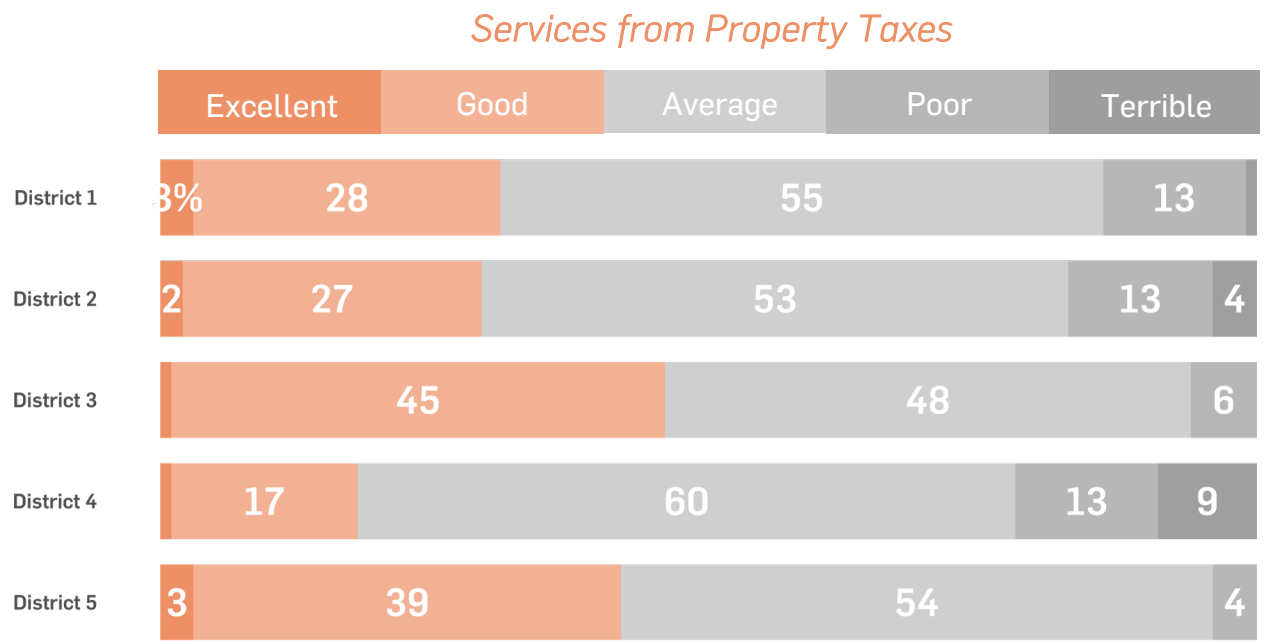


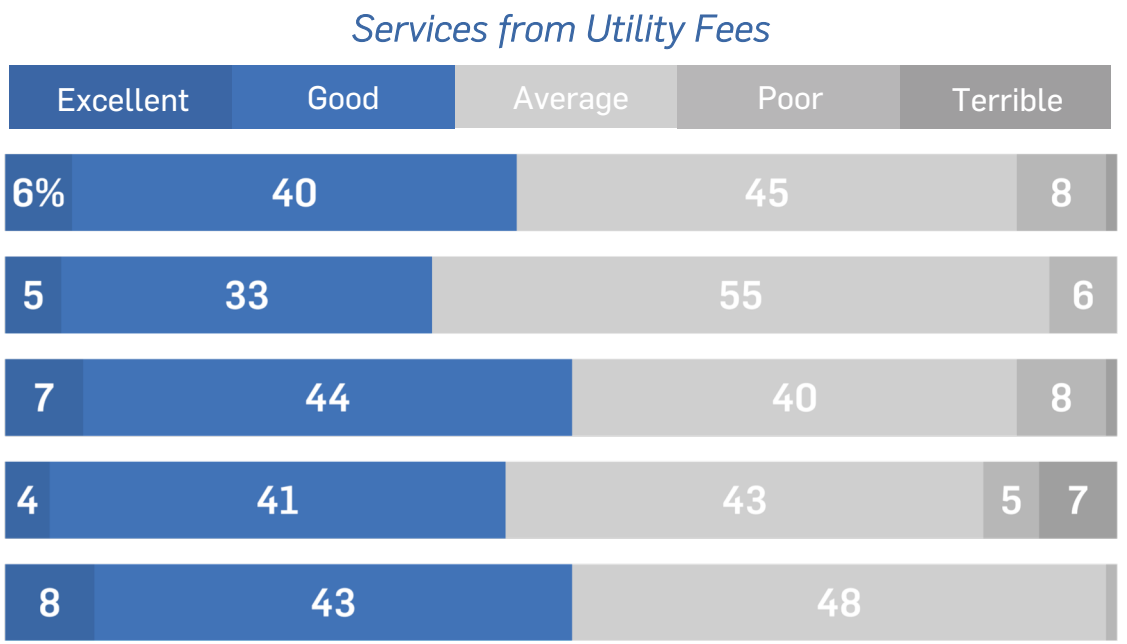
OPINIONS OF SERVICES VARY BY DISTRICT

Opinions of residents vary across districts for both services from property taxes and utility fees. District 4 shows the lowest with only 18% who say they are excellent or good, 15% below the city-wide average of 33%.

Q

In general, how do you rate the service you receive from South Salt Lake from the property taxes you pay? (n = 453)
In general, how do you rate the service you receive from South Salt Lake from the utility fees you pay? (n = 452)

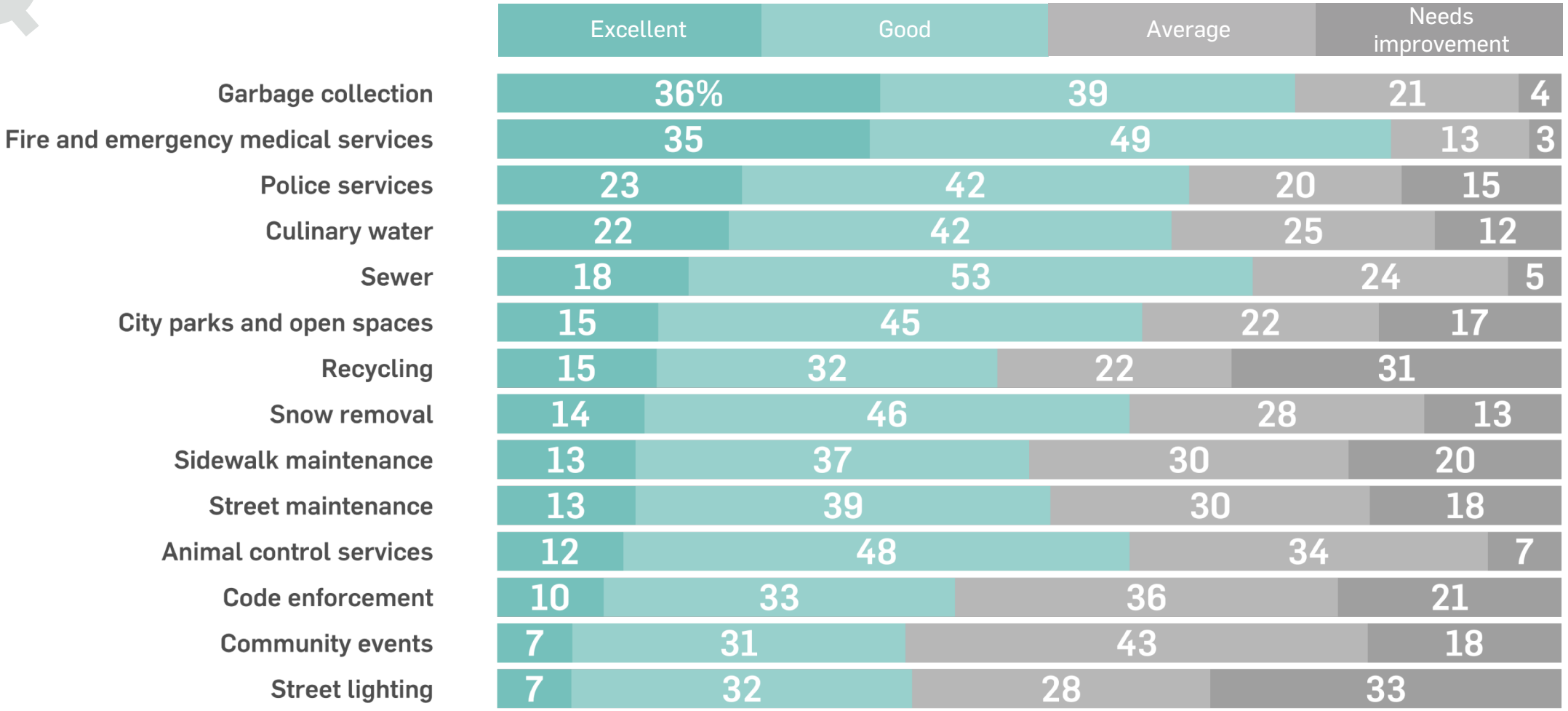




GARBAGE COLLECTION IS EXCELLENT; STREET LIGHTING IS NOT

A solid majority of residents said the garbage collection in South Salt Lake is good or better. Fire and EMS, Police, Water, and Sewage also received high marks. Street lighting and community events receive the lowest "excellent" or "good" ratings, though community events are largely seen as "average." Street lighting and recycling are the services residents are most likely to indicate need improvement.

Q How do you rate the services you currently receive from South Salt Lake? (n = 430-435)

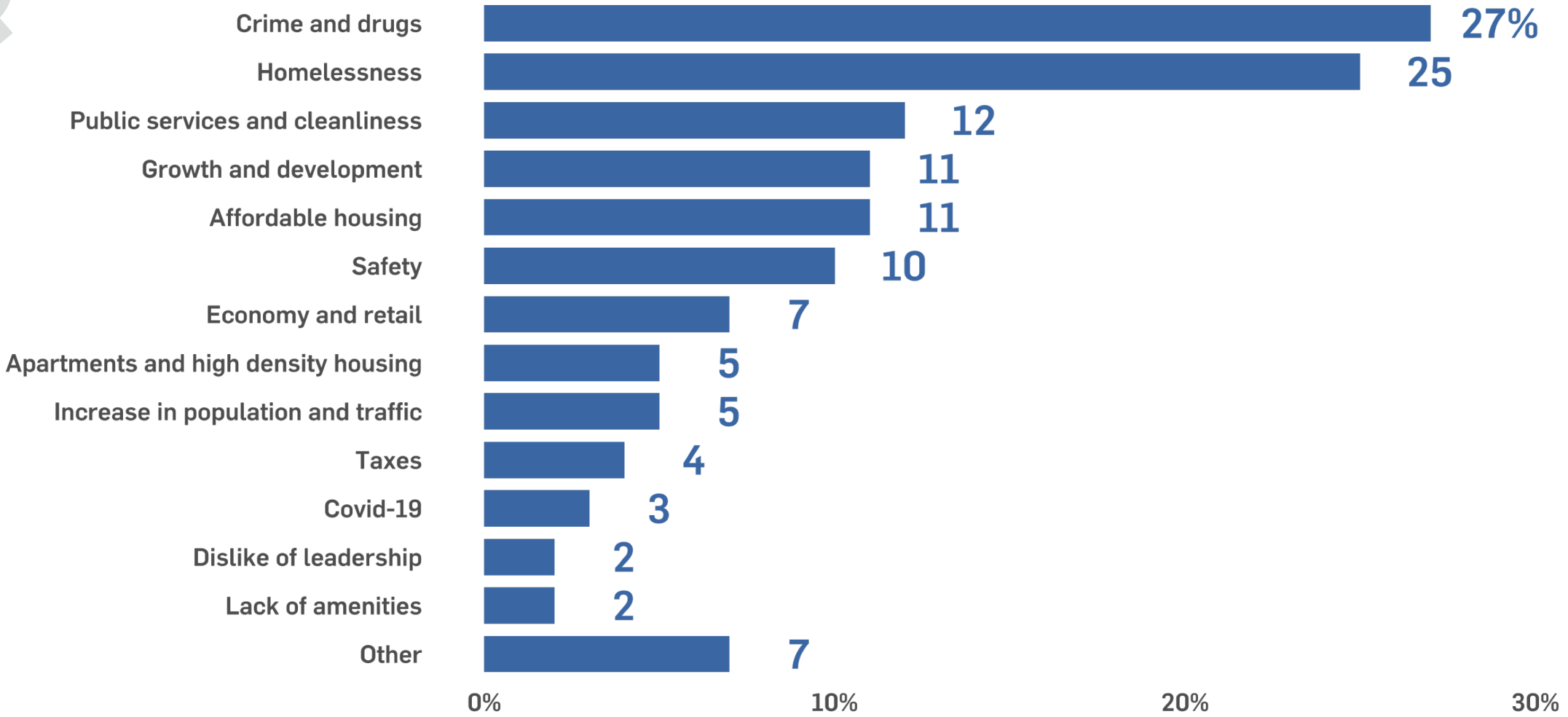


COMMUNITY ISSUES

CRIME AND DRUGS SEEN AS KEY PROBLEMS

Many residents of South Salt Lake are concerned about the effect crime and drugs have on the community, as well as the effects of the homeless population.

Q In your opinion, what is the most important issue facing South Salt Lake today? *(Categorized open-ended responses)* (n = 430)



ATTITUDES TOWARDS NEIGHBORHOOD ISSUES

Respondents were asked to share their concerns regarding their own neighborhoods, and crime remains a top priority. Residents also raise a concern with traffic and overall safety.

Q What is the most important issue facing your neighborhood? (n = 419)

The noise from the freeway and traffic on the back roads. 500 West really needs some repairs to existing holes whereas if big trucks hit certain holes it shakes our townhome. We live on a busy narrow street where huge semi trucks will use our road as a shortcut. It's upsetting.
-- DISTRICT 5 RESIDENT

Parking, animals and police. Poor planning, code enforcement and permits causing crime, overcrowding and parking issues.
-- DISTRICT 1 RESIDENT

1. Affordable, nice housing is always an issue. 2. UTA changed a route recently and there has been an uptick in foot traffic in the neighborhood couple that with the people speeding through the neighborhood to avoid traffic lights it's a recipe for an accident.
-- DISTRICT 2 RESIDENT

Seems like there are a lot of criminal activity in my neighborhood. Along with the school zone speed limit the are too many people that speed down here. I think it needs to be patrolled better.
-- DISTRICT 4 RESIDENT

Increasing property crime and trash being allowed to accumulate along our streets.
-- DISTRICT 3 RESIDENT

I would like to see more parks and things like recreational trails, outdoor areas. The quality of the roads need improvement as well.
-- DISTRICT 5 RESIDENT

In the winter, snow removal is last in this area. It is not uncommon to see the police in my area at least once a week. Some homes in this area are trashed. Lack of lighting on my street, and it is a through fare for State Street.
-- DISTRICT 4 RESIDENT

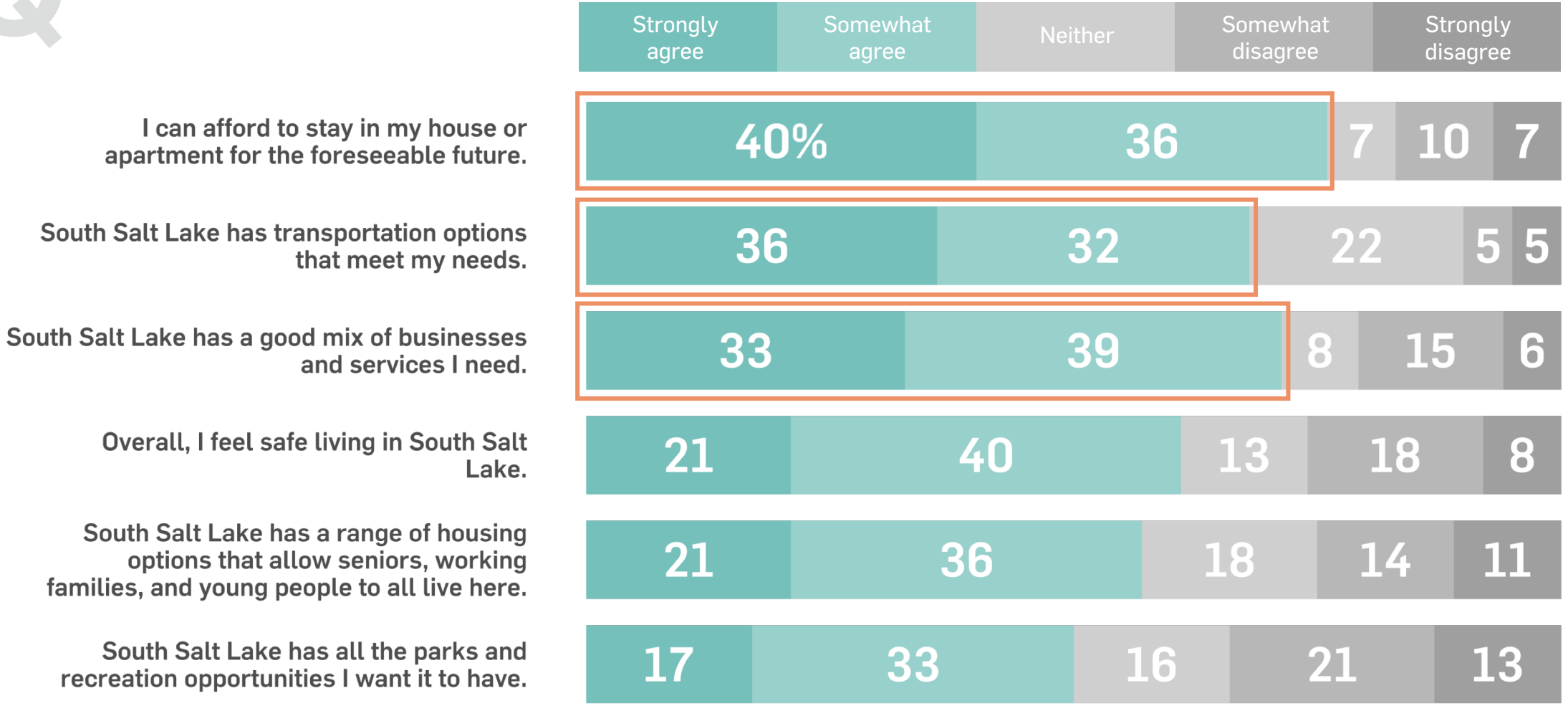
Probably the same answer: construction/demolition/renovation -- that's where I see a lot of room for improvement and community involvement, right around my neighborhood.
-- DISTRICT 1 RESIDENT

Traffic with large apartment/townhome communities. S-Line isn't well maintained (a ton of graffiti and generally not clean)
-- DISTRICT 1 RESIDENT

OVER 3/4 RESPONDENTS SAY CURRENT RESIDENCE IS AFFORDABLE

Of all the statements we pitched to respondents, the one that garnered the highest level of agreement was that they could afford to stay in their house or apartment for the foreseeable future. Most respondents also agree that South Salt Lake has robust transportation options and a good mix of businesses and services. One-in-three residents would like to see more parks and recreation opportunities in the City.

Q To what extent do you agree or disagree with the following statements about South Salt Lake? (n = 533)

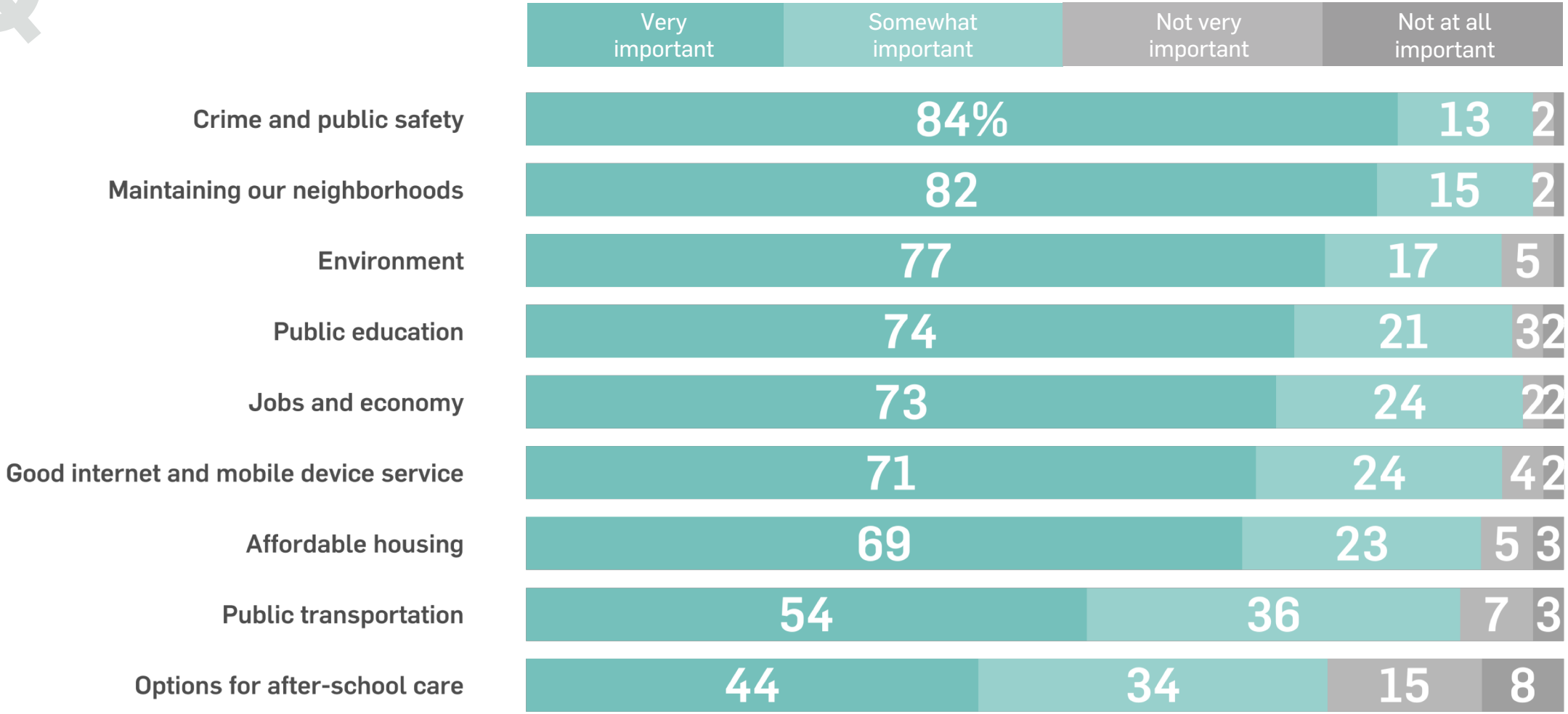


LOOKING AHEAD

CRIME IS TOP ISSUE TO FUTURE OF SOUTH SALT LAKE

Crime and public safety is the top issue, with 97% of respondents reporting as important. Even as the lowest ranked issue, after-school care options are still seen as important with 78%.

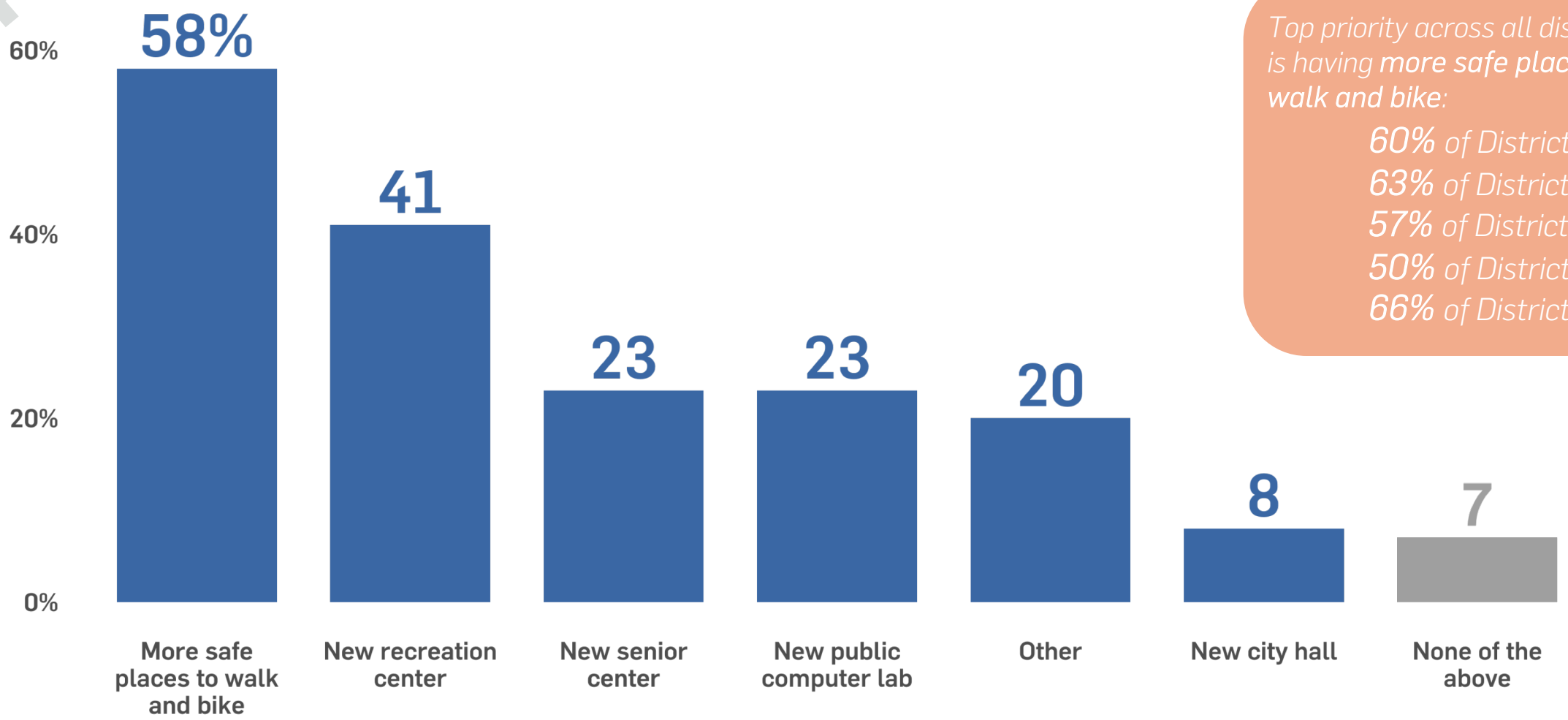
Q How important are the following issues to South Salt Lake's future? (n = 529-531)



SAFETY TOP PRIORITY FOR THE FUTURE

Over half of respondents say that more safe places to walk and bike should be a priority for South Salt Lake's future. Only 8% say South Salt Lake should prioritize a new city hall.

Q Which of the following projects should South Salt Lake prioritize for the future? Select up to three. (n = 547)



*Top priority across all districts is having **more safe places to walk and bike**:*

60% of District 1
63% of District 2
57% of District 3
50% of District 4
66% of District 5

MOST IMPORTANT ISSUES

Respondents rate access to internet and mobile device service the highest, with 93% considering it very or somewhat important.

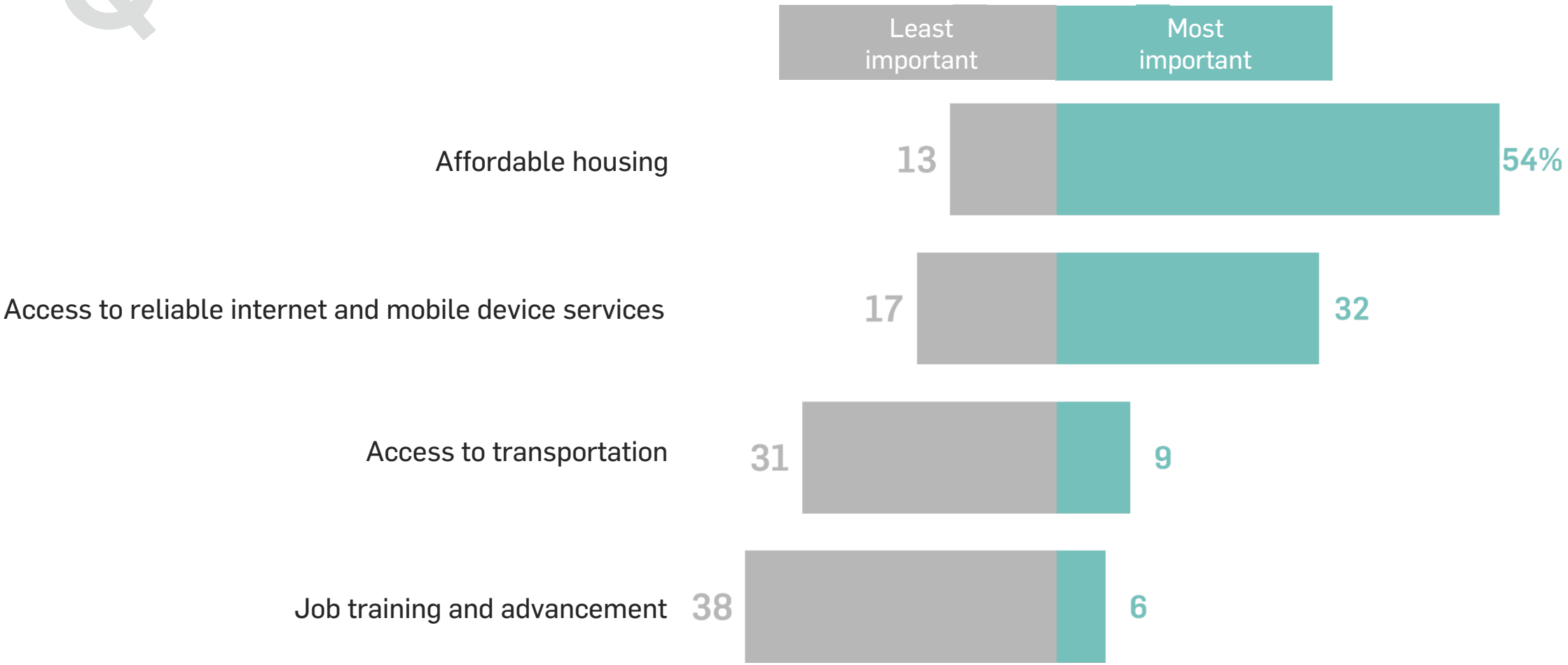
Q How important are each of the following issues to you personally? (n = 427-429)

AFFORDABLE HOUSING MOST IMPORTANT

More than half, 54%, of our sample selected “affordable housing” as the option most important to them. “Access to reliable internet and mobile device services was selected by about 1/3. Nearly 4 in 10 respondents said “job training and advancement” was the least important to them.

Q

And thinking about each of the following issues, which is MOST important to you? Which is LEAST important to you? (n = 403)

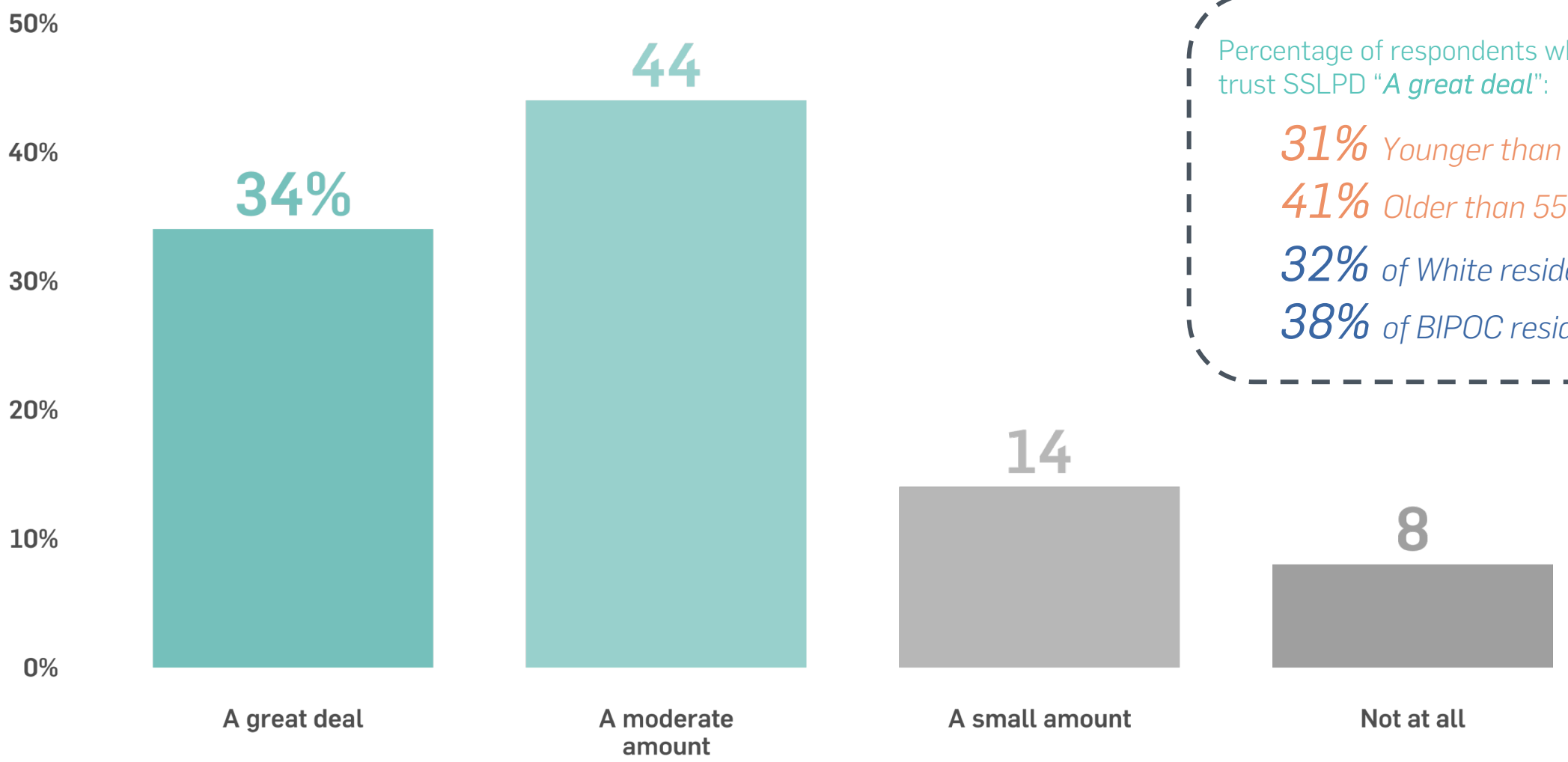


SOUTH SALT LAKE POLICE DEPARTMENT IMPRESSIONS

FAIR OVERALL TRUST FOR SOUTH SALT LAKE POLICE DEPARTMENT

While over 75% of respondents trust the police department a great or moderate amount, only 34% say they trust a great the department a great deal. A higher percentage of those 55 years and older reported a higher level of trust, 10% higher than those younger than 55.

Q How much do you trust the South Salt Lake Police Department? (n = 548)



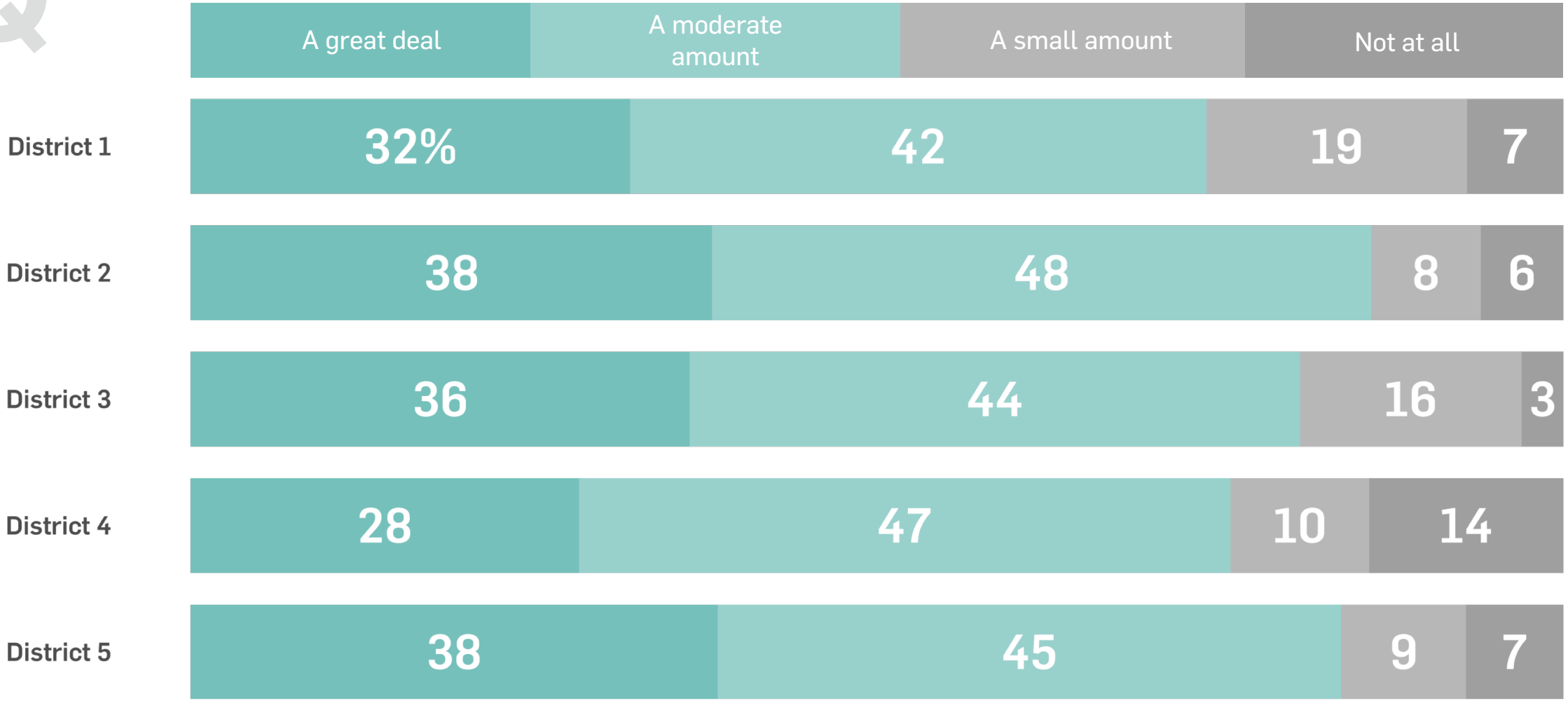
Percentage of respondents who trust SSLPD "*A great deal*":

- *31%* *Younger than 55*
- *41%* *Older than 55*
- *32%* *of White residents*
- *38%* *of BIPOC residents*

FAIR TRUST ACROSS FIVE DISTRICTS

Across the five districts of South Salt Lake, District 2 reports the highest level of overall trust. About ¼ of those in Districts 1 and 4 say they trust the police department either only a small amount or not at all. 14% of those in District 4 say they do not trust the police at all, which is almost double the city-wide average.

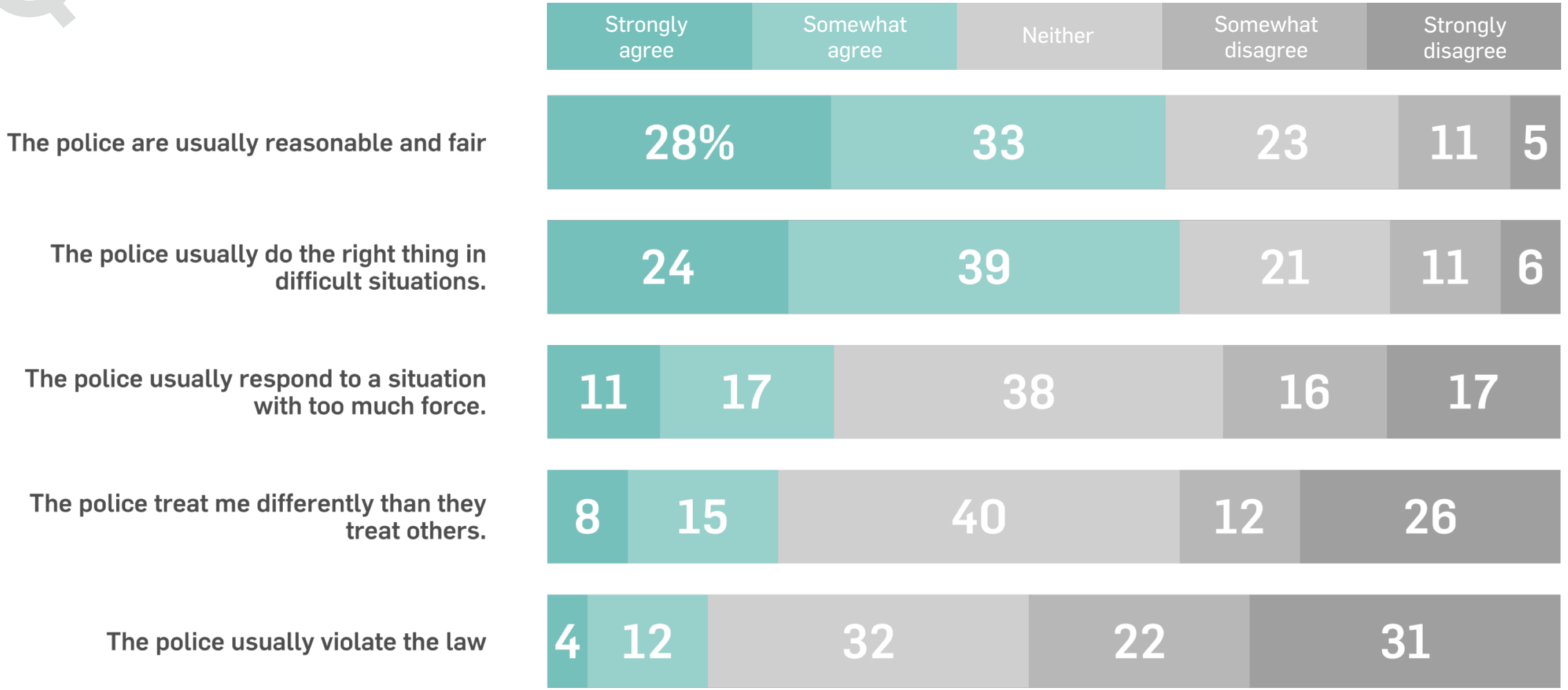
Q How much do you trust the South Salt Lake Police Department? (n = 548)



FAIR MAJORITY SAY POLICE ARE REASONABLE, FAIR

61% of respondents said they agreed that South Salt Lake police are usually reasonable and fair. 63% said they agreed they usually do the right thing. Less than 30% said they thought the police used too much force, treated them differently than others, or violate the law.

Q Now, thinking about the general practices of South Salt Lake Police Department, to what extent do you agree or disagree with each statement (n = 428)

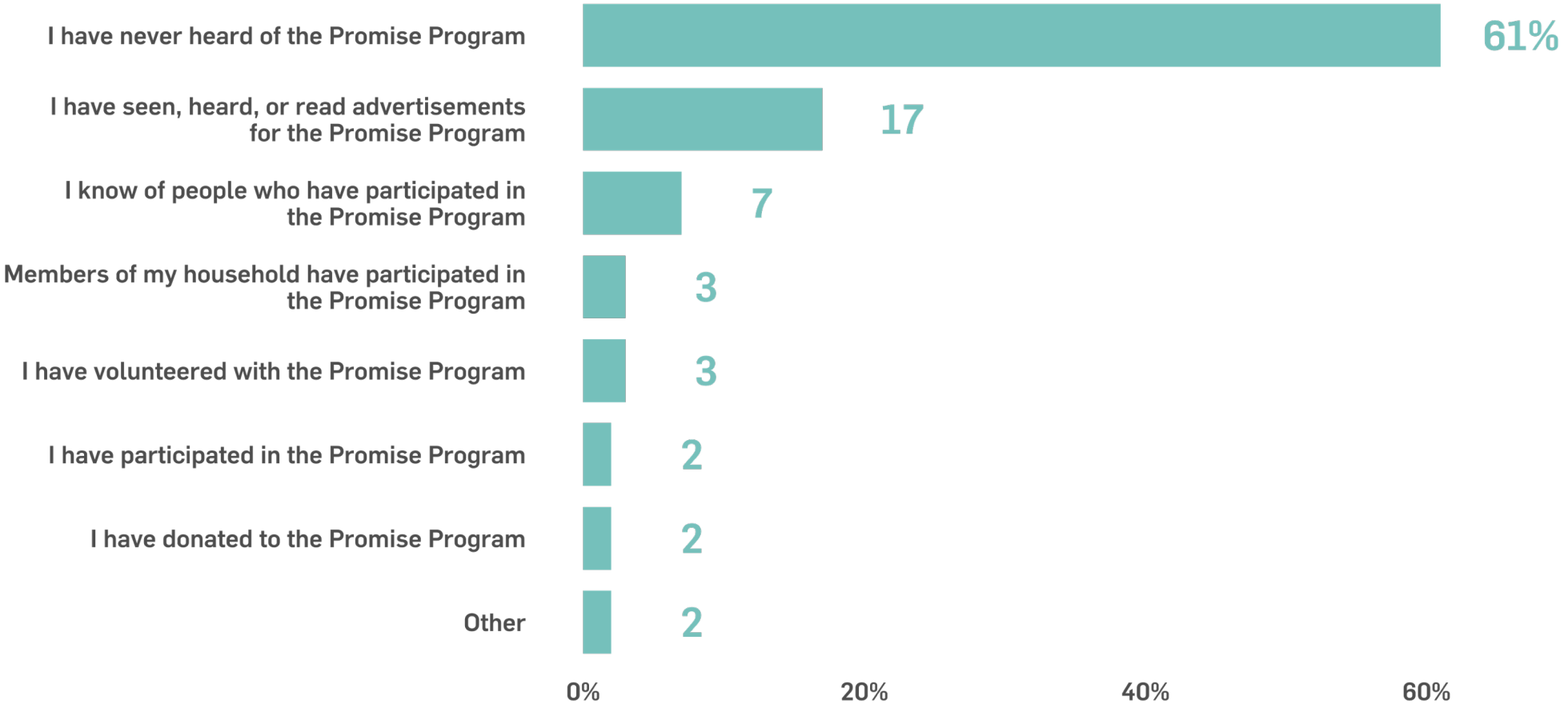


SAMPLE COMPOSITION

ROOM TO GROW AWARENESS FOR PROMISE PROGRAM

Nearly two-thirds of respondents had never heard of the city's Promise Program. Only 17% had previously heard about the program, and fewer than 10% have participated or know participants.

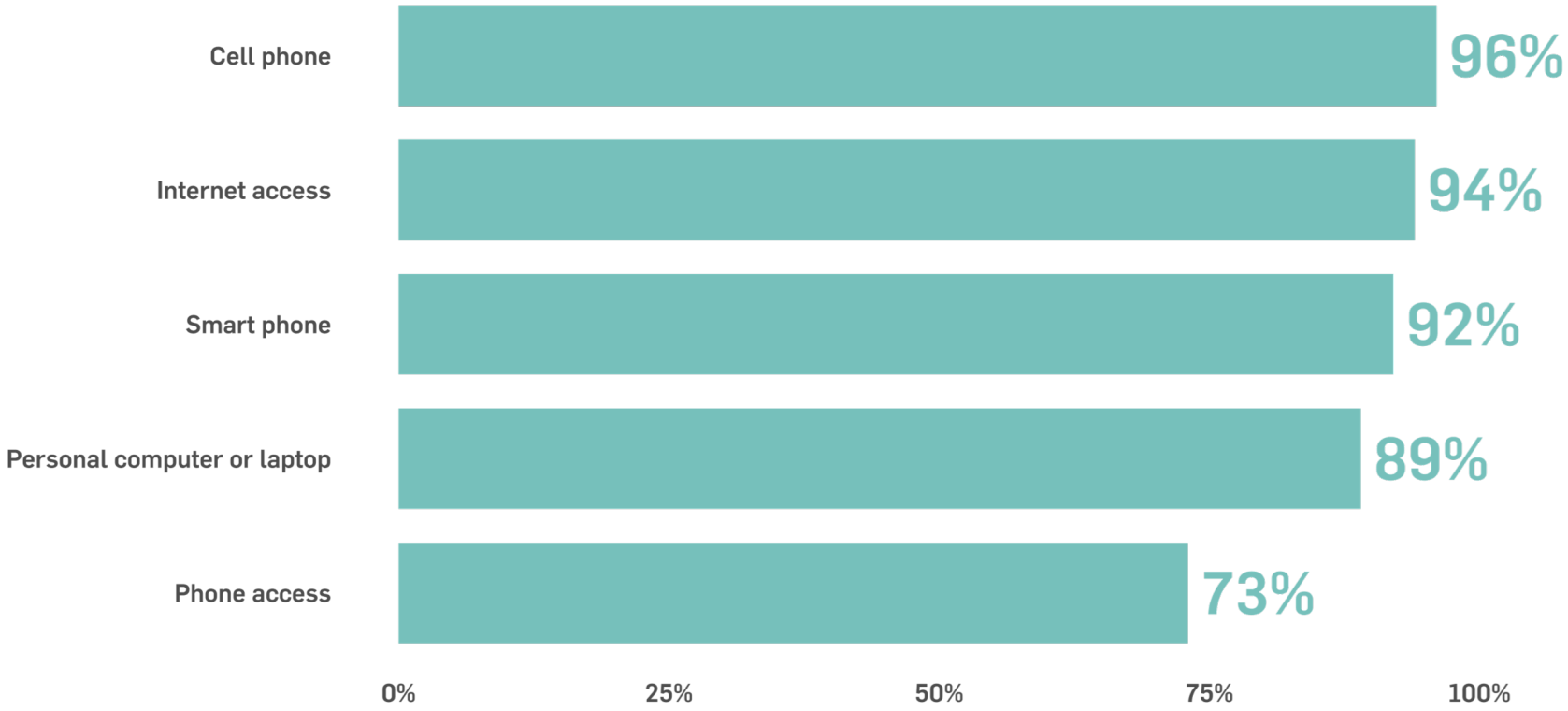
South Salt Lake's Promise Program offers support for youth, families, and refugee residents in South Salt Lake through before and after school programs and community centers.
How would you describe your familiarity with the Promise Program? Select all that apply. (n = 531)



RESIDENTS HAVE HIGH ACCESS TO TECHNOLOGY TOOLS

An overwhelming majority of respondents have access to technology at their home, with over 90% for most tools.

Q Which, if any, of the following technology tools do you have access to at home? (n = 542)



Renters far less likely to have access to personal computers, cell phones, and the internet at home.

27% of African Americans don't have access to smart phones, and 30% of Hispanics don't have access to phones at home.

19% of American Indian / Natives Americans, Hispanic / Latinos, and those of "other" races don't have personal computers at home.

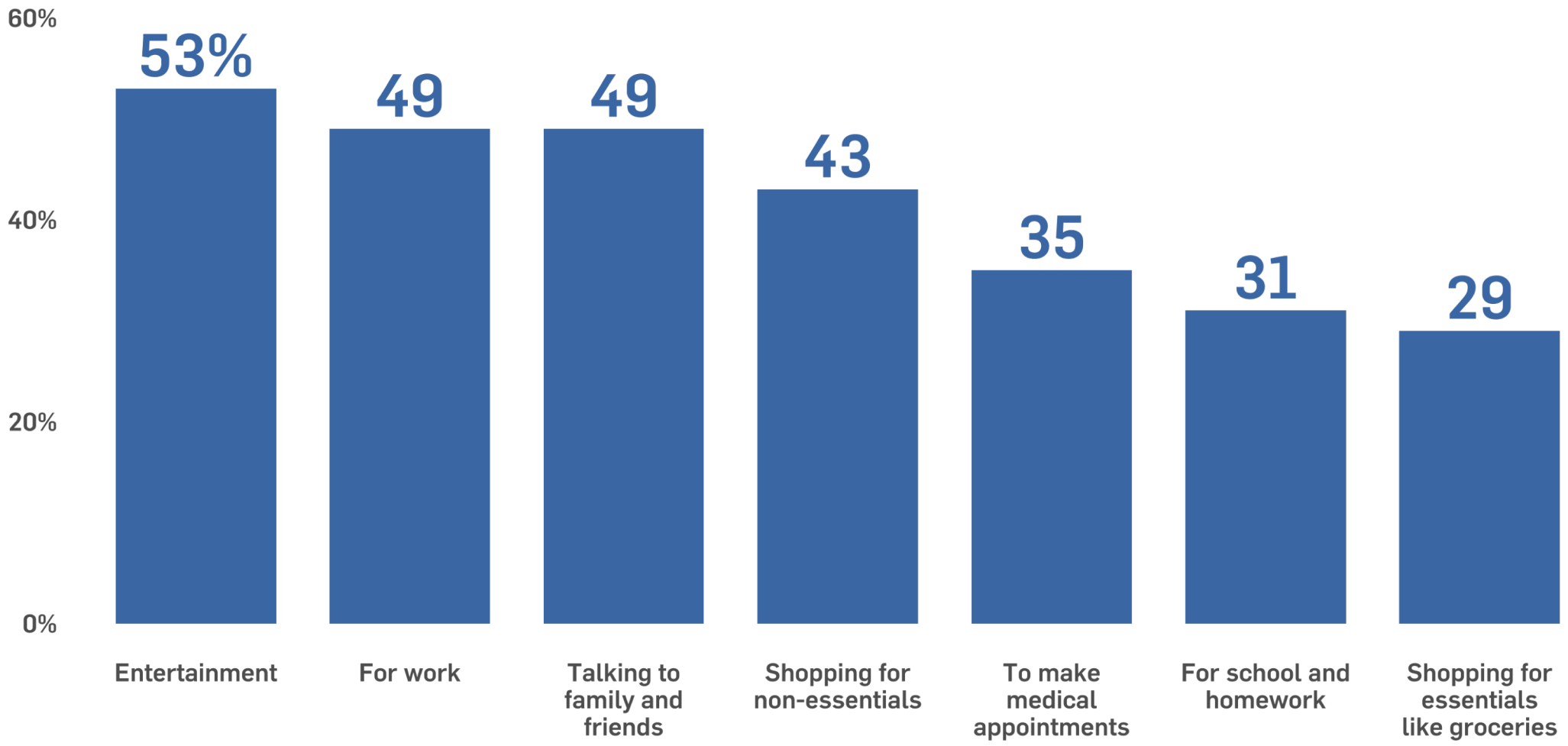
Residents in City Council District 5 are more likely to have access to all technology except home phones compared to residents from other districts.

Those whose annual income is under $25,000 per year are less likely to have access to the internet, personal computers, smart phones, and cell phones.

WIDE RANGING TECHNOLOGY USES

The most common use for technology is for entertainment purposes, with work and to talk to friends and family tied in close second. Less than one third use the internet or technology for shopping for essentials, much lower than shopping for non-essentials.

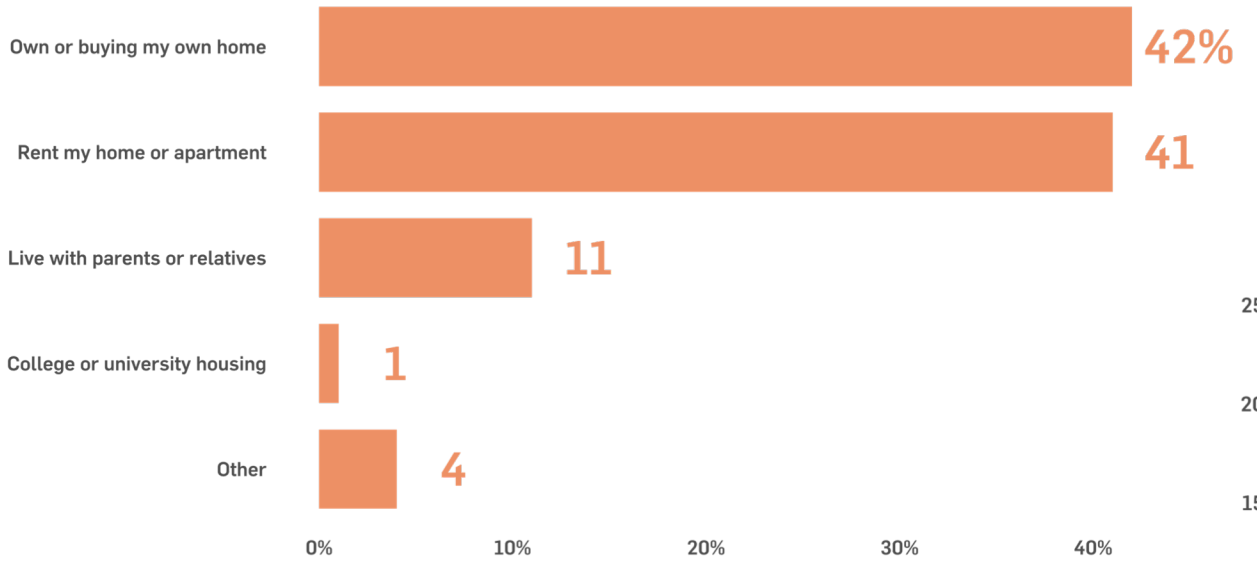
Q What are the main reasons you or members of your household use the internet and/or technology from home? Select all that apply. (n = 422)



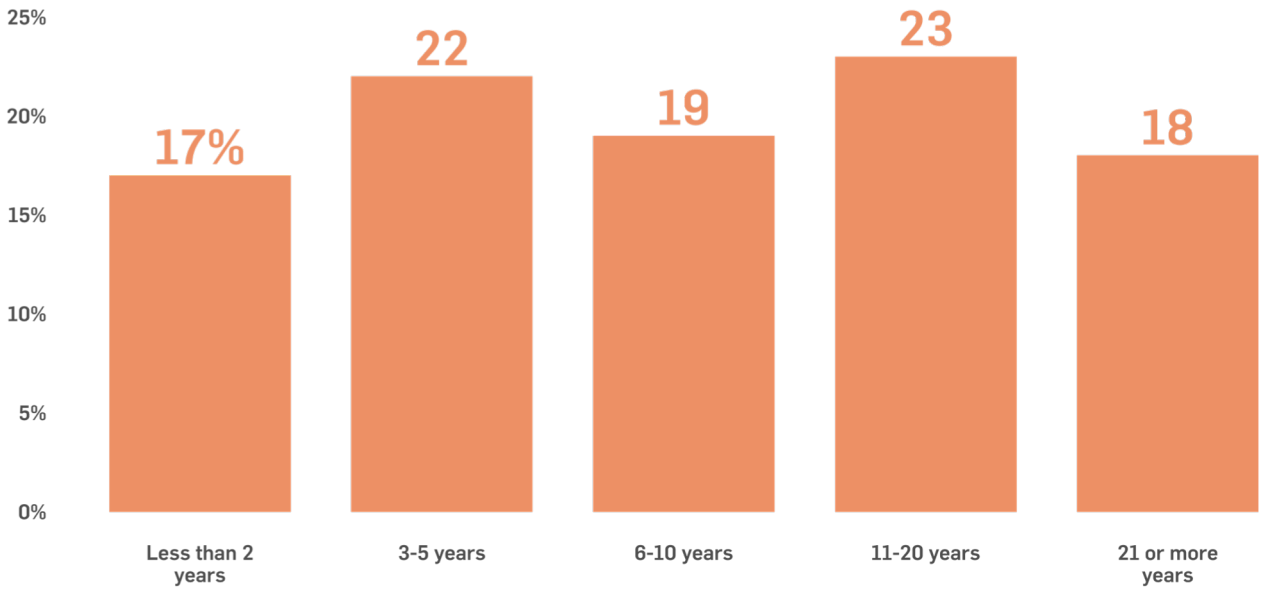
RESPONDENT OVERVIEW

A majority of residents either own their own home or are renting. Few live with family or college housing (11% and 1%, respectively). Approximately 40% of those who took the survey report they have been living in South Salt Lake City for less than 5 years.

Q Which of the following best describes where you are currently living? (n = 540)



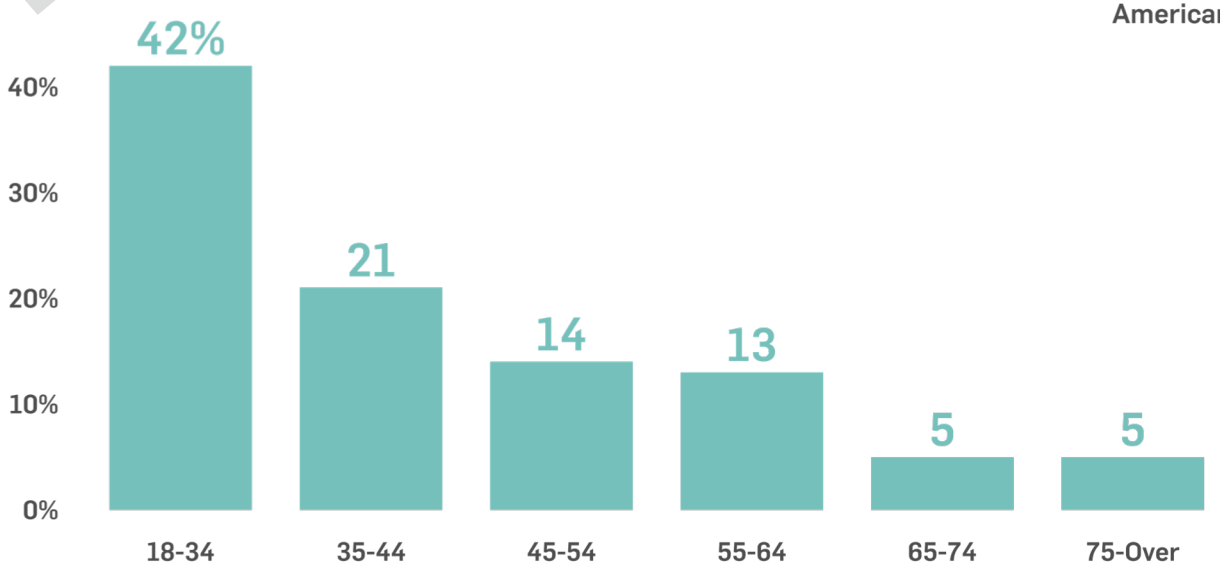
Q How long have you lived in South Salt Lake? (n = 540)



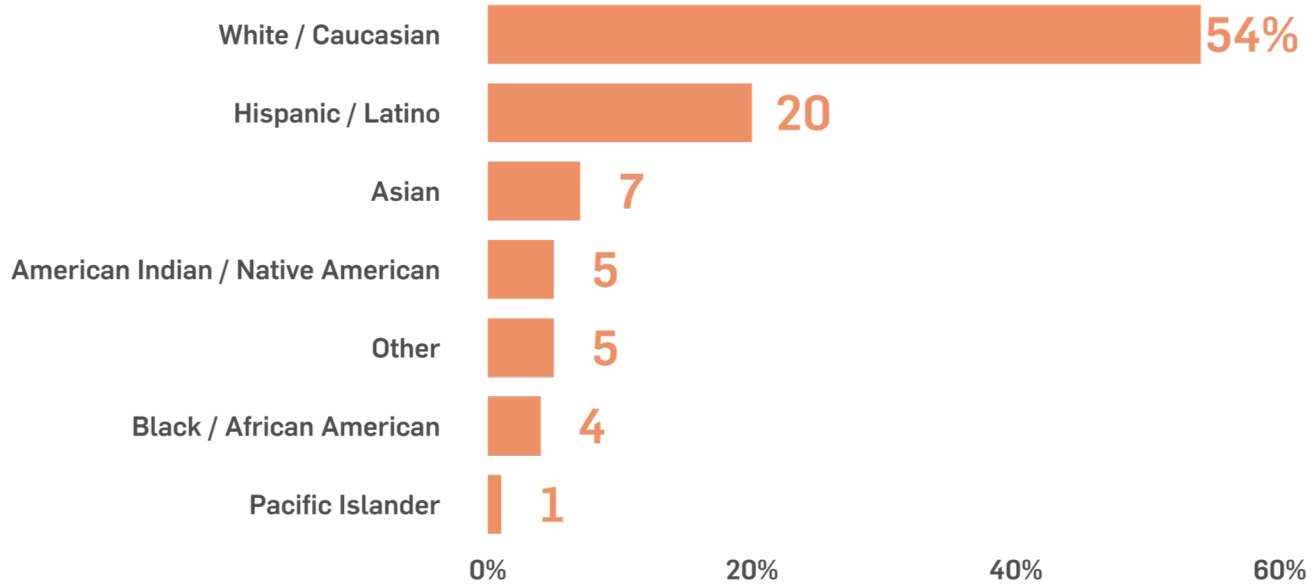
RESPONDENT OVERVIEW

Over half of those who took the survey were younger than 45 (63%). 54% of the respondents were white, and 20% were Hispanic or Latino.

Q What year were you born? (Recoded into age categories) (n = 523)



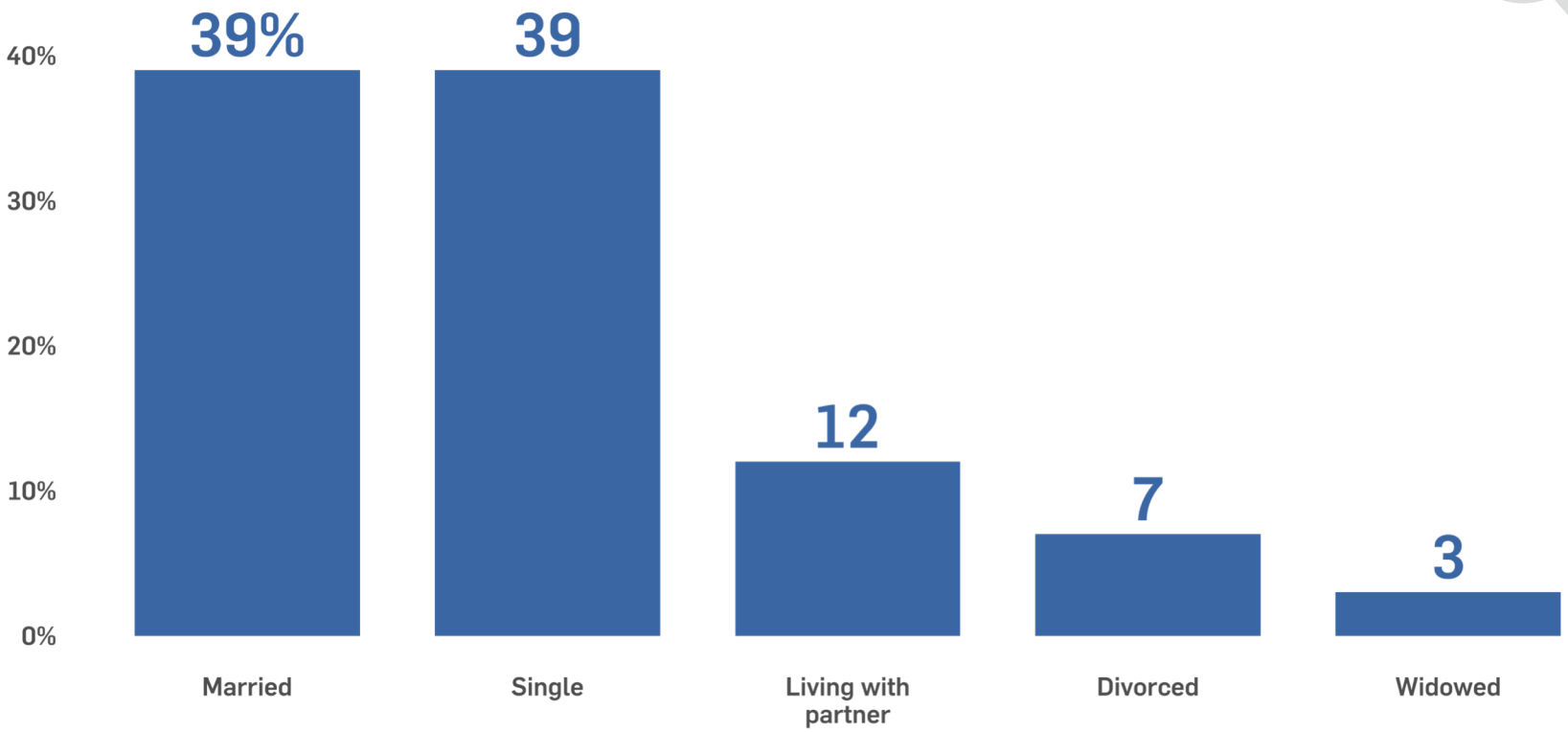
Q Are you: (n = 633)



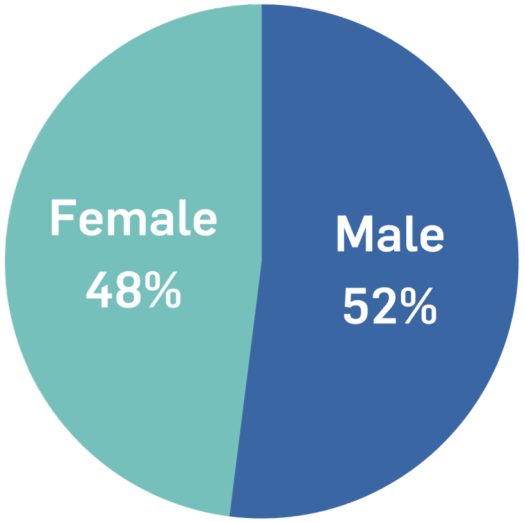
RESPONDENT OVERVIEW

Married and single residents each made up 39% of the respondents. Respondents were relatively equally distributed between genders.

Q Are you currently... (n = 534)



Q Which of the following best describes how you think of yourself? (n = 540)



Y2 ANALYTICS

Kyrene Gibb, Partner & Vice President of Research
Kelly Patterson, Ph.D, Founding Partner
y2analytics.com

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Local Advisory Council **Date:** 2/18/2026

TO:	Local Advisory Council
THROUGH:	Jay Fox, Executive Director
FROM:	Viola Miller, Chief Financial Officer
PRESENTER(S):	Viola Miller, Chief Financial Officer Brian Reeves, Associate Chief Financial Officer Brian Baker, Senior Vice President, Zions Public Finance

TITLE:

Consultation on Bond Issuance Strategy for Potential Refinancing Opportunity

AGENDA ITEM TYPE:
LAC - Consultation

RECOMMENDATION:
The Local Advisory Council is encouraged to provide feedback to the Authority's Board of Trustees on the opportunity to issue bonds for the purpose of refinancing outstanding bonds.

BACKGROUND:
As of December 31, 2025, UTA has approximately $2 billion in outstanding senior and subordinate sales tax revenue bonds. These bonds play a crucial role in funding UTA's transit services across a six-county region, supporting bus, light rail, commuter rail and other operations. Many of these services rely on sales tax revenue bonds to supplement capital funding.

The UTA staff have identified an opportunity to optimize its existing debt profile by refinancing certain outstanding bonds to reduce overall debt service costs.

The proposed financing strategy includes the potential to refinance Series 2016, Subordinated Sales Tax Revenue Refunding Bonds, at a lower interest rate, thereby reducing overall borrowing costs. This approach would allow the organization to capture meaningful savings over the life of the debt, improve cash flow, and strengthen financial flexibility. In addition to lowering funding costs, refinancing may also provide an opportunity to optimize debt structure and align repayment terms with long-term capital planning objectives.

As part of the bonding process, UTA obtained approval of the bond issuance from the State finance Review commission on February 2, 2026.

DISCUSSION:
UTA's staff and Municipal Advisor, Zions Public Finance, will present information about the bond refinancing strategy.

ALTERNATIVES:
This proposal is subject to available capital markets and potential investor appetite.

Should the Authority not pursue this refinancing opportunity, the current debt service schedule will remain in place.

FISCAL IMPACT:
Refinancing the bonds, an aggregate net present value savings amount of at least $1 million and a target 3-5% range.

ATTACHMENTS:
None

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Local Advisory Council **Date:** 2/18/2026

TO: Local Advisory Council
THROUGH: Jay Fox, Executive Director
FROM: Viola Miller, Chief Financial Officer
PRESENTER(S): Viola Miller, Chief Financial Officer

TITLE:

Consultation on Proposed 2026 Operating Budget Amendment

AGENDA ITEM TYPE:
LAC - Consultation

RECOMMENDATION:
Consult with and provide feedback to the Board of Trustees regarding amendment 1 to the 2026 Operating Budget which reflects increased revenues and costs associated with the addition of microtransit service in northern Utah County.

BACKGROUND:
Board of Trustees Policy No. 2.3 Budget allows the Board of Trustees to amend or supplement the Authority's budget at any time after its adoption. The Board may do this through a Budget Amendment, after consultation with the Local Advisory Council, when an increase in the annual appropriation authority is requested.

DISCUSSION:
The following Amendment is proposed for consultation with the Local Advisory Council: modification to the existing 2026 Operating Budget. The proposed Amendment will add $1,924,000 to the 2026 Operating Budget. The modification to the Operating Budget is for expenses related to additional transit services, via innovative mobility services, in northern Utah County. In partnership with the Utah Department of Transportation (UDOT), the service will be provided to portions of Lehi, Saratoga Springs, Eagle Mountain, American Fork and Alpine with an anticipated start date of August 2026.

ALTERNATIVES:

The Local Advisory Council may provide feedback regarding the proposed amendment. If changes are needed, there may be delays in the service associated with this amendment.

FISCAL IMPACT:

2026 Operating Budget

This proposed Operating Budget Amendment will increase Operating Budget expenses by $1,924,000 that would be funded by UDOT and Utah County.

ATTACHMENTS:

- 2026 Operating Budget Amendment - Exhibit A
- 2026 Operating Budget Amendment - Exhibit A-2 Financial
- 2026 Operating Budget Amendment - Exhibit A-2 FTE

UTAH TRANSIT AUTHORITY
2026 OPERATING BUDGET AMENDMENT
February 18, 2026

Exhibit A

		2026 Final Budget	North Utah County Service	Other	Amend 2026 Budget
	Revenue				
1	Sales Tax	$ 516,541,000			$ 516,541,000
2	Formula Funds (FTA)	96,548,000			96,548,000
3	Passenger Revenue	40,887,000			40,887,000
4	Advertising	2,172,000			2,172,000
5	Investment Income	14,384,000			14,384,000
6	Other Revenues	14,867,000	1,924,000		16,791,000
7	**Total Revenue**	**685,399,000**	**1,924,000**	**-**	**687,323,000**
	Operating Expense				
8	Bus	163,312,000			163,312,000
9	Commuter Rail	36,317,000			36,317,000
10	Light Rail	66,854,000			66,854,000
11	Paratransit	33,364,000			33,364,000
12	Rideshare/Vanpool	4,563,000			4,563,000
13	Microtransit	17,968,000	1,924,000		19,892,000
14	Operations Support	75,619,000			75,619,000
15	Administration	66,526,000			66,526,000
16	Planning/Capital Support	15,063,000			15,063,000
17	Non-Departmental	8,997,000			8,997,000
18	**Total Operating Expense**	**488,582,000**	**1,924,000**	**-**	**490,507,000**
	Debt Service, Contribution to Reserves, and Transfer to Capital				
19	Principal and Interest	173,176,000			173,176,000
20	Bond Service Utah County for UVX BRT	3,374,000			3,374,000
21	Contribution to Reserves	-			-
22	Transfer to Capital	20,267,000			20,267,000
23	**Total Debt Service and Reserves**	**196,817,000**	**-**	**-**	**196,817,000**
24	**Total Expense**	**$ 685,399,000**	**$ 1,924,000**	**$ -**	**$ 687,324,000**

UTAH TRANSIT AUTHORITY **Exhibit A-2**
2026 OPERATING BUDGET AMENDMENT ***Financial***
February 18, 2026

		2026 Final Budget	North Utah County Service	Other	Amend 2026 Budget
	Revenue				
1	Sales Tax	$ 516,541,000			$ 516,541,000
2	Formula Funds (FTA)	96,548,000			96,548,000
3	Passenger Revenue	40,887,000			40,887,000
4	Advertising	2,172,000			2,172,000
5	Investment Income	14,384,000			14,384,000
6	Other Revenues	14,867,000	1,924,000		16,791,000
7	**Total Revenue**	**685,399,000**	**1,924,000**		**687,323,000**
	Operating Expense				
8	Board of Trustees	3,794,000			3,794,000
9	Executive Director	7,790,000			7,790,000
10	Communications	5,250,000			5,250,000
11	Operations	356,112,000			356,112,000
12	Finance	19,976,000			19,976,000
13	Service Development	8,383,000			8,383,000
14	Planning & Engagement	29,691,000	1,924,000		31,615,000
15	Enterprise Strategy	34,596,000			34,596,000
16	People Office	13,994,000			13,994,000
17	Non-Departmental	8,997,000			8,997,000
18	**Total Operations**	**488,582,000**	**1,924,000**		**490,507,000**
19	Debt Service	176,550,000			176,550,000
20	Contribution to Reserves	-			-
21	Transfer to Capital Budget	20,267,000			20,267,000
22	**Total Operating Budget**	**$ 685,399,000**	**$ 1,924,000**		**$ 687,324,000**

UTAH TRANSIT AUTHORITY **Exhibit A-2**

2026 OPERATING BUDGET AMENDMENT ***FTE***

February 18, 2026

		2026 Final Budget	North Utah County Service	Other	Amend 2026 Budget
	Executive				
1	Board of Trustees	16.5			16.5
2	Executive Director	35.7			35.7
3	Communications	19.0			19.0
4	Operations	2,456.2			2,456.2
5	Finance	119.0			119.0
6	Capital Services	64.5			64.5
7	Planning & Engagement	106.1			106.1
8	Enterprise Strategy	132.0			132.0
9	People Office	105.8			105.8
10	Non-Departmental	-			-
11	**Total FTE**	**3,054.7**	**-**	**-**	**3,054.7**

Change in FTE Positions

None

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Local Advisory Council **Date:** 2/18/2026

TO:	Local Advisory Council
THROUGH:	Jay Fox, Executive Director
FROM:	Viola Miller, Chief Financial Officer
PRESENTER(S):	Viola Miller, Chief Financial Officer Daniel Hofer, Director of Capital Programs and Support

TITLE:

Consultation on Proposed 2026-2030 Five-Year Capital Plan Amendment

AGENDA ITEM TYPE:
LAC - Consultation

RECOMMENDATION:
Consult and provide feedback regarding the proposed amendment to the 2026-2030 Five Year Capital Plan to reflect increased revenues and costs associated with two capital projects related to the purchase of Compressed Natural Gas (CNG) buses and Low-Emission Diesel buses.

BACKGROUND:
Board of Trustees Policy No. 2.1 Financial Planning requires the Executive Director to develop a 5-Year Capital Plan to be approved by the Board of Trustees after consultation with the Local Advisory Council (LAC). LAC consultation and Board approval are also sought when amendments to the approved plan are necessary.

DISCUSSION:
The following Amendment is proposed for consultation with the Local Advisory Council: modification to the existing 2026-2030 Five Year Capital Plan. The proposed Amendment will add $42,487,000 to the overall 2026 -2030 Five Year Capital Plan.

2026-2030 Five Year Capital Plan

The proposed changes to the Five Year Capital Plan will update two capital projects related to the purchase of Compressed Natural Gas (CNG) buses and Low-Emission Diesel buses. These adjustments are necessary to

incorporate the two recently awarded 5339(c) Federal Grants.

The combined award amount of these grants is $41.8 million (detailed below) which does not include the UTA required match of $7.4 million for a total funding amount of $49.2 million. Of the UTA local match amount, $6.7 million is previously planned match and already included in the current approved plan, leaving a needed additional match of $0.7 million; therefore, the amendment adds the remaining $42.5 million to the Capital Plan.

New Grant Award Funding Being Recognized

REV244- Clean Diesel Bus Purchase- 2025 5339(c) Grant: $20.5 million

REV245- CNG Bus Purchase- 2025 5339(c) Grant: $21.3 million

ALTERNATIVES:
If changes are needed, there may be delays in the acquisition of the service vehicles associated with this amendment.

FISCAL IMPACT:
2026-2030 Five Year Capital Plan

The impact to the Five Year Capital Plan will be an overall increase of $42,487,000 to the total Five Year Plan amount increasing from $1,069,129,000 to $1,111,616,000. This increase in expense will be offset by incorporating $41,805,200 in new- grant funds, and $681,800 in UTA funds.

The increase in grant funds is due to the recently awarded 5339 formula fund grants for the purchase of new CNG and low-emission buses, as described in the discussion section above.

ATTACHMENTS:

- 2026-2030 Five-Year Capital Plan Detail (Amendment 1)

2026-2030 Five Year Capital Plan - Amendment 1

Sum of Total Budget- Rounded	Column Labels					
Office/Projects	2026	2027	2028	2029	2030	Grand Total
Capital Services	276,763,000	266,415,000	179,374,000	139,209,000	81,694,000	943,455,000
FMA516 - Corridor Fencing	50,000	50,000	50,000	50,000	50,000	250,000
FMA679 - Building Remodels/Reconfigurations	1,190,000	1,040,000	540,000	500,000	500,000	3,770,000
FMA680 - Suicide Prevention Research Project	-	-	-	-	-	-
FMA687 - Layton Station Improvements	-	-	-	-	-	-
FMA688 - Lab Building FLHQ Demolition/Parking Lot	375,000	-	-	-	-	375,000
FMA690 - Facility Program Development & Design	150,000	-	-	-	-	150,000
FMA693 - Meadowbrook Bus Charging Infrastructure	2,336,000	-	-	-	-	2,336,000
FMA694 - Electric Bus Chargers	20,000	-	-	-	-	20,000
FMA695 - Facility Program	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	2,010,000	-	-	-	-	2,010,000
FMA697 - Facility Strategic Plan: Fire Alarm Systems Remediation	1,199,000	-	-	-	-	1,199,000
FMA698 - Midvale RSC Operations work space and amenity remodel	-	589,000	-	-	-	589,000
FMA699 - Facility Strategic Plan: Electrical Systems Remediation	1,395,000	3,008,000	3,008,000	1,613,000	-	9,024,000
FMA700 - Elevator Replacements- Farmington Station	-	50,000	600,000	-	-	650,000
FMA701 - Escalators Replacement- North Temple Station	400,000	4,250,000	-	-	-	4,650,000
FMA702 - Aboveground Storage Tanks Product Lines Replacement	320,000	-	-	-	-	320,000
MSP132 - Internal Project Control System Tech Support	35,000	35,000	35,000	35,000	35,000	175,000
MSP140 - Box Elder County Corridor Preservation	1,000,000	1,000,000	500,000	-	-	2,500,000
MSP156 - Prop 1 Davis County Bus Stop Improvements	100,000	-	-	-	-	100,000
MSP185 - OGX BRT	3,500,000	-	-	-	-	3,500,000
MSP189 - Signal Pre-emption Projects w/UDOT	300,000	300,000	300,000	300,000	300,000	1,500,000
MSP193 - Weber County Corridor Preservation	1,200,000	1,200,000	1,200,000	1,200,000	-	4,800,000
MSP202 - (Grant Dependent) Davis-SLC Community Connector	5,000,000	21,618,000	4,860,000	1,415,000	94,000	32,987,000
MSP205 - TIGER Program of Projects	-	-	-	-	-	-
MSP207 - 3300/3500 South Bus Stop and Transit Signal Priority Optimization	-	-	-	-	-	-
MSP208 - Clearfield FrontRunner Station Trail	200,000	-	-	-	-	200,000
MSP215 - Sharp/Tintic Rail Corridor Connection	1,500,000	70,000	70,000	-	-	1,640,000
MSP216 - Point of the Mountain Transit	231,000	200,000	200,000	200,000	2,102,000	2,933,000
MSP224 - Utah County ADA Bus Stop Improvements	-	-	-	-	-	-
MSP229 - Salt Lake County Bus Stop Improvements/Construction	511,000	511,000	10,000	10,000	10,000	1,052,000
MSP248 - Planning & Environmental Analysis	300,000	300,000	300,000	300,000	300,000	1,500,000
MSP252 - FrontRunner 2X	6,856,000	8,156,000	2,693,000	2,693,000	-	20,398,000
MSP253 - MVX BRT	31,715,000	3,681,000	-	-	-	35,396,000
MSP254 - TRAX Orange Line Implementation and Red Line Realignment	100,000	100,000	100,000	100,000	100,000	500,000
MSP255 - Central Corridor	-	-	-	-	-	-
MSP258 - Mt Ogden Administration Building	11,062,000	15,500,000	2,738,000	-	-	29,300,000
MSP259 - S-Line Extension	30,086,000	1,285,000	-	-	-	31,371,000
MSP260 - 5600 West Bus Route	3,200,000	17,000,000	1,500,000	-	-	21,700,000
MSP262 - Salt Lake Central Headquarters & Station Redevelopment	760,000	-	-	-	-	760,000
MSP263 - Transit Oriented Development Working Capital	1,662,000	688,000	688,000	688,000	688,000	4,414,000
MSP264 - FrontRunner South Extension	2,300,000	300,000	300,000	300,000	-	3,200,000
MSP265 - Program Management Support	4,000,000	3,730,000	3,730,000	3,730,000	3,730,000	18,920,000
MSP267 - New Maintenance Training Facility	7,250,000	-	-	-	-	7,250,000

2026-2030 Five Year Capital Plan - Amendment 1

Sum of Total Budget- Rounded	Column Labels					
Office/Projects	2026	2027	2028	2029	2030	Grand Total
MSP271 - Maintenance of Way Department Training Yard	2,500,000	-	-	-	-	2,500,000
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-
MSP275 - Station Area Planning	675,000	-	-	-	-	675,000
MSP286 - Utah County Park & Ride Lots (x2)	3,200,000	-	-	-	-	3,200,000
MSP287 - UVX BRT 900 East Station	212,000	-	-	-	-	212,000
MSP288 - Sustainability Project Pool	100,000	100,000	100,000	100,000	100,000	500,000
MSP293 - FrontRunner Shepard Lane Betterment	-	-	-	-	-	-
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-
MSP301 - Federal 5339 Grant Program- Bus Stop Construction	2,440,000	-	-	-	-	2,440,000
MSP312 - FrontRunner 2X - The Point Improvements	300,000	300,000	-	300,000	300,000	1,200,000
MSP320 - TRAX Forward	100,000	100,000	100,000	100,000	100,000	500,000
MSP324 - Bus Stop Amenities	400,000	1,600,000	410,000	10,000	10,000	2,430,000
MSP325 - 200 South-Phase III-Transit Signal Priority	1,285,000	2,785,000	428,000	-	-	4,498,000
MSP326 - (Grant Dependent) Bus Charger at Orange Street and Wasatch & 3900 S	-	-	-	11,000	87,000	98,000
MSP327 - (Grant Dependent) Bus Charger at Farmington Station or Ogden Station	-	-	-	11,000	94,000	105,000
MSP328 - (Grant Dependent) Salt Lake or West Valley On Route Bus Chargers	9,000	100,000	-	-	-	109,000
REV205 - Replacement Non-Revenue Support Vehicles	2,000,000	2,000,000	2,000,000	2,500,000	2,000,000	10,500,000
REV209 - Paratransit Bus Replacement	16,634,000	9,002,000	8,140,000	-	-	33,776,000
REV211 - Revenue Bus Replacement	16,580,000	24,857,000	13,888,000	25,640,000	22,861,000	103,826,000
REV224 - Bus Overhaul	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	10,000,000
REV232 - Van Pool Vehicle Replacements	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	8,000,000
REV236 - Volkswagen Settlement Battery Buses	-	-	-	-	-	-
REV238 - SD100/SD160 Light Rail Vehicle Replacement	54,322,000	18,830,000	68,153,000	40,697,000	4,690,000	186,692,000
REV241 - Non-Revenue Vehicle Ancillary Equipment (Trailers, etc.)	150,000	100,000	100,000	100,000	100,000	550,000
REV242 - Non-Revenue Specialty Vehicle Replacement	500,000	1,000,000	1,000,000	1,000,000	1,000,000	4,500,000
REV243 - Low/No CNG Bus Procurement	1,000	21,309,000	-	-	-	21,310,000
REV244 - (Grant Dependent) Clean Diesel Bus Purchase- 2025 5339b Grant	-	24,094,000	-	-	-	24,094,000
REV245 - (Grant Dependent) CNG Bus Purchase- 2025 5339b Grant	1,050,000	24,050,000	-	-	-	25,100,000
SGR040 - Light Rail Vehicle Overhaul Program	10,500,000	8,919,000	6,801,000	3,661,000	2,000,000	31,881,000
SGR047 - Light Rail Stray Current Control	500,000	500,000	500,000	500,000	500,000	2,500,000
SGR353 - Locomotive Engine Overhaul	2,800,000	-	-	-	-	2,800,000
SGR359 - Bridge Rehabilitation & Maintenance	440,000	460,000	500,000	520,000	540,000	2,460,000
SGR370 - Red Signal Enforcement	-	-	-	-	-	-
SGR385 - Rail Replacement Program	6,250,000	2,250,000	3,250,000	5,100,000	1,250,000	18,100,000
SGR390 - Jordan River #2 Remodel	50,000	-	-	-	-	50,000
SGR391 - Commuter Rail Vehicle Rehab	3,000,000	8,500,000	20,000,000	15,000,000	15,000,000	61,500,000
SGR393 - Grade Crossing Replacement Program	2,000,000	2,500,000	2,500,000	2,500,000	2,500,000	12,000,000
SGR397 - Traction Power Substation Component Replacement	1,000,000	-	-	-	-	1,000,000
SGR398 - Overhead Catenary System Rehab and Replacement	4,462,000	2,000,000	3,625,000	5,000,000	2,500,000	17,587,000
SGR401 - Ballast and Tie replacement	300,000	300,000	300,000	300,000	300,000	1,500,000
SGR403 - Train Control Rehab & Replacement	6,500,000	6,500,000	6,500,000	6,500,000	6,000,000	32,000,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	2,500,000	5,600,000	6,700,000	6,900,000	3,300,000	25,000,000
SGR407 - Bus Stop Enhancements for ADA-compliance	2,590,000	3,160,000	1,572,000	1,565,000	1,818,000	10,705,000
SGR408 - UTA End of Line (EOL) Enhancements	1,115,000	1,600,000	585,000	585,000	550,000	4,435,000

2026-2030 Five Year Capital Plan - Amendment 1

Sum of Total Budget- Rounded	Column Labels					
Office/Projects	2026	2027	2028	2029	2030	Grand Total
SGR409 - UTA Operator Restrooms	1,555,000	2,656,000	1,920,000	1,885,000	1,885,000	9,901,000
SGR410 - Wayside Fiber Rehab/Replacement	700,000	682,000	680,000	690,000	700,000	3,452,000
SGR411 - Farmington Station Ped Bridge Repairs	-	-	-	-	-	-
SGR412 - Power Control Cabinet Replacement Project	1,900,000	-	-	-	-	1,900,000
SGR413 - Traction Power Substation Building Rehab	100,000	1,000,000	-	-	-	1,100,000
SGR414 - Rail Grinding	-	1,300,000	2,600,000	1,300,000	-	5,200,000
SGR415 - Wheel-Rail Interface (WRIS) and System Rail Grinding Criteria Development	130,000	-	-	-	-	130,000
Enterprise Strategy	17,051,000	2,555,000	3,435,000	2,875,000	3,150,000	29,066,000
ICI001 - Passenger Station Information Sign Replacement	1,350,000	-	-	-	-	1,350,000
ICI146 - FrontRunner WiFi Enhancements	-	-	-	-	-	-
ICI173 - JDE System Enhancements	50,000	50,000	50,000	-	-	150,000
ICI179 - Network Infrastructure Equipment & Software	1,200,000	800,000	500,000	500,000	500,000	3,500,000
ICI186 - In-House Application Development	150,000	150,000	150,000	150,000	150,000	750,000
ICI197 - SGR for Bus Communications On-Board Technology	-	-	-	-	-	-
ICI198 - Information and Cybersecurity Program	475,000	150,000	260,000	495,000	550,000	1,930,000
ICI199 - Rail Communication Onboard Tech	-	-	-	-	-	-
ICI201 - Server, Storage Infrastructure Equipment & Software	500,000	300,000	1,600,000	880,000	1,100,000	4,380,000
ICI202 - Radio Communication Infrastructure	-	-	-	-	-	-
ICI214 - Rail Car Automatic Passenger Counter Replacement	1,750,000	-	-	-	-	1,750,000
ICI224 - JDE 9.2 Applications Upgrade UNx	-	-	-	-	-	-
ICI226 - Radio Communication System	5,200,000	-	-	-	-	5,200,000
ICI230 - EAM/WM/RISC (Trapeze)	5,356,000	180,000	-	-	-	5,536,000
ICI232 - Trapeze PassWeb for Special Services	145,000	100,000	-	-	-	245,000
ICI233 - Technology Systems- State of Good Repair	175,000	125,000	175,000	150,000	150,000	775,000
ICI235 - ERP System Replacement Phase 2: Procurement	-	-	-	-	-	-
ICI236 - Electronic Communication System Rehab/Replacement	700,000	700,000	700,000	700,000	700,000	3,500,000
Executive Director (Safety)	1,485,000	843,000	907,000	1,007,000	770,000	5,012,000
FMA604 - Safety General Projects	120,000	120,000	120,000	120,000	120,000	600,000
FMA645 - Security Camera Sustainability	645,000	636,000	500,000	600,000	650,000	3,031,000
FMA658 - Bus Replacement Camera System	620,000	-	-	-	-	620,000
FMA681 - Electrical Arc Flash Hazard Analysis	-	87,000	287,000	287,000	-	661,000
ICI229 - TRAX and FrontRunner Vehicle Camera Installation	100,000	-	-	-	-	100,000
Finance	32,646,000	10,518,000	10,445,000	10,484,000	10,395,000	74,488,000
CDA006 - Coordinated Mobility 5310 Grant Administration All Funding Years	322,000	332,000	342,000	352,000	370,000	1,718,000
FMA686 - Warehouse Equipment Rehab and Replacement	65,000	123,000	40,000	69,000	25,000	322,000
ICI213 - eVoucher Phase 2	-	-	-	-	-	-
ICI222 - Fares Systems Replacement Program	10,209,000	-	-	-	-	10,209,000
ICI234 - Coordinated Mobility IT Support	63,000	63,000	63,000	63,000	-	252,000
MSP222 - Coordinated Mobility Grant 5310- FFY 2018 20-1903 P/O 5310			-			-
MSP276 - Coordinated Mobility 5310 Grant- Salt Lake City/West Valley FFY 2022 UT-2(	100,000	-	-	-	-	100,000
MSP277 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2022 UT-2023-026	275,000	-	-	-	-	275,000
MSP278 - Coordinated Mobility 5310 Grant-Provo/Orem FFY 2022 UT-2023-024	175,000	-	-	-	-	175,000
MSP279 - Coordinated Mobility 5310 Grant-Ogden/Layton FFY 2021 UT-2023-013	20,000	-	-	-	-	20,000

2026-2030 Five Year Capital Plan - Amendment 1

Sum of Total Budget- Rounded	Column Labels					
Office/Projects	2026	2027	2028	2029	2030	Grand Total
MSP280 - Coordinated Mobility 5310 Grant- Salt Lake City/West Valley FFY 2021 UT-2(	105,000	-	-	-	-	105,000
MSP281 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2021 UT-2023-023	5,000	-	-	-	-	5,000
MSP299 - Coordinated Mobility 5310 Grant- FFY 2019/2020 UT-2021-009-01 P/O	15,000	-	-	-	-	15,000
MSP302 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2024 UT-2025-004	900,000	-	-	-	-	900,000
MSP303 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2023 UT-2024-018	320,000	-	-	-	-	320,000
MSP304 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2023 UT-2024-019	450,000	-	-	-	-	450,000
MSP305 - Coordinated Mobility 5310 Grant- Salt Lake FFY 2023 UT-2025-003	1,303,000	-	-	-	-	1,303,000
MSP306 - Coordinated Mobility 5310 Grant- All Areas FFY 2026	3,360,000	-	-	-	-	3,360,000
MSP307 - Coordinated Mobility 5310 Grant- All Areas FFY 2025	3,262,000	-	-	-	-	3,262,000
MSP308 - Coordinated Mobility 5310 Grant- Salt Lake FFY 2024 UT-2025-001	1,054,000	-	-	-	-	1,054,000
MSP309 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2024 UT-2025-005	643,000	-	-	-	-	643,000
MSP999 - Capital Contingency	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	25,000,000
REV239 - HB322 Future Rail Car Purchase Payment	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	25,000,000
Operations	8,974,000	15,328,000	11,200,000	9,080,000	6,800,000	51,382,000
FMA543 - Police Vehicle Replacement/Expansion	1,138,000	1,172,000	725,000	730,000	1,000,000	4,765,000
FMA652 - Facilities Equipment Replacement	2,000,000	2,000,000	2,000,000	800,000	800,000	7,600,000
FMA653 - Facilities Rehab/Replacement	1,253,000	890,000	1,025,000	720,000	670,000	4,558,000
FMA672 - Park & Ride Rehab/Replacement	480,000	480,000	480,000	480,000	480,000	2,400,000
FMA673 - Stations and Platforms Rehab/Replacement	560,000	495,000	500,000	300,000	500,000	2,355,000
FMA684 - Police Equipment	275,000	275,000	475,000	350,000	350,000	1,725,000
FMA685 - Wheel Truing Machine- Jordan River Service Center	233,000	1,977,000	-	-	-	2,210,000
FMA689 - New Bid Trailer for Meadowbrook Building 7	-	-	-	-	-	-
FMA691 - FuelMaster Installation at Meadowbrook and Mt Ogden	-	-	-	-	-	-
FMA703 - Police Records Management System/Computer Aided Dispatch System Repl	5,000	2,100,000	-	-	-	2,105,000
FMA704 - Mt Ogden Maintenance Building Floor Restoration	-	939,000	-	-	-	939,000
MSP210 - FrontRunner Bike Rack project	-	-	-	-	-	-
SGR386 - Light Rail Vehicle Accident Repair- Vehicles 1137 & 1122	1,600,000	600,000	-	-	-	2,200,000
SGR416 - Light Rail Vehicle Collision Avoidance System	150,000	2,850,000	5,850,000	5,700,000	3,000,000	17,550,000
SGR417 - Light Rail Vehicle Accident Repair- Vehicle 1168	1,280,000	1,550,000	145,000	-	-	2,975,000
People	50,000	-	-	-	-	50,000
FMA705 - HEP Training Engine Power Bank for Maintenance Training	50,000	-	-	-	-	50,000
ICI228 - Human Resource Information System Implementation	-	-	-	-	-	-
MSP310 - Bus Operations Training Simulator	-	-	-	-	-	-
MSP318 - Maintenance of Way Apprenticeship & Training	-	-	-	-	-	-
Planning & Engagement	2,244,000	1,509,000	1,520,000	1,445,000	1,445,000	8,163,000
MSP198 - Customer Experience and Wayfinding Plan	600,000	600,000	600,000	600,000	600,000	3,000,000
MSP268 - Optical Detection Next Steps	-	-	-	-	-	-
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	933,000	445,000	445,000	445,000	445,000	2,713,000
MSP285 - Bus Speed and Reliability Program (BSRP)	100,000	100,000	100,000	100,000	100,000	500,000
MSP294 - Planning Studies	300,000	300,000	300,000	300,000	300,000	1,500,000
MSP314 - Capital and project development expenses for IMS services	-	-	-	-	-	-
MSP329 - (Grant Dependent) Bus scanning safety project	11,000	64,000	75,000	-	-	150,000
MSP330 - 2026 Microtransit Vehicle Upfitting	300,000	-	-	-	-	300,000
REV234 - Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-

2026-2030 Five Year Capital Plan - Amendment 1

Sum of Total Budget- Rounded	Column Labels					
Office/Projects	2026	2027	2028	2029	2030	Grand Total
Grand Total	**339,213,000**	**297,168,000**	**206,881,000**	**164,100,000**	**104,254,000**	**1,111,616,000**

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Local Advisory Council **Date:** 2/18/2026

TO:	Local Advisory Council
THROUGH:	Jay Fox, Executive Director
FROM:	Viola Miller, Chief Financial Officer
PRESENTER(S):	Brian Reeves, Associate Chief Financial Office Monica Howe, Fares Director

TITLE:

Consultation on Fare Rate

AGENDA ITEM TYPE:
Discussion

RECOMMENDATION:
Consult with Board of Trustees and provide feedback on proposed fare rate changes.

BACKGROUND:
The Utah Transit Authority (UTA) fare structure has remained unchanged since April 2013, with a base fare of $2.50 for local bus, TRAX, BRT, and streetcar services. Express bus and ski routes are currently priced at $5.00 per one-way trip, while FrontRunner commuter rail fares begin at $2.50 with additional charges for additional stops. These fare levels remained unchanged for more than a decade, despite significant changes in economic conditions and practices among peer agencies.

Governance of fare rates is established under the Utah Public Transit District Act and UTA Board Policy 4.1 which, as of 2025, require board approval and consultation with the Local Advisory Council for setting fares. On August 14, 2024, the Board of Trustees approved Resolution R2024-08-01 to establish the current fare rate and fare media types. Any adjustments to the fare rate must include financial analysis, fare elasticity studies, and public input before implementation.

DISCUSSION:
This discussion will provide a comprehensive review of the Fare Rate Analysis including:

- Governance of fare rates
- Elements of UTA fare rates
- Peer agencies comparison group

- Fare change recommendation

ALTERNATIVES:
N/A

FISCAL IMPACT:
Financial implications of a fare rate change will be discussed.

ATTACHMENTS:
None

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Local Advisory Council **Date:** 2/18/2026

TO: Local Advisory Council
THROUGH: Jay Fox, Executive Director
FROM: Jon Larsen, Chief Capital Services Officer
PRESENTER(S): Paul Drake, Director of Real Estate

TITLE:

Facility Strategic Assessment and Implementation Plan

AGENDA ITEM TYPE:
Discussion

RECOMMENDATION:
Discuss the Facility Strategic Assessment and Implementation Plan

BACKGROUND:
The Facility Strategic Plan: Implementation Plan (FSP-IP) builds on the May 2025, Facility Strategic Plan: Condition Assessment (FSP-CA). This report illustrates a fiscally unconstrained vision for: (1) addressing capital facility projects identified in the Condition Assessment; (2) expanding or replacing select facilities as required due to service growth and; (3) prioritizing capital upgrades according to measurable risk and need.

DISCUSSION:
The FSP-IP considers multiple UTA resources that impact demand on facilities, identifying $827M in facility need over the next decade. The FSP-CA established a baseline for all building components systems, highlighting 676 unique capital projects throughout UTA's buildings. Projects identified through that process are called out in the FSP-IP. Other inputs include UTA's visioning plans, such as the long-range transit plan and service plans.

The FSP-IP presents a timeline of facility projects tied to projected service. The Facility Development team will update the timing and sequence of these projects as service plans are modified.

ALTERNATIVES:

For discussion purposes only.

FISCAL IMPACT:
This report is advisory and does not carry a fiscal impact. The projects within provide rough-order-of-magnitude costs to illustrate potential fiscal impact.

ATTACHMENTS:

- Facility Strategic Plan: Implementation
- Facility Strategic Plan: Condition Assessment

UTA FACILITY DEVELOPMENT

FACILITY STRATEGIC PLAN:
CONDITION ASSESSMENT

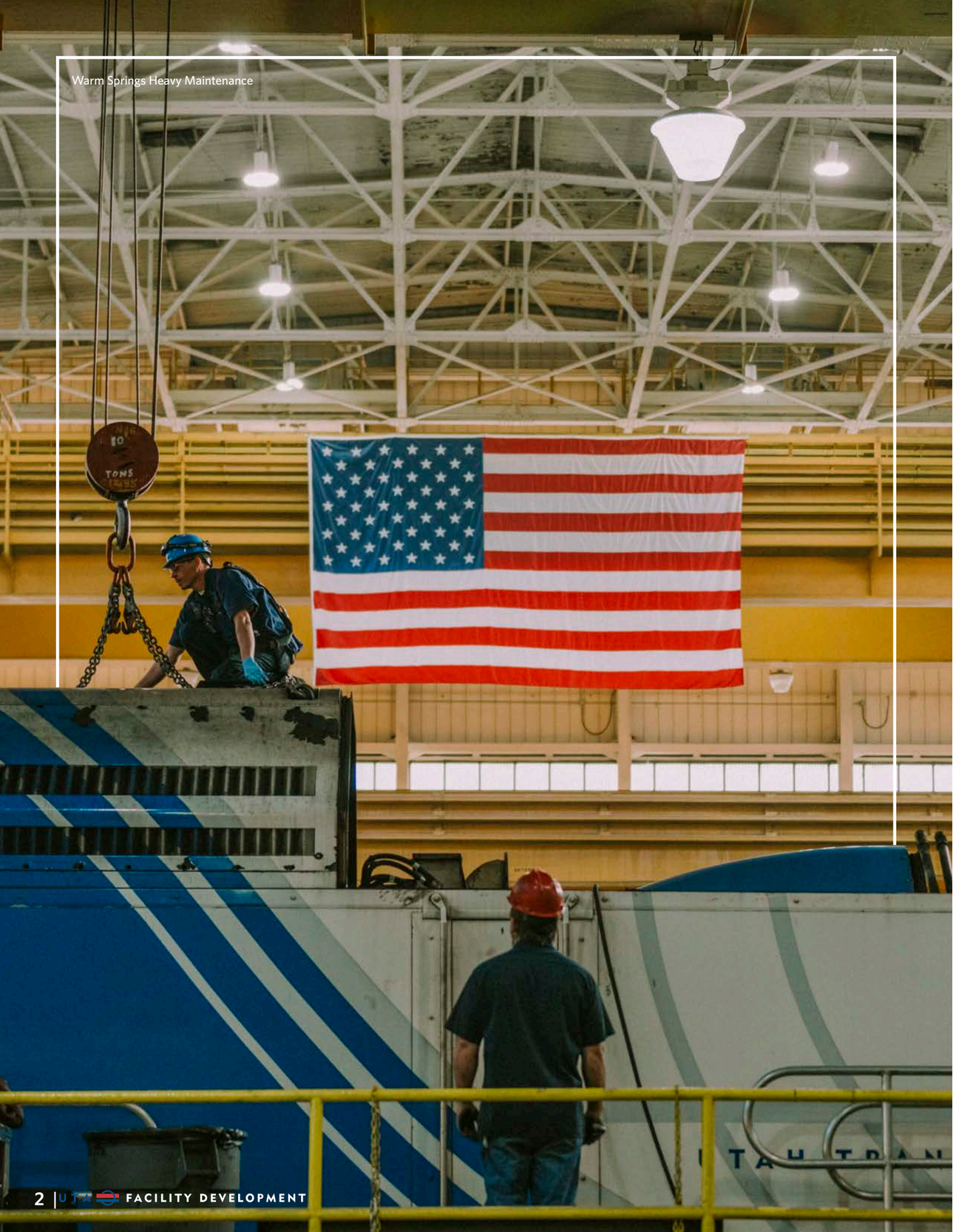
MAY 2025

UTA

rideuta.com

Salt Lake Central Station

CONTENTS



01

EXECUTIVE SUMMARY

UTA's Facility Strategic Plan charts a course for restoring mission-critical facilities, safeguarding the agency's ability to deliver reliable, high-quality service across the Wasatch Front.

UTA's Facility Development team has conducted a strategic assessment of the agency's facilities portfolio to inform long-range capital planning, risk mitigation, and operational sustainability. UTA's facility strategy must remain flexible and data-driven. Some sites require only modest investments to remain operational, while others present challenges best resolved through replacement or expansion. The agency's proactive efforts position UTA to make informed decisions that balance immediate operational needs with long-term infrastructure resilience.

This executive summary outlines key findings and categorizes UTA's mission-critical sites based on their capital needs, ranging from targeted upgrades to full replacement, while also addressing emerging risks such as seismic vulnerability. The four key findings include:

1. Facilities Suitable for Targeted Capital Investments

Facilities such as **Jordan River** and **Meadowbrook Buildings 1 and 8** are showing signs of physical wear but remain viable with targeted capital investments. In these cases, upgrades focused on critical systems and deferred maintenance should enable continued operations without requiring major structural overhauls in the short to medium term.

2. Facilities Where Replacement May Be More Cost-Effective

At sites including **Midvale**, **Warm Springs**, and **FLHQ**, the cost and scope of necessary improvements may equal or exceed the replacement value of the buildings. In these situations, exploring a full facility replacement may be more cost-effective than pursuing extensive renovations that risk offering diminishing returns over time.

3. Facilities Limited by Space or Site Constraints

Several locations, including **Mt. Ogden Operations**, **Meadowbrook Building 3** and **Riverside**, are undersized to support current and growing operational demands. Expansion is necessary, and renovations alone will not resolve space limitations. Additionally, **Mt. Timpanogos** faces unique site constraints that could lead to vehicular conflicts and should be addressed before broader capital investments are made.

4. Seismic Vulnerability Assessments

UTA is proactively assessing seismic risks across its facility portfolio. This complex engineering effort involves evaluations of structural integrity and long-term resilience. While these findings do not indicate immediate operational threats, they highlight future capital needs to improve life-safety performance and reduce the risk of structural collapse in the event of a major earthquake. As such, seismic issues are being addressed through a separate planning framework that informs long-term infrastructure investments.

Following this plan, Facility Development will further refine the strategy by recommending a phased schedule of upgrades, modeling the facility impacts of planned service expansions, and aligning funding opportunities with identified needs.

ESTIMATED COST OF FACILITY DEFICIENCY AND SEISMIC PROJECTS

$291M

UTA mechanic at work

02

PLAN METHODOLOGY

This document summarizes extensive analysis based on hundreds of data points related to UTA facilities. The information reflects a point-in-time view, with updates tracked in a dynamic database as projects are completed.

INTERNAL UTA COORDINATION

The Facility Development process began with a thorough review of State of Good Repair (SGR) reports, condition ratings produced by Facility Maintenance staff, and concerns outlined in existing facilities reports. The FacDev team met with these groups, and other plan owners across UTA, to inform additional data collection needs.

FACILITY CONDITION ASSESSMENTS

A comprehensive Facility Condition Assessment (FCA), conducted across nine campuses, evaluated 46 buildings and structures critical to supporting UTA's transit and administrative functions. The FCA provides a strategic framework for thoroughly documenting UTA's buildings and building systems. This baseline will allow the agency to prioritize investments and align projects with long-term operational and capital goals. It establishes a foundation for future cost development and project scoping.

The assessments were performed in general conformance with industry standard ASTM E2018-15 practices (American Society for Testing and Materials), using visual inspections, document reviews, and staff interviews to evaluate the physical condition of key building systems. Facility systems that were assessed included the building envelope, HVAC, plumbing, electrical, fire safety, communication, site, and structural elements. Each system was rated using a standardized 1-to-5 condition scale that aligns with FTA's Transit Asset Management (TAM) guidance. Deficiencies were prioritized based on urgency and categorized by strategic themes, such as life safety, regulatory compliance, and operational efficiency.

A structured, five-tier priority system differentiated critical repairs from lower-priority enhancements. Cost estimates for corrective actions were developed using AACE Class 5 standards and provide Rough Order-of-Magnitude (ROM) projections suitable for early-stage budget planning. These estimates incorporate RSMeans data, National Trade Institute pricing reports, USDOT Cost Guides, and local cost indices. **The estimates reflected in this document are "fully-loaded" and include soft cost assumptions for each individual project.** Note that estimate costs do not include operational impacts, temporary leases, and other project specific complications.

BUILDING UTILIZATION & OCCUPANCY CALCULATIONS

This plan evaluates both facility condition and utilization, recognizing that capacity constraints often pose a greater challenge to operations than building conditions.

TOTAL UTA FACILITY PROJECTS IDENTIFIED

676

For operations buildings, a custom model based on Full-Time Equivalent (FTE) counts and occupancy factors from UTA's Depot District and Ogden Operations sites estimates the ideal facility size. Existing occupancy is expressed as a percentage of this benchmark (e.g., 75% indicates room to expand; 150% indicates overcrowding). ROM costs for recommended expansions or replacements are provided, using peer agency cost benchmarks adjusted to 2025 dollars.

For maintenance buildings, the model applies industry-standard ratios of maintenance bays to fleet size. Buildings over 100% utilization are flagged as currently constraining daily operations. ROM costs for maintenance expansions are not included; instead, these sites will undergo targeted strategic review.

DATABASE AND DASHBOARD DEVELOPMENT

All collected information has been consolidated into a centralized database, which in turn powers an interactive dashboard. This dashboard serves as the primary tool for reviewing the 676 deficiency projects identified through the Facility Condition Assessment (FCA) process. The dashboard will function as UTA's long-term platform for monitoring the progress of facility projects, evaluating capital requests during the annual budgeting cycle, and supporting the prioritization of future investment scenarios.

This document captures a point-in-time overview of UTA's most critical facility needs, focusing on high-priority requirements buildings and campuses. As conditions shift over time, both the database and dashboard will be updated to reflect completed improvements and to surface new or evolving needs.

A comprehensive methodology brief is available for interested parties.

Refer to the Acknowledgments section *(page 71)* for a list of the internal and external partners who collaborated with FacDev in preparing the Facility Strategic Plan: Condition Assessment.

FACILITY SNAPSHOT GUIDE

Site Name
Campus Name | Facility Name, and address. Facilities are grouped by mode (Bus and Paratransit, Light Rail, Commuter Rail, and Administrative) color coded for ease of identification.

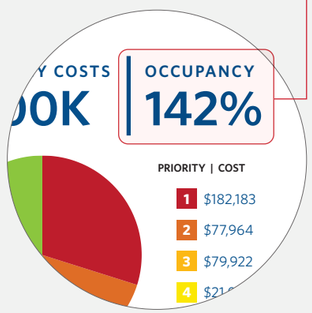
MODE
- Bus and Paratransit
- Light Rail
- Commuter Rail
- Administrative

General Facility Description
Overview of facility and identifies any unique attributes of the facility.

Deficiency Costs
Summary of identified facility deficiencies and marked-up costs ranked by priority.

PRIORITY RANKING
- Priority 1 - Currently Critical
- Priority 2 - Potentially Critical
- Priority 3 - Necessary - Not Yet Critical
- Priority 4 - Recommended
- Priority 5 - Monitor

Building Occupancy or **Maintenance Capacity Utilization** included where applicable.



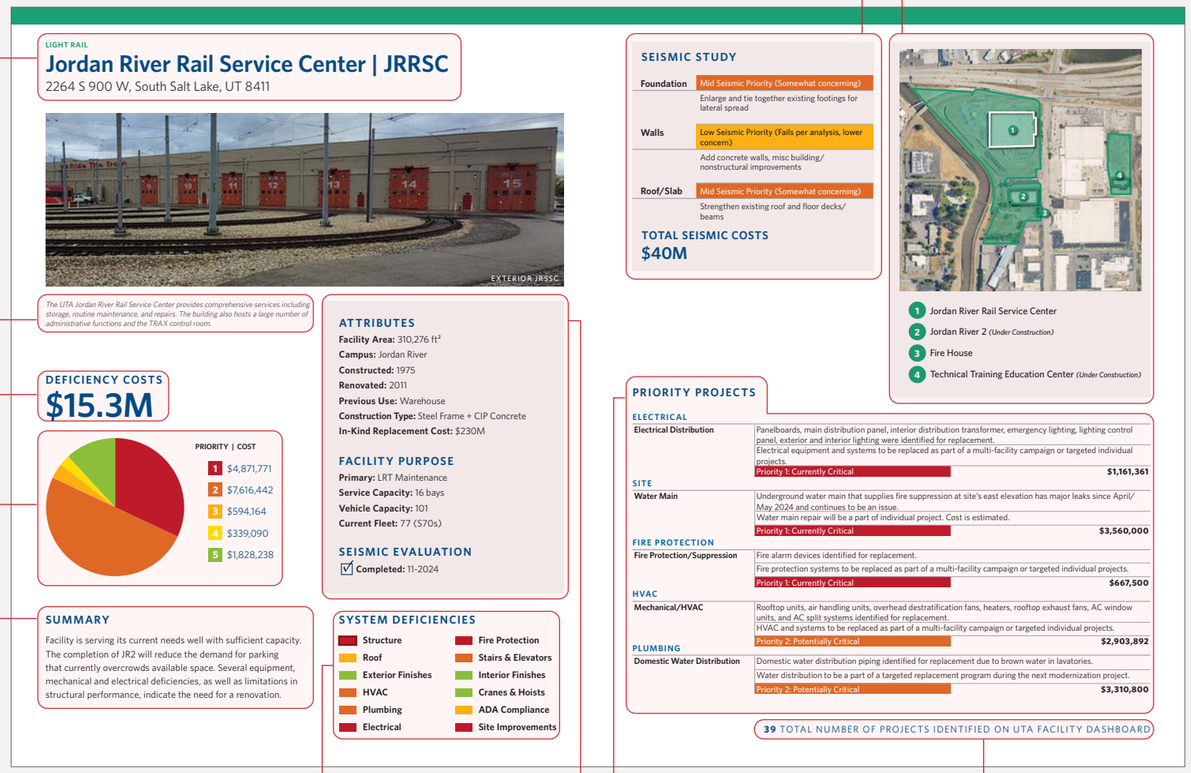
Seismic Study
Summary of recommended interventions to improve seismic performance (*additional detail on page 67*). Projects are prioritized according to levels of concern:

PRIORITY RANKING FROM SEISMIC STUDIES
- 1 - Highest Seismic Priority (Very Concerning)
- 2 - Mid Seismic Priority (Somewhat Concerning)
- 3 - Low Seismic Priority (Fails per analysis, low concern)
- 4 - Lowest Seismic Priority (Doesn't fail analysis generally, little to no concern)

Note: Seismic studies have not yet been completed on all facilities.

Campus Map
Map showing critical campus buildings.

Note: Not all campus facilities were a part of assessment but are still identified for clarity.



Summary
Narrative description of the deficiencies and key takeaways from the assessment.

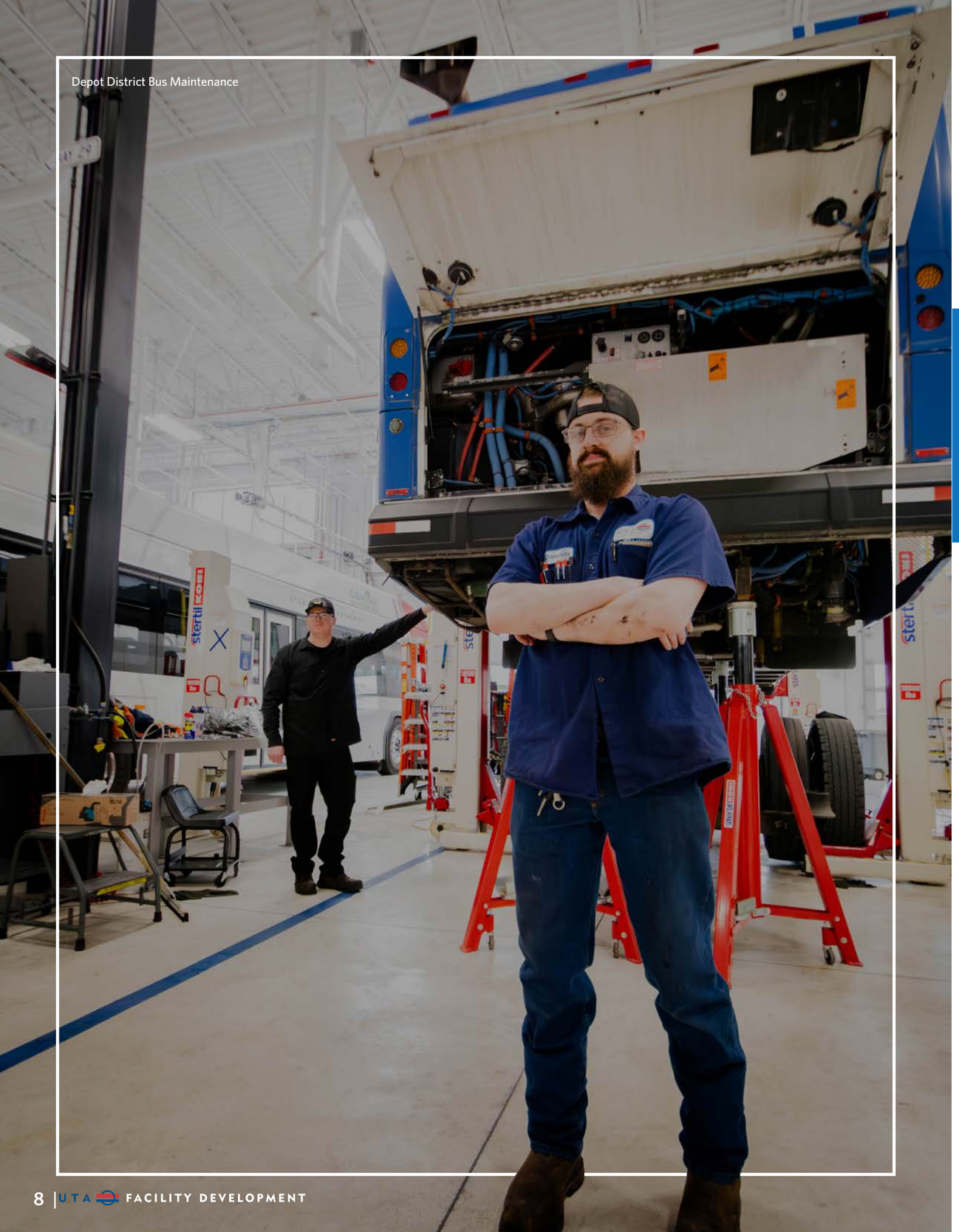
Attributes Table
Includes age, construction type, capacity details, and seismic evaluation status.

System Deficiencies
Matrix displaying the deficiencies across building system groups. Colors denote priority ranking.

Priority Projects
Shortlist of most critical deficiencies with priority ranking, categorized by building components, as well as recommended resolutions and ROM cost to address deficiencies.

Note: Priority Project estimated costs include multiple deficiencies within a given system. For example, a Priority 1 electrical project may include Priority 2 projects that should be completed simultaneously.

Total Number
Total number of projects identified during assessment related to the Facility or Facility Group.



Depot District Bus Maintenance

03

UTA MISSION ALIGNMENT

We Move You

SUSTAINING OUR MISSION THROUGH STRATEGIC FACILITY INVESTMENT

UTA's mission to deliver consistent, reliable service hinges on robust, well-maintained facilities. Under-investing incurs the risk of increased operational strain, service gaps, and reduced public confidence. These issues compound, becoming more costly over time.

2030 UTA STRATEGIC PRIORITIES

- Moving Utahns to a Better Quality of Life
- Generating Critical Economic Return
- Achieving Organizational Excellence
- Building Community Support
- Exceeding Customer Expectations

INVESTING IN OUR FACILITIES IS ESSENTIAL TO FULFILLING OUR MISSION.

04 MAP OF STRATEGIC CAMPUSES AND FACILITIES

BUS AND PARATRANSIT

- 1 Mt. Ogden
- 4 Depot District
- 6 Riverside
- 7 Meadowbrook
- 11 Mt. Timpanogos

LIGHT RAIL

- 5 Jordan River
- 10 Midvale

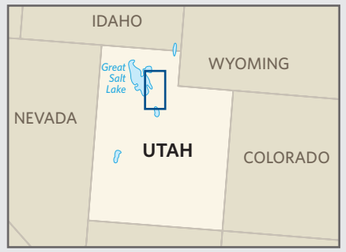
COMMUTER RAIL

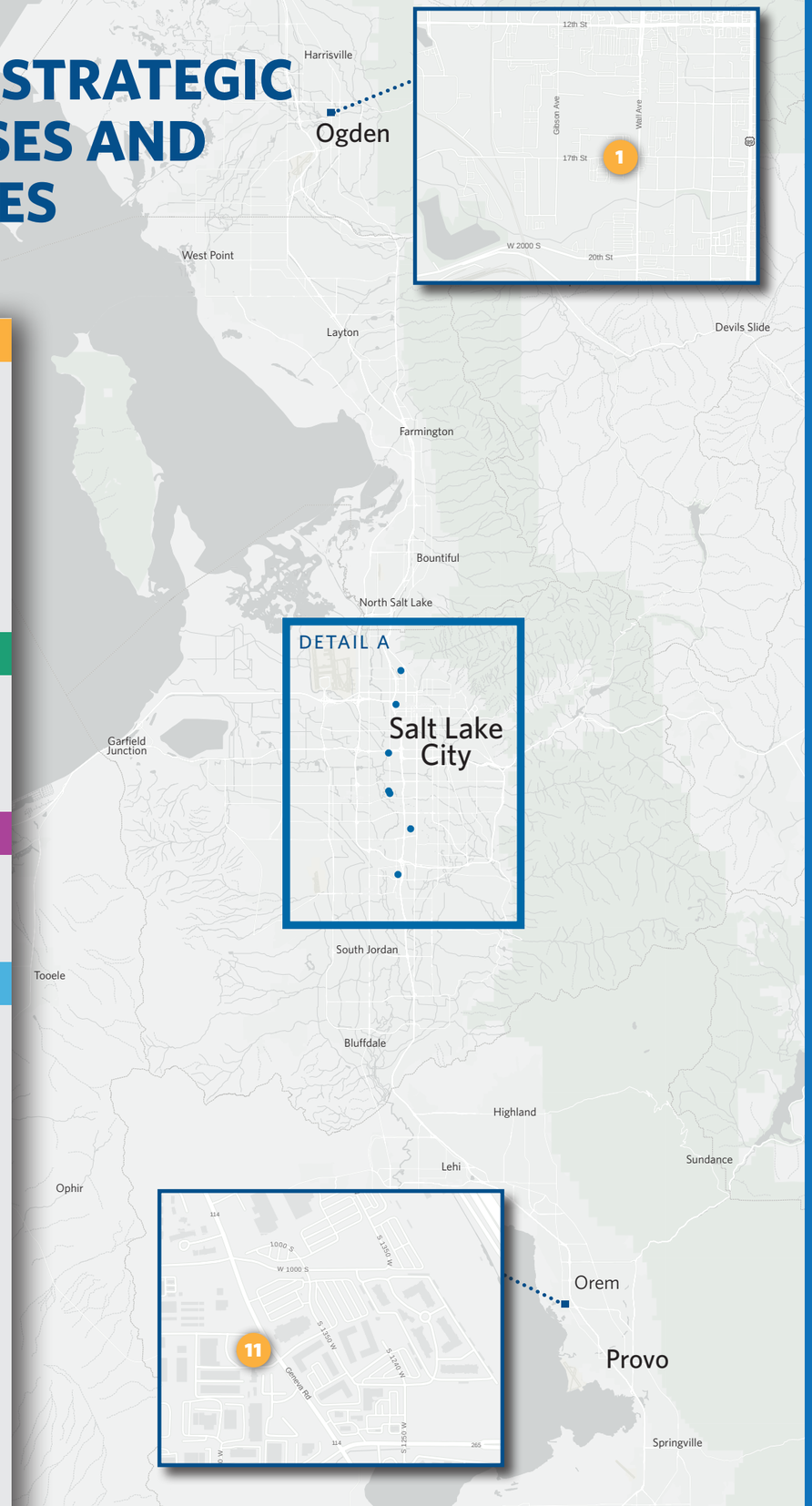
- 2 Warm Springs

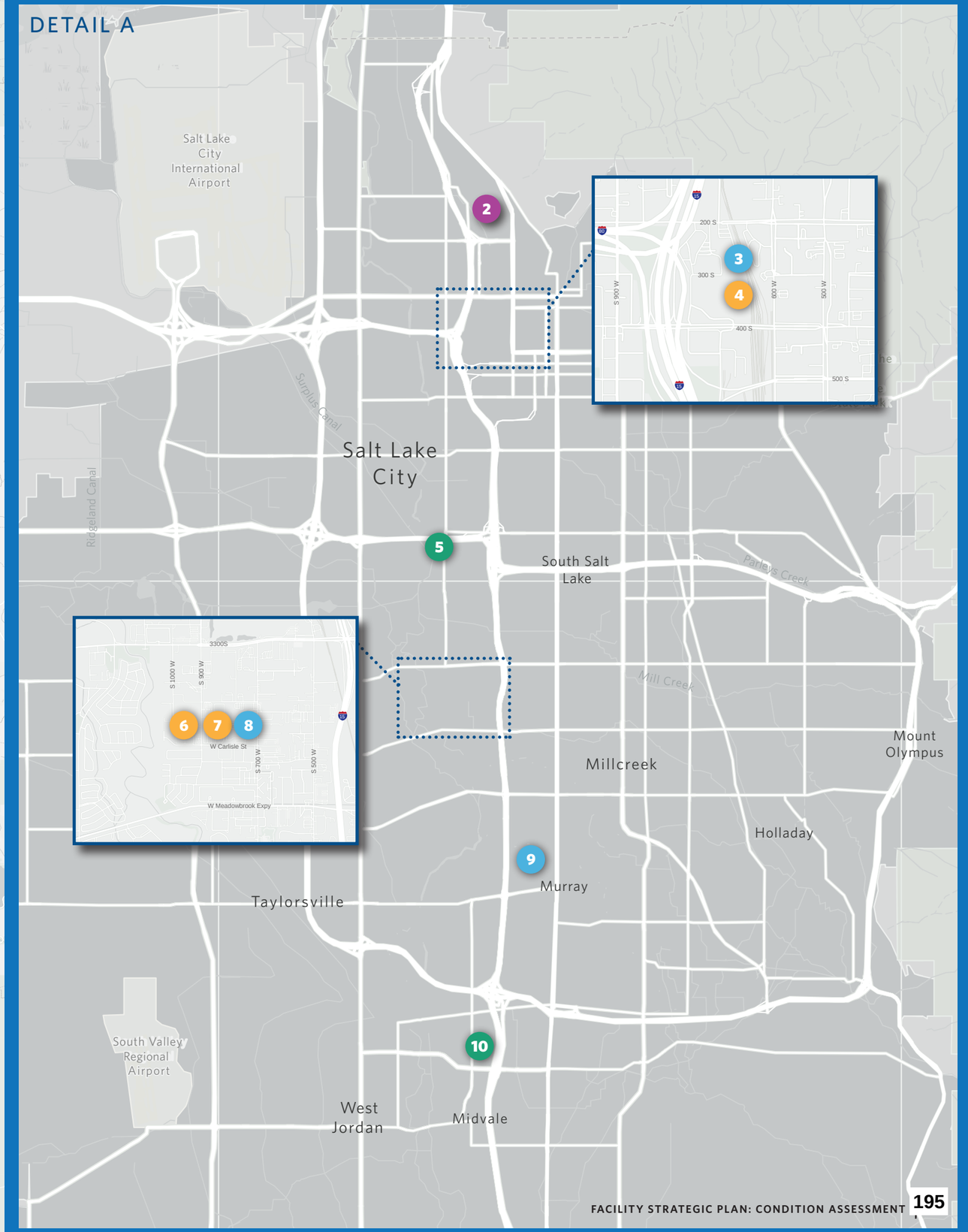
ADMINISTRATIVE

- 3 FLHQ
- 8 Meadowbrook Admin
- 9 Police HQ

KEY MAP







05

BUS AND PARATRANSIT

To cover UTA's large service area, bus operations and maintenance needs are divided across four service units, each with its own dedicated campus. Three of the five campuses—Depot District, Meadowbrook, and Riverside—are in Salt Lake County. Mt. Ogden supports the northern service area in Weber County, and Mt. Timpanogos supports the southern service area in Utah County.

747
TOTAL CAPACITY

80%
UTILIZATION

70.7
ACRES

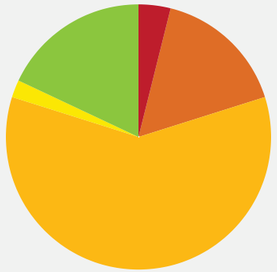
TOTAL MILES
TRAVELED
19,000,000
BUS
3,700,000
PARATRANSIT

1,031
BUS OPERATORS
133
PARA OPERATORS

237
BUS MECHANICS
35
PARA MECHANICS

TOTAL FACILITY CAMPUS SUMMARY SCORECARD

Mt. Ogden
DEFICIENCY COSTS
$15.7M

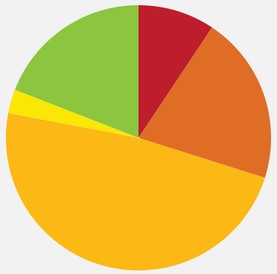


PRIORITY	COST
1	$670,754
2	$2,458,091
3	$9,378,713
4	$408,484
5	$2,765,942

Depot District
DEFICIENCY COSTS
$900K

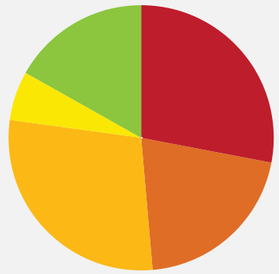
PRIORITY	COST
1	$4,450
3	$8,900
5	$879,142

Meadowbrook
DEFICIENCY COSTS
$18.3M



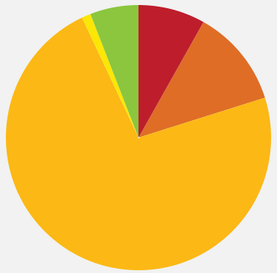
PRIORITY	COST
1	$1,150,058
2	$3,741,560
3	$9,827,478
4	$508,828
5	$3,116,652

Riverside
DEFICIENCY COSTS
$4.6M



PRIORITY	COST
1	$1,313,668
2	$937,241
3	$1,327,880
4	$278,730
5	$782,132

Mt. Timpanogos
DEFICIENCY COSTS
$8.9M



PRIORITY	COST
1	$760,861
2	$1,006,590
3	$6,616,794
4	$68,797
5	$494,662

BUS AND PARATRANSIT

Mt. Ogden | Operations

135 W 17th St, Ogden, UT 84404

EXTERIOR MT. OGDEN BUILDING 1 OPERATIONS

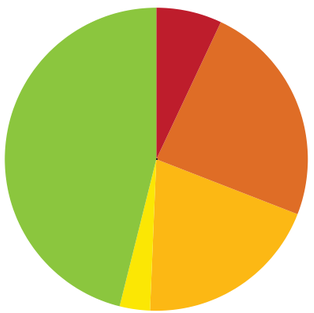
Mt. Ogden Building 1 Operations building includes offices, dispatch, drivers lounge, exercise room, locker rooms, and a break room.

DEFICIENCY COSTS

$1M

OCCUPANCY

222%



PRIORITY | COST

1 $72,446

2 $236,384

3 $194,091

4 $32,752

5 $462,978

ATTRIBUTES

Facility Area: 5,844ft²

Campus: Mt. Ogden

Constructed: 1985

Renovated: No

Previous Use: Built for UTA

Construction Type: Masonry

In-Kind Replacement Cost: $2.8M

FACILITY PURPOSE

Primary: Bus Operations

SEISMIC EVALUATION

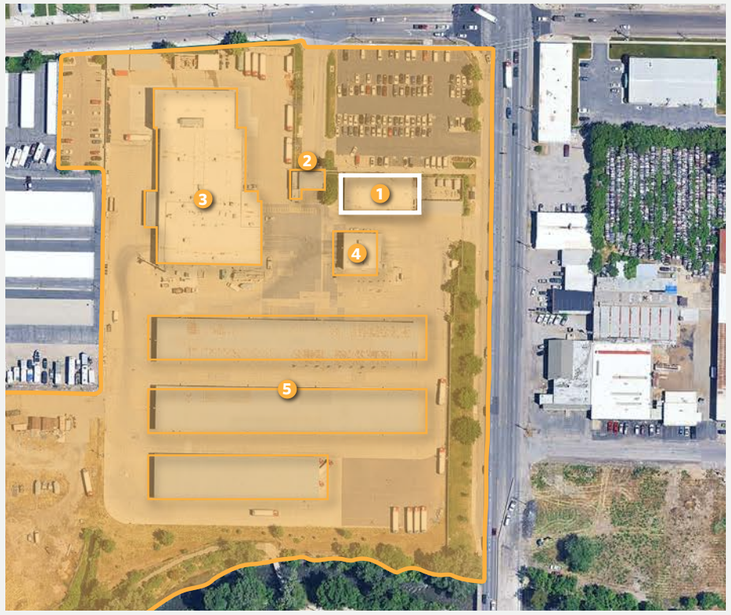
☐ **Scheduled 1st quarter 2027**

SUMMARY

Operations has outgrown this building. A new building is in design, with an anticipated completion of construction in the summer of 2027. Building 1 will be retained and will provide a useful space for other departments in the highly constrained campus. Future remodel of this building should include upgrades to the Electrical, Fire Suppression and Security deficiencies identified.

SYSTEM DEFICIENCIES

- **Structure**
- **Roof**
- **Exterior Finishes**
- **HVAC**
- **Plumbing**
- **Electrical**
- **Fire Protection**
- **Stairs & Elevators**
- **Interior Finishes**
- **Cranes & Hoists**
- **ADA Compliance**
- **Site Improvements**



1. Operations
2. Guard and Fare Processing
3. Maintenance
4. Fuel Island
5. Canopies

PRIORITY PROJECTS

ELECTRICAL

Electrical Distribution	Panelboards, interior distribution transformers, and interior fluorescent lighting system identified for replacement.	
	Electrical components and systems to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 1: Currently Critical	**$79,566**
System Security	Security System has been identified for replacement.	
	Security System to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 1: Currently Critical	**$21,894**

FIRE PROTECTION

Fire Riser	Fire Riser identified for replacement.	
	Fire Riser to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 1: Currently Critical	**$3,738**

ROOF

Roof and Walkway Protection	PVC single-ply membrane roof as well as roof covering walkway protection has been identified for replacement.	
	Roofing repairs to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 2: Potentially Critical	**$78,035**

BUILDING REPLACEMENT

Design	Operations building is currently in design with scheduled completion in summer 2027.	
	Remodel will be designed to modernize and accommodate future needs of UTA.	
	Priority 1: Currently Critical	**Estimated Cost: $15.6M**

29 TOTAL NUMBER OF PROJECTS IDENTIFIED ON UTA FACILITY DASHBOARD

BUS AND PARATRANSIT

Mt. Ogden | Maintenance

135 W 17th St, Ogden, UT 84404

EXTERIOR MT. OGDEN BUILDING 3 MAINTENANCE

Mt. Ogden building 3 serves the maintenance needs of the current Mt. Ogden bus fleet, including battery electric buses for OGX. Facilities maintenance and road crew also utilize this facility.

DEFICIENCY COSTS

$6.3M

MAINTENANCE CAPACITY UTILIZATION

82%

PRIORITY | COST

1 $455,146

2 $1,616,952

3 $1,706,130

4 $353,508

5 $2,141,340

ATTRIBUTES

Facility Area: 40,269 ft²

Campus: Mt. Ogden

Constructed: 1985

Renovated: Expanded 2017

Previous Use: Built for UTA

Construction Type: Masonry

In-Kind Replacement Cost: $26M

FACILITY PURPOSE

Primary: Bus Maintenance

Service Capacity: 15 bays

Vehicle Capacity: 116

Current Fleet: 131

SEISMIC EVALUATION

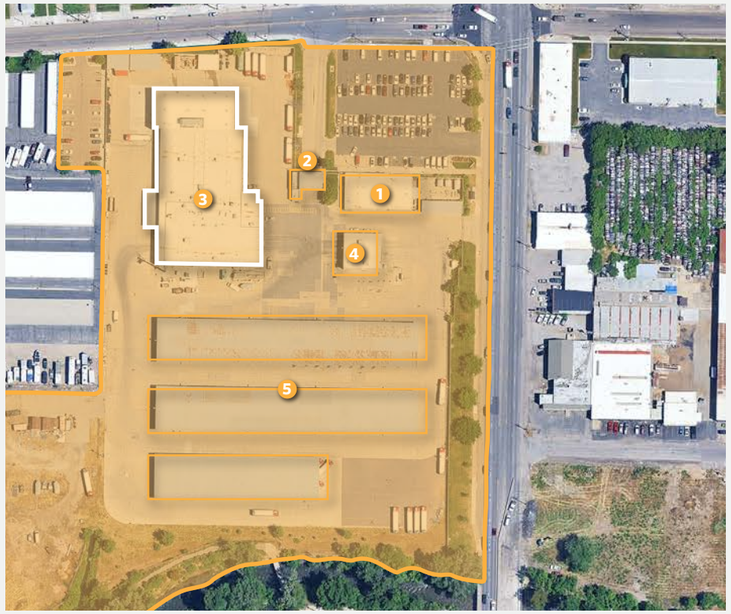
☐ **Scheduled 1st quarter 2027**

SUMMARY

The 2017 expansion to the maintenance building maximized the potential footprint of the building in its current configuration. The new operations building (scheduled for completion in 2027) provides an opportunity to strategically relocate some functions and reclaim space for vehicle maintenance

SYSTEM DEFICIENCIES

- Structure
- Roof
- Exterior Finishes
- HVAC
- Plumbing
- Electrical
- Fire Protection
- Stairs & Elevators
- Interior Finishes
- Cranes & Hoists
- ADA Compliance
- Site Improvements



1. Operations
2. Guard and Fare Processing
3. Maintenance
4. Fuel Island
5. Canopies

PRIORITY PROJECTS

ELECTRICAL

Electrical Distribution	Emergency generator and uninterruptible power supply identified for replacement.	
	Electrical components and systemsto be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 1: Currently Critical	**$224,280**
Electrical Distribution	Panel boards, switchgear, interior distribution transformers identified for replacement.	
	Electrical components and systems to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 1: Currently Critical	**$143,468**

FIRE PROTECTION

Fire Riser	Fire Riser identified for replacement.	
	Fire Riser to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 1: Currently Critical	**$3,738**

HVAC

Mechanical/HVAC	Rooftop units, air handling units, rooftop exhaust fans, hydronic units, utility set fans, gas fueled heaters, chemical feedwater tanks, evaporative coolers, wall mounted exhaust fans, and HVAC controllers were identified for replacement.	
	HVAC systems to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 2: Potentially Critical	**$1,120,332**

VEHICULAR EQUIPMENT

Lift, Air, Wash Systems	Problematic vehicle maintenance equipment including faulty vehicle lift in service bay 3, air compressors, compressed air storage tanks, and poorly operating vehicle wash system were identified for replacement.	
	Vehicle Equipment to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 2: Potentially Critical	**$496,620**

41 TOTAL NUMBER OF PROJECTS IDENTIFIED ON UTA FACILITY DASHBOARD

BUS AND PARATRANSIT

Mt. Ogden | Support Buildings

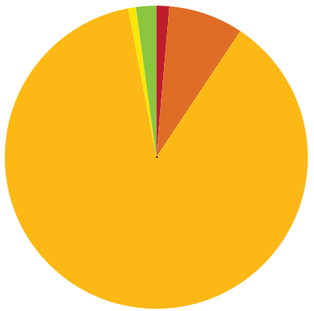
135 W 17th St, Ogden, UT 84404

EXTERIOR MT. OGDEN BUILDING 4 FUEL ISLAND

Mt. Ogden Building 2, Guard and Fare Processing, includes security guard office and bus fare collection. Mt. Ogden Building 4 Fuel Island houses equipment for bus fueling and servicing.

DEFICIENCY COSTS

$8.4M



PRIORITY | COST

1 $143,162
2 $604,755
3 $7,478,492
4 $19,224
5 $161,624

GUARD & FARE PROCESSING

Facility Area: 515 ft²
Constructed: 1985
Construction Type: Masonry
In-Kind Replacement Cost: $0.2M

FUEL ISLAND

Facility Area: 2,401 ft²
Constructed: 1985
Construction Type: Masonry
In-Kind Replacement Cost: $1.2M

SUMMARY

Fuel storage tank replacement/modernization is planned. Bus canopy expansion will be required to accommodate additional revenue vehicles. Notable risks for future include: campus configuration, storm water management, and employee parking.

SYSTEM DEFICIENCIES

- Structure
- Roof
- Exterior Finishes
- HVAC
- Plumbing
- Electrical
- Fire Protection
- Stairs & Elevators
- Interior Finishes
- Cranes & Hoists
- ADA Compliance
- Site Improvements

1 Operations
2 Guard and Fare Processing
3 Maintenance
4 Fuel Island
5 Canopies

Vacant parcel under review

PRIORITY PROJECTS

ELECTRICAL

Electrical Distribution	Electrical systems including interior distribution transformers and panelboards at Mt. Ogden Canopies, and the bus fueling building have been identified for replacement.	
	Electrical components and systems to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 1: Currently Critical	**$110,232**

VEHICULAR EQUIPMENT

Fueling	Fueling systems identified as original to facility and in need of replacement.	
	In addition to the storage tanks, fueling distribution system to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 2: Potentially Critical	**$195,800**

STRUCTURE

Curbs and Floor	Curb forms found with excessive rust corrosion, and slab with large cracks have been identified at the bus fueling building for repair and/or replacement.	
	Structural repairs and/or to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 2: Potentially Critical	**$110,894**

SITE

Bus Canopies	Bus Canopies structural steel framing and roof deck have excessive corrosion. Canopies are original to the site (1985) and have been identified for replacement.	
	Bus Canopy replacement to be a part of a multi-facility campaign or targeted individual projects.	
	Priority 3: Necessary - Not Yet Critical	**$6,586,000**

ROOFS

Roof and Walkways	Roof covering and walkway protection at the Guard and Fare Processing, and Bus Fueling buildings were identified for replacement.	
	Roofing repairs to be a part of a multi-facility campaign or targeted individual projects.	
	Priority 3: Necessary - Not Yet Critical	**$41,118**

47 TOTAL NUMBER OF PROJECTS IDENTIFIED ON UTA FACILITY DASHBOARD

BUS AND PARATRANSIT

Depot District | Main Building

669 W 200 S, Salt Lake City, UT, 84101

EXTERIOR DEPORT DISTRICT BUILDING 3

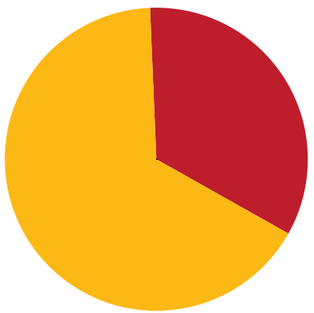
Depot District houses Administration, Operations and Maintenance for the Salt Lake Service Unit.

DEFICIENCY COSTS

$13K

OCCUPANCY

83%



PRIORITY | COST

1 $4,450

3 $8,900

ATTRIBUTES

Facility Area: 133,210 ft²

Campus: Depot District

Constructed: 2022

Renovated: No

Construction Type: Steel

In-Kind Replacement Cost: $56M

FACILITY PURPOSE

Primary: Bus Maintenance

Service Capacity: 16 bays

Vehicle Capacity: 250

Current Fleet: 157

SEISMIC EVALUATION

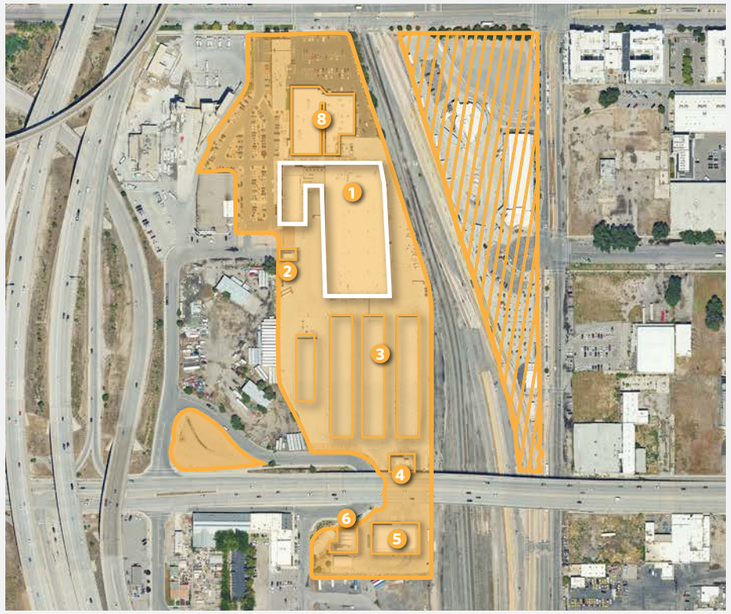
☑ **Built to latest Seismic codes**

SUMMARY

New building in excellent condition and well maintained. Warranty expired early 2025 and minor reconfiguration projects are expected.

SYSTEM DEFICIENCIES

- Structure
- Roof
- Exterior Finishes
- HVAC
- Plumbing
- Electrical
- Fire Protection
- Stairs & Elevators
- Interior Finishes
- Cranes & Hoists
- ADA Compliance
- Site Improvements



1. Operations and Maintenance
2. Guard House
3. Canopies
4. Bus Wash
5. Fueling Facility
6. Unleaded and Diesel Fuel Tanks
7. CNG Compressor Building
8. FLHQ *(see page 60)*

Station and TOD Redevelopment planned

PRIORITY PROJECTS

FIRE PROTECTION

Alarm Control System	Trouble codes found within the control system.	
	Addressing errors in fire alarm system would be a part of an individual project.	
	Priority 1: Currently Critical	**$4,450**

ADA COMPLIANCE

Kitchen and Restroom updates	Pipe protection under restroom and kitchen sinks need to be updated for ADA compliance. Soap Dispensers and Paper towel holders need to be relocated for ADA compliance.	
	ADA compliance updates to be a part of individual repair project.	
	Priority 3: Necessary - Not Yet Critical	**$5,000**

2 TOTAL NUMBER OF PROJECTS IDENTIFIED ON UTA FACILITY DASHBOARD

BUS AND PARATRANSIT

Depot District | Support Buildings

669 W 200 S, Salt Lake City, UT, 84101

EXTERIOR DEPOT DISTRICT BLDG. 5 CNG FUELING FACILITY

The Depot District Bus Wash facility is used for bus washing operations and contains two wash bays. The CNG Compressor Building consists of a flammable material storage building and a canopy over compressors. The Unleaded and Diesel Fueling Area is a canopy over the fueling equipment at the south end of the site and an adjacent tank farm. The Guard building contains two offices and is a single-story facility at the west entrance to the site.

DEFICIENCY COSTS

$900K

PRIORITY | COST

5 $879,142

SUMMARY

Depot District is new and well maintained.

BUS WASH

Facility Area: 6,070 ft² **Constructed:** 2020

Construction Type: Steel **In-Kind Replacement Cost:** $3.8M

CNG FUELING FACILITY

Facility Area: 11,547 ft² **Constructed:** 2015

Construction Type: Steel **In-Kind Replacement Cost:** $6.0M

UNLEADED & DIESEL FUELING AREA

Facility Area: 816 ft² **Constructed:** 2015

Construction Type: Steel **In-Kind Replacement Cost:** $0.3M

CNG COMPRESSOR BUILDING

Facility Area: 1,940 ft² **Constructed:** 2015

Construction Type: Steel **In-Kind Replacement Cost:** $1M

GUARD BUILDING

Facility Area: 250 ft² **Constructed:** 2022

Construction Type: Steel **In-Kind Replacement Cost:** $0.3M

SYSTEM DEFICIENCIES

Structure	Fire Protection
Roof	Stairs & Elevators
Exterior Finishes	Interior Finishes
HVAC	Cranes & Hoists
Plumbing	ADA Compliance
Electrical	Site Improvements

1. Operations and Maintenance
2. Guard House
3. Canopies
4. Bus Wash
5. Fueling Facility
6. Unleaded and Diesel Fuel Tanks
7. CNG Compressor Building
8. FLHQ *(see page 60)*

Station and TOD Redevelopment planned

PRIORITY PROJECTS

SITE IMPROVEMENTS

Parking Lots	Seal coat on parking lots have been identified for repair in north parking lot.	
	Repaving north parking lot will be a part of individual project.	
	Priority 5: Monitor	**$779,818**
Perimeter Walls, Gates, Fences	Repair damaged fence posts and chain link fence on west side of building	
	Repair will be a part of individual repair project.	
	Priority 5: Monitor	**$6,230**

INTERIOR FINISHES

Interior Flooring Finishes	Address pooling and deterioration of floor in Building 5.	
	Repairs will be a part of individual repair project.	
	Priority 5: Monitor	**$89,712**

4 TOTAL NUMBER OF PROJECTS IDENTIFIED ON UTA FACILITY DASHBOARD

Meadowbrook | Operations

3600 S 700 W, South Salt Lake, UT, 84119

EXTERIOR MEADOWBROOK BUILDING 7 OPERATIONS

Meadowbrook Building 7 Operations building is a facility that includes office space, dispatch space, drivers lounge, exercise room, locker rooms, restrooms, and a lunchroom.

ATTRIBUTES

Facility Area: 7,510 ft²
Campus: Meadowbrook
Constructed: 1990
Renovated: No
Previous Use: Built for UTA
Construction Type: Masonry
In-Kind Replacement Cost: $3.6M

FACILITY PURPOSE

Primary: Bus Operations

SEISMIC EVALUATION

☐ **Scheduled 4th quarter 2025**

DEFICIENCY COSTS | OCCUPANCY

$400K | **226%**

PRIORITY | COST

1 $28,658
2 $67,996
3 $119,794
4 $42,186
5 $97,722

SUMMARY

The most significant deficiency is the size of the building. Based on the sizing of UTA's recently designed bus facilities, MB7 should be over twice the size. A larger replacement building is needed.

SYSTEM DEFICIENCIES

- Structure
- Roof
- Exterior Finishes
- HVAC
- Plumbing
- Electrical
- Fire Protection
- Stairs & Elevators
- Interior Finishes
- Cranes & Hoists
- ADA Compliance
- Site Improvements

1. Administration *(see page 64)*
2. Fare Retrieval
3. Maintenance
4. Fueling
5. Wash
6. Canopies
7. Operations
8. Maintenance Support
9. Sign-Out

PRIORITY PROJECTS

ELECTRICAL

Electrical Distribution	Panelboards and lighting identified for replacement.	
	Electrical components and systems to be replaced a part of a multi-facility campaign or targeted individual projects.	
	Priority 1: Currently Critical	**$53,400**

FIRE PROTECTION

Fire Protection/Suppression	Fire alarm control panel (FACP) and fire riser identified for replacement.	
	Fire protection equipment to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 1: Currently Critical	**$17,444**

HVAC

Mechanical/HVAC	Rooftop units, heaters, and AC split systems identified for replacement.	
	HVAC systems replacements to be a part of a multi-facility campaign or targeted individual projects.	
	Priority 2: Potentially Critical	**$67,996**

BUILDING REPLACEMENT

Replacement	Building is identified as extremely undersized.	
	Recommend a replacement building of approximately 34,600 sqft.	
	Priority 2: Potentially Critical	**Estimated Cost: $29.8M**

16 TOTAL NUMBER OF PROJECTS IDENTIFIED ON UTA FACILITY DASHBOARD

BUS AND PARATRANSIT

Meadowbrook | Maintenance

3600 S 700 W, South Salt Lake, UT, 84119

EXTERIOR MEADOWBROOK BUILDING 3 MAINTENANCE

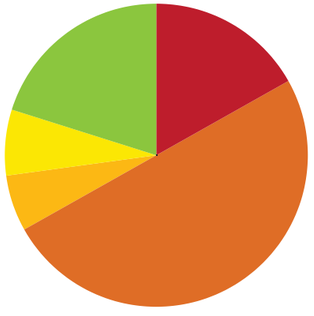
Meadowbrook Building 3 Maintenance building provides a comprehensive service facility for inspecting and repairing UTA's bus fleet vehicles. Additionally, the building has administrative offices, locker rooms, parts storage rooms, and a break room. A 2023 addition added seven maintenance bays to the building.

DEFICIENCY COSTS

$2M

MAINTENANCE CAPACITY UTILIZATION

37%



PRIORITY | COST

1 $340,336
2 $1,012,108
3 $119,616
4 $145,960
5 $408,332

ATTRIBUTES

Facility Area: 52,162 ft²
Campus: Meadowbrook
Constructed: 1981
Renovated: 2023
Previous Use: Built for UTA
Construction Type: Masonry
In-Kind Replacement Cost: $33M

FACILITY PURPOSE

Primary: Bus Maintenance
Service Capacity: 31 bays
Vehicle Capacity: 254
Current Fleet: 169

SEISMIC EVALUATION

☐ **Scheduled 4th quarter 2025**

SUMMARY

Ongoing repairs to the building resulting from the damaged fire suppression main will address many deficiencies. MB3 has sufficient maintenance space to support expansions in revenue fleet, however, spaces such as locker rooms, tool storage and areas for desktop work are overcrowded and will need expansion.

SYSTEM DEFICIENCIES

- Structure
- Roof
- Exterior Finishes
- HVAC
- Plumbing
- Electrical
- Fire Protection
- Stairs & Elevators
- Interior Finishes
- Cranes & Hoists
- ADA Compliance
- Site Improvements

1 Administration *(see page 64)*
2 Fare Retrieval
3 Maintenance
4 Fueling
5 Wash
6 Canopies
7 Operations
8 Maintenance Support
9 Sign-Out

PRIORITY PROJECTS

ELECTRICAL

Electrical Distribution	Panelboards, switchgear, uniterruptible power supply, diesel generator, interior distribution transformers, automatic transfer switches, and lighting identified for replacement.	
	Lighting is currently under construction and being addressed. Electrical components and systems to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 1: Currently Critical	**$457,638**

FIRE PROTECTION

Fire Riser	Fire Riser identified for replacement.	
	Fire Riser replacement is currently under construction.	
	Priority 1: Currently Critical	**$7,476**

VEHICULAR EQUIPMENT

Compressed Air System	Air compressors and Air dryers identified for replacement.	
	Air Compressor system to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 2: Potentially Critical	**$135,280**

HVAC

Mechanical/HVAC	Air handling units, rooftop units, evaporative coolers, rooftop exhaust fans, make-up air unit, and wall mounted exhaust fans identified for replacement.	
	HVAC systems replacements to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 2: Potentially Critical	**$78,035**

BUILDING EXPANSION

Expansion Program	Building is undersized to maintain the fleet it serves and an expansion is needed.	
	Building is under review for redesign and modernization.	
	Priority 1: Currently Critical	**$TBD**

29 TOTAL NUMBER OF PROJECTS IDENTIFIED ON UTA FACILITY DASHBOARD

BUS AND PARATRANSIT

Meadowbrook | Body Shop & Support

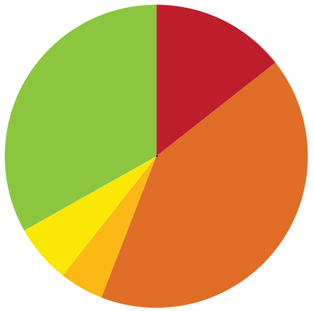
3600 S 700 W, South Salt Lake, UT, 84119

EXTERIOR MEADOWBROOK BUILDING 8 SUPPORT & BODY

Meadowbrook Building 8 houses Maintenance Support & Body Work, including a machine shop, parts recieving department, and paint facilities. Additionally, Facilities Maintenance and Non-Revenue Vehcile maintenance support operate out of MB8.

DEFICIENCY COSTS

$4.5M



PRIORITY | COST

1 $625,848
2 $1,908,338
3 $205,768
4 $246,708
5 $1,517,984

ATTRIBUTES

Facility Area: 72,072
Campus: Meadowbrook
Constructed: 1981
Renovated: No
Previous Use: Built for UTA
Construction Type: Masonry
In-Kind Replacement Cost: $35M

FACILITY PURPOSE

Primary: Bus Body Shop

SEISMIC EVALUATION

☐ **Scheduled 4th quarter 2025**

SUMMARY

Aged electrical infrastructure and HVAC systems. Building is size constrained, especially in receiving and body work.

SYSTEM DEFICIENCIES

- Structure
- Roof
- Exterior Finishes
- HVAC
- Plumbing
- Electrical
- Fire Protection
- Stairs & Elevators
- Interior Finishes
- Cranes & Hoists
- ADA Compliance
- Site Improvements

1 Administration *(see page 64)*
2 Fare Retrieval
3 Maintenance
4 Fueling
5 Wash
6 Canopies
7 Operations
8 Maintenance Support
9 Sign-Out

PRIORITY PROJECTS

ELECTRICAL

Electrical Distribution	Panelboards, electrical service, interior distribution transformers, switchboards, emergency egress lighting, and lighting controls identified for replacement.	
	Electrical components and systems to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 1: Currently Critical	**$416,342**
Electrical Distribution	Generator and uninterruptible power supply identified for replacement.	
	Electrical components and systems to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 1: Currently Critical	**$206,658**

CONVEYING

Elevators, Lifts, Escalators	Freight elevators identified for replacement.	
	Freight elevator to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 2: Potentially Critical	**$842,474**

HVAC

Mechanical/HVAC	Rooftop units, cooling towers, evaporative coolers, rooftop exhaust fans, make-up air unit, AC split system, dust collection system, heaters, and wall mounted exhaust fans identified for replacement.	
	HVAC systems replacements to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 2: Potentially Critical	**$767,180**

47 TOTAL NUMBER OF PROJECTS IDENTIFIED ON UTA FACILITY DASHBOARD

BUS AND PARATRANSIT

Meadowbrook | Support Buildings

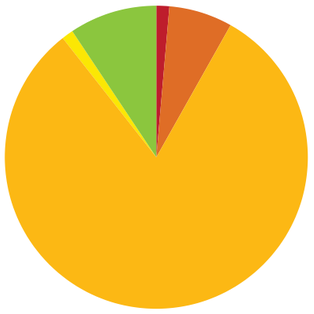
3600 S 700 W, South Salt Lake, UT, 84119

EXTERIOR MEADOWBROOK BUILDING 6

Meadowbrook Building 2 Fare Processing is an office building for fare collection. Building 4 Fuel Island includes equipment for bus fueling, currently only supporting diesel buses. The Bus Wash is contains five wash bays and Sign-Out Building 6 is a diminutive two-room office.

DEFICIENCY COSTS

$11.4M



PRIORITY | COST

1. $155,216
2. $753,118
3. $9,382,300
4. $79,974
5. $1,092,614

FARE PROCESSING

Facility Area: 1,776 ft²
Constructed: 1988
Construction Type: Masonry
In-Kind Replacement Cost: $0.8M

FUEL ISLAND

Facility Area: 4,211 ft²
Constructed: 1981
Construction Type: Masonry
In-Kind Replacement Cost: $1.6M

BUS WASH

Facility Area: 12,141 ft²
Constructed: 1981
Construction Type: Masonry
In-Kind Replacement Cost: $7.6M

SIGN-OUT OFFICE

Facility Area: 400 ft²
Constructed: 1988
Construction Type: Masonry
In-Kind Replacement Cost: $0.1M

SUMMARY

The campus is aging but attentively maintained. Canopy parking is sufficient but aging. While the campus is expansive, capacity issues at individual buildings and additional propulsion service and maintenance needs will soon constrain the site and must be carefully managed.

SYSTEM DEFICIENCIES

- Structure
- Roof
- Exterior Finishes
- HVAC
- Plumbing
- Electrical
- Fire Protection
- Stairs & Elevators
- Interior Finishes
- Cranes & Hoists
- ADA Compliance
- Site Improvements

1. Administration *(see page 64)*
2. Fare Retrieval
3. Maintenance
4. Fueling
5. Wash
6. Canopies
7. Operations
8. Maintenance Support
9. Sign-Out

PRIORITY PROJECTS

ELECTRICAL

Electrical Distribution	Interior distribution transformers, panelboards, Lighting, security,and lighting control identified for replacement at buildings 2, 4, & 5.	
	Electrical equipment and systems to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 1: Currently Critical	**$160,556**

FIRE PROTECTION

Fire Protection / Suppression	Fire alarms and fire riser identified for replacement at Building 4 Fuel Island.	
	Fire protection equipment to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 1: Currently Critical	**$41,652**

STRUCTURAL

Bus Wash	Floor slab identified for replacement due to large cracks.	
	Floor repair to be a part of a targeted repair program or an individual project.	
	Priority 2: Potentially Critical	**$484,160**

HVAC

Mechanical/HVAC	Rooftop units, heaters, and AC split system, rooftop exhaust fans, evaporative coolers, and centrifugal fans identified for replacement at buildings 2, 4, & 5.	
	HVAC systems to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 2: Potentially Critical	**$226,950**

PLUMBING

Domestic Water Distribution	Domestic water heaters, drinking fountains, bathrooms, trench drains and emergency eyewash identified for repair or replacement in buildings 4 & 5.	
	Plumbing systems to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 3: Necessary - Not Yet Critical	**$77,964**

73 TOTAL NUMBER OF PROJECTS IDENTIFIED ON UTA FACILITY DASHBOARD

BUS AND PARATRANSIT

Riverside | Operations

3610 S 900 W, South Salt Lake, UT 84119

EXTERIOR RIVERSIDE PARATRANSIT OPERATIONS FACILITY

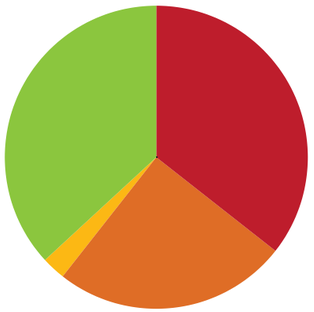
The UTA Riverside Paratransit Operations provides workspace for UTA's Paratransit services including operations, dispatch, scheduling, radio and control. The facility is supported by two relocatable buildings to accommodate an expanded workforce.

DEFICIENCY COSTS

$300K

OCCUPANCY

160%



ATTRIBUTES

Facility Area: 8,327 ft²
Campus: Riverside
Constructed: 1996
Renovated: No
Previous Use: Built for UTA
Construction Type: Masonry
In-Kind Replacement Cost: $4.0M

FACILITY PURPOSE

Primary: Paratransit Operations

SEISMIC EVALUATION

☐ **Scheduled 1st quarter 2027**

SUMMARY

Electrical infrastructure, HVAC limitations and water infiltration are all problematic, however, overcrowding is the primary deficiency. Relocatables are very demanding to keep well maintained. Building replacement is likely more feasible than rehabilitation.

SYSTEM DEFICIENCIES

- **Structure**
- **Roof**
- **Exterior Finishes**
- **HVAC**
- **Plumbing**
- **Electrical**
- **Fire Protection**
- **Stairs & Elevators**
- **Interior Finishes**
- **Cranes & Hoists**
- **ADA Compliance**
- **Site Improvements**

1. Operations
2. Security
3. Maintenance
4. Fueling
5. Canopies

PRIORITY PROJECTS

ELECTRICAL

Electrical Distribution	Panelboards, interior distribution transformers, uninterruptible power supply, public address system identified for replacement.	
	Electrical equipment and systems to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 1: Currently Critical	**$128,338**

HVAC

Mechanical/HVAC	Rooftop exhaust fans, and AC units were identified for replacement.	
	HVAC equipment and systems to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 2: Potentially Critical	**$31,755**

ROOF

Roof / Walls / Ceiling	Roof, gutters, siding, and exterior doors identified for replacement.	
	Roofing and exterior repairs to be a part of a multi-facility campaign or targeted individual projects.	
	Priority 3: Necessary - Not Yet Critical	**$68,700**

BUILDING REPLACEMENT

Replacement	Building is identified as undersized.	
	Building replacement is currently under review. New building estimated size is 15,200sqft.	
	Priority 1: Currently Critical	**Estimated Cost: $13.1M**

12 TOTAL NUMBER OF PROJECTS IDENTIFIED ON UTA FACILITY DASHBOARD

BUS AND PARATRANSIT

Riverside | Maintenance

3610 S 900 W, South Salt Lake, UT 84119

EXTERIOR RIVERSIDE PARATRANSIT MAINTENANCE BUILDING

The Riverside maintenance building provides workspace for maintenance and service of Paratransit and Flex vans, including a space for tire maintenance contractor to work. The building also provides limited locker rooms and administrative work spaces.

DEFICIENCY COSTS

$2.6M

MAINTENANCE CAPACITY UTILIZATION

57%

PRIORITY | COST

1 $946,020
2 $672,662
3 $122,108
4 $262,372
5 $663,228

ATTRIBUTES

Facility Area: 27,461 ft²
Campus: Riverside
Constructed: 2010
Renovated: No
Previous Use: Built for UTA
Construction Type: Steel
In-Kind Replacement Cost: $13M

FACILITY PURPOSE

Primary: Bus Maintenance
Service Capacity: 13
Vehicle Capacity: 125
Current Fleet: 117

SEISMIC EVALUATION

☐ **Scheduled 1st quarter 2027**

SUMMARY

Electrical infrastructure, HVAC upgrades and replacement of failing equipment are all needed. There is insufficient desking/ office workspace. Expansion and renovation are needed.

SYSTEM DEFICIENCIES

- Structure
- Roof
- Exterior Finishes
- HVAC
- Plumbing
- Electrical
- Fire Protection
- Stairs & Elevators
- Interior Finishes
- Cranes & Hoists
- ADA Compliance
- Site Improvements

1. Operations
2. Security
3. Maintenance
4. Fueling
5. Canopies

PRIORITY PROJECTS

FIRE PROTECTION

Fire Protection/Suppression	Sprinkler system and fire alarm system identified for replacement.	
	Fire Protection equipment and systems to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 1: Currently Critical	**$820,580**

ELECTRICAL

Electrical Distribution	Panelboards, interior distribution transformers, uninterruptible power supply, lighting, and switchgear were identified for repair and replacement.	
	Electrical equipment and systems to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 1: Currently Critical	**$361,874**

HVAC

Mechanical/HVAC	Rooftop exhaust fans, evaporative coolers, expansion tanks, circulating pumps, chemical feedwater tank, rooftop units, garage exhaust units, heaters and boilers were identified for replacement.	
	HVAC equipment and systems to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 2: Potentially Critical	**$340,158**

VEHICULAR EQUIPMENT

Lifts and Compressed Air	Bus lifts, air compressor, air dryer, and compressed air storage tanks identified for replacement.	
	Lifts and Air Compressor system to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 2: Potentially Critical	**$281,240**

BUILDING REPLACEMENT

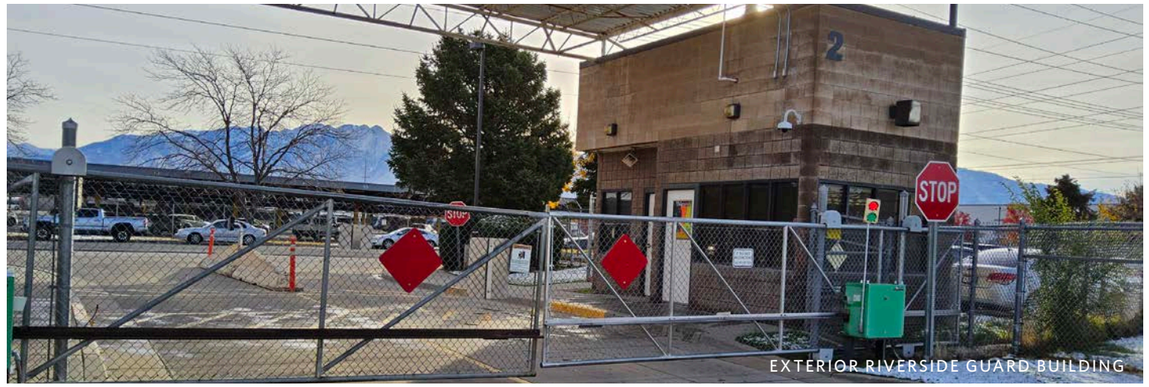
Replacement	Building is identified as overcrowded and has limitations in facility equipment.	
	Building replacement is currently under review. New building estimated size is 5,400 sqft.	
	Priority 1: Currently Critical	**Estimated Cost: $10.7M**

36 TOTAL NUMBER OF PROJECTS IDENTIFIED ON UTA FACILITY DASHBOARD

BUS AND PARATRANSIT

Riverside | Support Buildings

3610 S 900 W, South Salt Lake, UT 84119

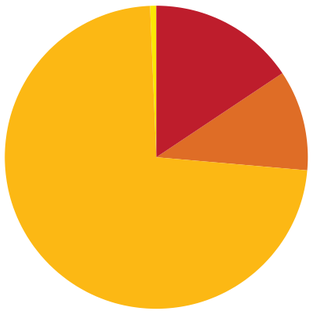


EXTERIOR RIVERSIDE GUARD BUILDING

The Riverside Guard building is a single-story facility used as a security entrance for the site. The Fuel Island contains a number of above ground tanks for diesel, gasoline and other fluids, which are delivered to the Service Building for vehicle fueling.

DEFICIENCY COSTS

$1.7M



SUMMARY

A number of equipment issues, especially at fuel island, require attention. Demands for fueling at this facility are not optimal for the fuel tank configuration and condition. Site entrance and drive lanes are not optimal for fuel trucks and should be improved.

GUARD BUILDING

Facility Area: 240 ft²
Constructed: 1996
Construction Type: Masonry
In-Kind Replacement Cost: $0.1M

FUEL ISLAND

Facility Area: 4,625 ft²
Constructed: 1996
Construction Type: Steel
In-Kind Replacement Cost: $1.7M

SERVICE BUILDING

Facility Area: 4,401 ft²
Constructed: 1996
Construction Type: Masonry
In-Kind Replacement Cost: $2.1M

SYSTEM DEFICIENCIES

- Structure
- Roof
- Exterior Finishes
- HVAC
- Plumbing
- Electrical
- Fire Protection
- Stairs & Elevators
- Interior Finishes
- Cranes & Hoists
- ADA Compliance
- Site Improvements

1. Operations
2. Security
3. Maintenance
4. Fueling
5. Canopies

PRIORITY PROJECTS

VEHICULAR EQUIPMENT

Fueling System	Replacement of unused diesel AST with additional 12k gal unleaded AST, including replacement of underground piping was identified at the Riverside Fuel Island.	
	Fuel system to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 1: Currently Critical	**$320,000**

ELECTRICAL

Electrical Distribution	Panelboards, automatic transfer switches, interior distribution transformers, emergency generator, lighting, and public address system were identified for repair and replacement at both the Fares & Guard Structure and Service Building.	
	Electrical equipment and systems to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 1: Currently Critical	**$237,513**

FIRE PROTECTION

Fire Protection/Suppression	Fire Alarms identified for replacement at both Fares & Guard Structure and Service Building.	
	Fire Protection equipment and systems to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 1: Currently Critical	**$34,710**

HVAC

Mechanical/HVAC	Garage exhaust units, heaters and evaporative coolers were identified for replacement at the Service Building.	
	HVAC equipment and systems to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 2: Potentially Critical	**$113,030**

28 TOTAL NUMBER OF PROJECTS IDENTIFIED ON UTA FACILITY DASHBOARD

BUS AND PARATRANSIT

Mt. Timpanogos | Operations

1110 Geneva Rd, Orem, UT 84058

EXTERIOR MT. TIMPANOGOS BUILDING 1 OPERATIONS

Mt. Timpanogos Building 1 Operations includes work and support spaces for Administration Operations and Dispatch. The building has overflowed into a complex of relocatable structures, which house office spaces, meeting rooms and network and radio infrastructure.

ATTRIBUTES

Facility Area: 6,935 ft²
Campus: Mt. Timpanogos
Constructed: 1988
Renovated: No
Previous Use: Built for UTA
Construction Type: Masonry
In-Kind Replacement Cost: $3.3M

FACILITY PURPOSE

Primary: Bus Maintenance
Service Capacity: 10 bays (40'), 3 bays (60')
Vehicle Capacity: 93
Current Fleet: 89

SEISMIC EVALUATION

☐ **Scheduled 1st quarter 2027**

DEFICIENCY COSTS

$600K

OCCUPANCY

142%

PRIORITY | COST

1 $182,183
2 $77,964
3 $79,922
4 $21,093
5 $256,854

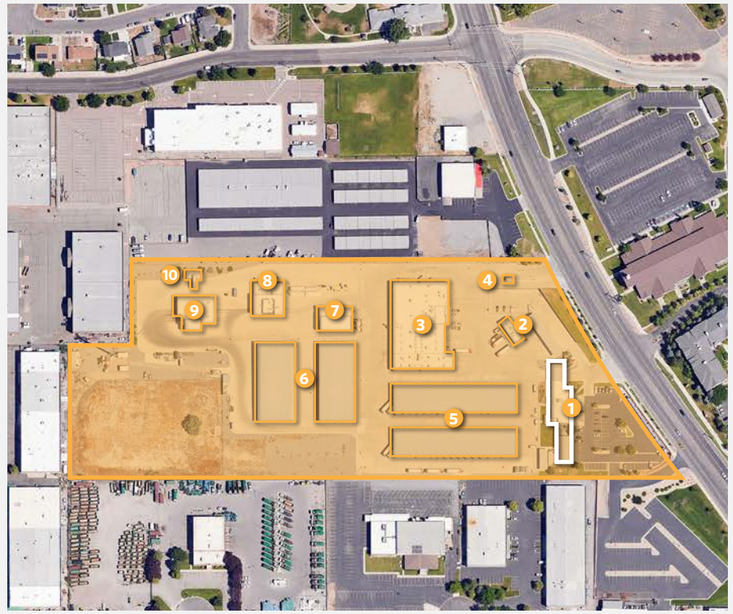
SUMMARY

HVAC issues and overcrowding are problematic. The building is undersized for the workforce. Building replacement is likely more feasible than expansion/renovation.

UDOT data shows that daily traffic on Geneva Road has tripled since UTA operations began in 1988, sharply increasing the risk of vehicle-bus conflicts at the campus's only non-signalized access point.

SYSTEM DEFICIENCIES

- **Structure**
- **Roof**
- **Exterior Finishes**
- **HVAC**
- **Plumbing**
- **Electrical**
- **Fire Protection**
- **Stairs & Elevators**
- **Interior Finishes**
- **Cranes & Hoists**
- **ADA Compliance**
- **Site Improvements**



1 Operations
2 Service
3 Maintenance
4 Security
5 Canopies
6 Bus Canopies
7 Tires
8 Fueling
9 Wash
10 Fares

PRIORITY PROJECTS

ELECTRICAL

Electrical Distribution	Panelboard, interior distribution transformers, security system, clock, public address system, and uninterruptible power supply were identified for replacement.	
	Electrical equipment and systems to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 1: Currently Critical	**$152,368**

FIRE PROTECTION

Fire Protection/Suppression	Fire riser and fire alarm control system identified for replacement.	
	Fire Protection equipment and systems to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 1: Currently Critical	**$24,920**

HVAC

Mechanical/HVAC	Condenser, rooftop exhaust fans, AC split systems, and rooftop units were identified for replacement.	
	HVAC systems to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 2: Potentially Critical	**$64,970**

SITE ACCESS

Real Estate Acquisition	Site access improvements identified to be improved for buses safely accessing the site due to traffic increases.	
	Real Estate acquisition and drive aisle construction required. Currently under investigation.	
	Priority 1: Currently Critical	**$TBD**

BUILDING REPLACEMENT

Replacement	Building is over capacity.	
	Building replacement is currently under review and needs to double in size from 6,935sqft to potentially 13,200 sq ft.	
	Priority 1: Currently Critical	**Estimated Cost: $11.4M**

33 TOTAL NUMBER OF PROJECTS IDENTIFIED ON UTA FACILITY DASHBOARD

BUS AND PARATRANSIT

Mt. Timpanogos | Maintenance

1110 Geneva Rd, Orem, UT 84058

EXTERIOR MT. TIMPANOGOS BUILDING 3 MAINTENANCE

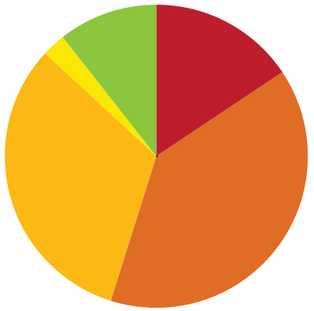
Mt. Timpanogos Building 3 Maintenance provides comprehensive service and maintenance capabilities for UTA buses. To meet the demands of UVX 60 ft articulated buses, an addition was constructed in 2007.

DEFICIENCY COSTS

$2M

MAINTENANCE CAPACITY UTILIZATION

56%



PRIORITY | COST

1 $304,024
2 $810,790
3 $650,056
4 $46,814
5 $213,244

SUMMARY

Generally, the building works well for it's intended purpose. Some maintenance equipment requires overhaul or replacement and the overhead doors are deteriorated and are not fully functional, limiting efficiency.

ATTRIBUTES

Facility Area: 24,357 ft²
Campus: Mt. Timpanogos
Constructed: 1988
Renovated: 2017
Previous Use: Built for UTA
Construction Type: Masonry
In-Kind Replacement Cost: $16M

FACILITY PURPOSE

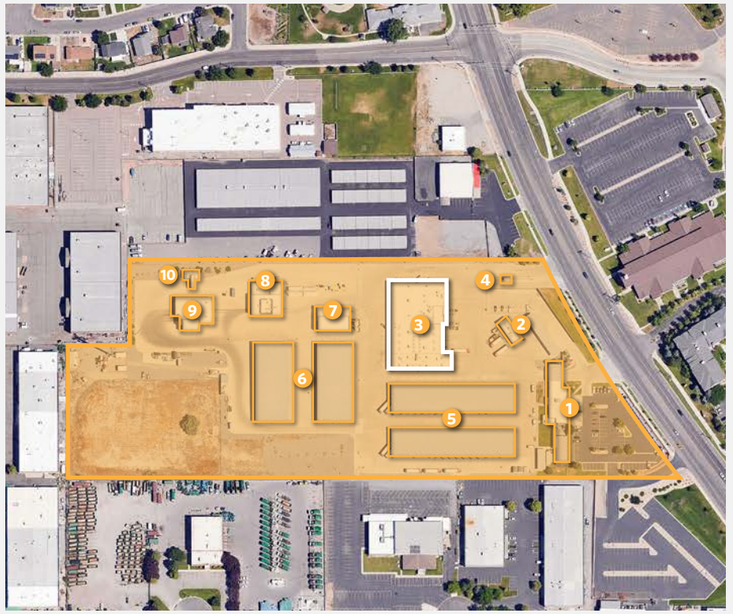
Primary: Bus Maintenance
Service Capacity: 10 bays (40'), 3 bays (60')
Vehicle Capacity: 93
Current Fleet: 89

SEISMIC EVALUATION

☐ **Scheduled 1st quarter 2027**

SYSTEM DEFICIENCIES

- **Structure**
- **Roof**
- **Exterior Finishes**
- **HVAC**
- **Plumbing**
- **Electrical**
- **Fire Protection**
- **Stairs & Elevators**
- **Interior Finishes**
- **Cranes & Hoists**
- **ADA Compliance**
- **Site Improvements**



1 Operations
2 Service
3 Maintenance
4 Security
5 Canopies
6 Bus Canopies
7 Tires
8 Fueling
9 Wash
10 Fares

PRIORITY PROJECTS

ELECTRICAL		
Electrical Distribution	Panelboard, internal distribution transformers, security, public address, switchboards, and uninterruptible power supply identified for replacement.	
	Electrical equipment and systems to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 1: Currently Critical	**$317,018**
FIRE PROTECTION		
Fire Protection/Suppression	Fire alarm control, fire riser, and back flow system identified for replacement.	
	Fire protection systems to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 1: Currently Critical	**$28,124**
HVAC		
Mechanical/HVAC	Hot water circulating pumps, wall mounted exhaust fans, rooftop exhaust fans, evaporative coolers, utility exhaust fans, heaters, rooftop units, and make-up air units identified for replacement.	
	HVAC equipment and systems to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 2: Potentially Critical	**$757,390**
EXTERIOR ENCLOSURE		
Exterior Doors	Exterior roll-up doors identified for replacement.	
	Doors to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 5: Monitor	**$202,208**

36 TOTAL NUMBER OF PROJECTS IDENTIFIED ON UTA FACILITY DASHBOARD

BUS AND PARATRANSIT

Mt. Timpanogos | Support Buildings

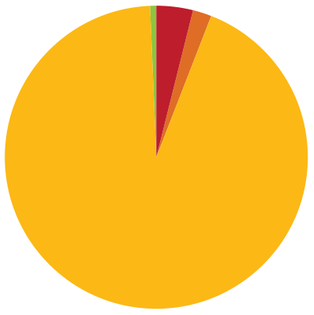
1110 Geneva Rd, Orem, UT 84058

EXTERIOR MT. TIMPANOGOS BUILDING 6 TIRES

An original 1988 fueling building has been replaced with the 2017 UVX expansion project, which also added four further buildings, rounding out the capabilities of the service unit. The buildings are in good condition, however the access to the facility is proving to be problematic.

DEFICIENCY COSTS

$6.3M



PRIORITY | COST

1 $274,654
2 $117,836
3 $5,886,816
4 $890
5 $24,564

SERVICE/SIGNOUT BUILDING

Facility Area: 128 ft² **Constructed:** 2017
Construction Type: Masonry **In-Kind Replacement Cost:** $.05M

FUEL ISLAND

Facility Area: 1,637 ft² **Constructed:** 1988
Construction Type: Masonry **In-Kind Replacement Cost:** $0.6M

TIRE BUILDING

Facility Area: 2,739 ft² **Constructed:** 2017
Construction Type: Steel **In-Kind Replacement Cost:** $1.3M

FUEL STATION

Facility Area: 6,084 ft² **Constructed:** 2017
Construction Type: Steel **In-Kind Replacement Cost:** $2.3M

BUS WASH

Facility Area: 6,570 ft² **Constructed:** 2017
Construction Type: Steel **In-Kind Replacement Cost:** $4.1M

GUARD & FARE PROCESSING

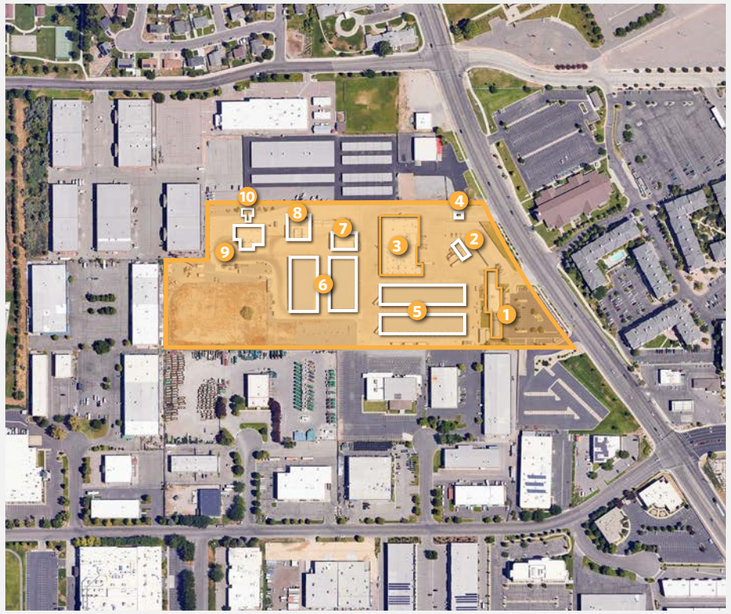
Facility Area: 595 ft² **Constructed:** 2017
Construction Type: Masonry **In-Kind Replacement Cost:** $.25M

SUMMARY

Several individual mechanical and electrical deficiencies. Bus canopies are full and additional fleet is expected. The most critical problem is access to the site. Additional site entrance/exit is needed due to traffic on Geneva Road hampering roll-out. Development on surrounding property is already limiting potential solutions. Additional roadway access is an urgent need.

SYSTEM DEFICIENCIES

- Structure
- Roof
- Exterior Finishes
- HVAC
- Plumbing
- Electrical
- Fire Protection
- Stairs & Elevators
- Interior Finishes
- Cranes & Hoists
- ADA Compliance
- Site Improvements



1 Operations
2 Service
3 Maintenance
4 Security
5 Canopies
6 Bus Canopies
7 Tires
8 Fueling
9 Wash
10 Fares

PRIORITY PROJECTS

ELECTRICAL

Electrical Distribution	Generator and ATS (Automatic Transfer Switch) were identified for replacement at the Fuel Island building.	
	Electrical equipment and systems to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 1: Currently Critical	**$210,930**
Electrical Distribution	Panelboards, switchgear, interior distribution transformer were identified for replacement at the Fuel Island building.	
	Electrical equipment and systems to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 1: Currently Critical	**$55,714**

FIRE PROTECTION

Fire Protection/Suppression	Fire riser identified for replacement.	
	Fire protection systems to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 1: Currently Critical	**$8,010**

HVAC

Mechanical/HVAC	Fail coils, heaters, make-up air units, evaporative coolers, and utility exhaust fans identified for replacement at the Fuel Island.	
	HVAC and systems to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 2: Potentially Critical	**$117,836**

SITE IMPROVEMENTS

Exterior	Repairs to Concrete Bus Parking Lot and Expanding Bus Canopies has been identified to improve the site.	
	Site Repairs to be a part of targeted replacement program.	
	Priority 3: Necessary - Not Yet Critical	**$5.86M**

25 TOTAL NUMBER OF PROJECTS IDENTIFIED ON UTA FACILITY DASHBOARD

06

LIGHT RAIL

UTA performs maintenance operations and vehicle storage for their light rail transit system at two facilities: Midvale Rail Service Center and the Jordan River Rail Service Center. Combined, the two facilities have 400k sqft of building space, vehicle capacity of 201 LRT vehicles, 31 shop bays for maintenance, and 41 acres across the two sites.

201
LRT VEHICLE CAPACITY

58%
UTLIZATION

400,000 FT²
OF BUILDING SPACE

41
ACRES

217
LRT OPERATORS

107
LRT MECHANICS

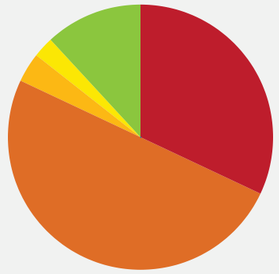
2024

TOTAL MILES
TRAVELED
7,144,089

TOTAL FACILITY CAMPUS SUMMARY SCORECARD

Jordan River

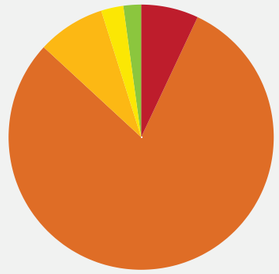
DEFICIENCY COSTS
$15.3M



PRIORITY	COST
1	$4,871,771
2	$7,616,442
3	$594,164
4	$339,090
5	$1,828,238

Midvale

DEFICIENCY COSTS
$12.5M



PRIORITY	COST
1	$849,950
2	$9,987,669
3	$1,028,128
4	$326,185
5	$307,940

Jordan River Rail Service Center

LIGHT RAIL

Jordan River Rail Service Center | JRRSC

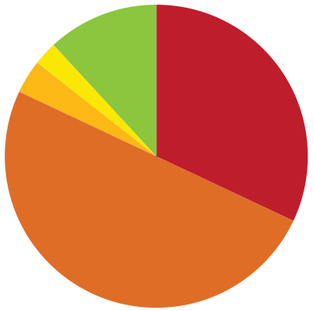
2264 S 900 W, South Salt Lake, UT 8411

EXTERIOR JRSSC

The UTA Jordan River Rail Service Center provides comprehensive services including storage, routine maintenance, and repairs. The building also hosts a large number of administrative functions and the TRAX control room.

DEFICIENCY COSTS

$15.3M



PRIORITY | COST

1 $4,871,771
2 $7,616,442
3 $594,164
4 $339,090
5 $1,828,238

ATTRIBUTES

Facility Area: 310,276 ft²
Campus: Jordan River
Constructed: 1975
Renovated: 2011
Previous Use: Warehouse
Construction Type: Steel Frame + CIP Concrete
In-Kind Replacement Cost: $230M

FACILITY PURPOSE

Primary: LRT Maintenance
Service Capacity: 16 bays
Vehicle Capacity: 101
Current Fleet: 77 (S70s)

SEISMIC EVALUATION

☑ **Completed:** 11-2024

SEISMIC STUDY

Foundation	Mid Seismic Priority (Somewhat concerning)
	Enlarge and tie together existing footings for lateral spread
Walls	Low Seismic Priority (Fails per analysis, lower concern)
	Add concrete walls, misc building/ nonstructural improvements
Roof/Slab	Mid Seismic Priority (Somewhat concerning)
	Strengthen existing roof and floor decks/ beams

TOTAL SEISMIC COSTS

$40M

1 Jordan River Rail Service Center
2 Jordan River 2 *(Under Construction)*
3 Fire House
4 Technical Training Education Center *(Under Construction)*

SUMMARY

Facility is serving its current needs well with sufficient capacity. The completion of JR2 will reduce the demand for parking that currently overcrowds available space. Several equipment, mechanical and electrical deficiencies, as well as limitations in structural performance, indicate the need for a renovation.

SYSTEM DEFICIENCIES

- Structure
- Roof
- Exterior Finishes
- HVAC
- Plumbing
- Electrical
- Fire Protection
- Stairs & Elevators
- Interior Finishes
- Cranes & Hoists
- ADA Compliance
- Site Improvements

PRIORITY PROJECTS

SITE

Water Main	Underground water main that supplies fire suppression at site's east elevation has major leaks since April/ May 2024 and continues to be an issue. Water main repair will be a part of individual project. Cost is estimated.	
	Priority 1: Currently Critical	**$3,560,000**

ELECTRICAL

Electrical Distribution	Panelboards, main distribution panel, interior distribution transformer, emergency lighting, lighting control panel, exterior and interior lighting were identified for replacement. Electrical equipment and systems to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 1: Currently Critical	**$1,161,361**

FIRE PROTECTION

Fire Protection/Suppression	Fire alarm devices identified for replacement. Fire protection systems to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 1: Currently Critical	**$667,500**

PLUMBING

Domestic Water Distribution	Domestic water distribution piping identified for replacement due to brown water in lavatories. Water distribution to be a part of a targeted replacement program during the next modernization project.	
	Priority 2: Potentially Critical	**$3,310,800**

HVAC

Mechanical/HVAC	Rooftop units, air handling units, overhead destratification fans, heaters, rooftop exhaust fans, AC window units, and AC split systems identified for replacement. HVAC and systems to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 2: Potentially Critical	**$2,903,892**

39 TOTAL NUMBER OF PROJECTS IDENTIFIED ON UTA FACILITY DASHBOARD

LIGHT RAIL

Midvale | Service Center

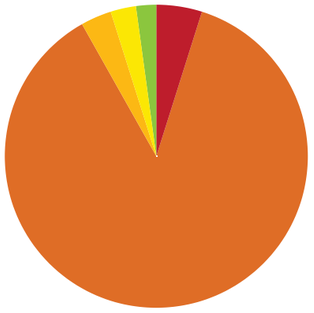
613 W 6960 S, Midvale, UT 84047

EXTERIOR MIDVALE SERVICE CENTER

Midvale Rail Service Center was renovated to serve the opening of TRAX and the first generation of LRT vehicles at UTA. Midvale also houses the backup control room for FrontRunner.

DEFICIENCY COSTS

$11.1M



PRIORITY | COST

1 $587,400
2 $9,607,372
3 $415,986
4 $286,580
5 $247,242

SUMMARY

Aging and deteriorated equipment are demanding to maintain, and several critical elements of the facility have outgrown their available space. A large scale renovation and expansion project is likely required.

ATTRIBUTES

Facility Area: 89,440 ft²
Campus: Midvale
Constructed: 1984
Renovated: 1997
Previous Use: Manufacturing
Construction Type: Steel Frame + Masonry
In-Kind Replacement Cost: $66M

FACILITY PURPOSE

Primary: LRT Maintenance
Service Capacity: 16 bays
Vehicle Capacity: 101
Current Fleet: 40 (Siemens SD100 & SD160s)

SEISMIC EVALUATION

☑ **Completed:** 11-2024

SYSTEM DEFICIENCIES

- Structure
- Roof
- Exterior Finishes
- HVAC
- Plumbing
- Electrical
- Fire Protection
- Stairs & Elevators
- Interior Finishes
- Cranes & Hoists
- ADA Compliance
- Site Improvements

SEISMIC STUDY

Foundation	Low Seismic Priority (Fails per analysis, lower concern)
	Enlarged existing footings
Walls	Mid Seismic Priority (Somewhat concerning)
	Strengthen concrete & masonry walls, misc building/nonstructural improvement
Roof/Slab	Highest Seismic Priority (Very concerning)
	Replace roof deck/beams and connect to masonry shear walls

TOTAL SEISMIC COSTS

$22M

1 Midvale Rail Service Center
2 MOW Facilities Building
3 Paint Booth Building

PRIORITY PROJECTS

ELECTRICAL

Electrical Distribution	Panelboards, automatic transfer switch, switchgear, lighting, interior distribution transformer, and motor control center identified for replacement.	
	Electrical equipment and systems to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 1: Currently Critical	**$854,400**

HVAC

Mechanical/HVAC	Air Handling, Condenser, exhaust fans, rooftop units, make-up air units identified for replacement.	
	HVAC equipment and systems to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 2: Potentially Critical	**$1,045,572**

CRANES & HOISTS

Cranes & Hoists	Hoists and cranes identified for replacement.	
	Hoists and cranes to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 2: Potentially Critical	**$987,900**

CONVEYING

Elevators, Lifts, Escalators	Passenger Elevator identified for replacement.	
	Elevator to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 2: Potentially Critical	**$445,000**

BUILDING EXPANSION

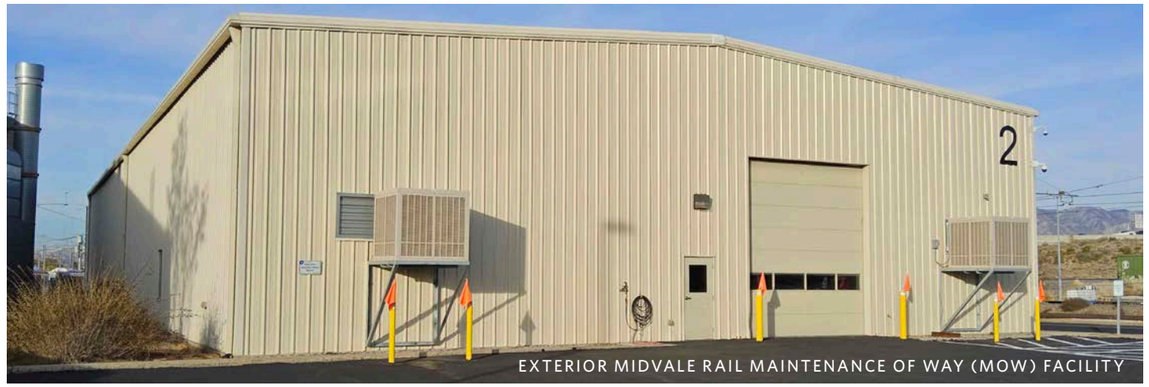
Expansion	Machine shop identified in need expansion.	
	Estimated cost under development.	
	Priority 1: Currently Critical	**$TBD**

5 TOTAL NUMBER OF PROJECTS IDENTIFIED ON UTA FACILITY DASHBOARD

LIGHT RAIL

Midvale | Support Buildings

613 W 6960 S, Midvale, UT 84047

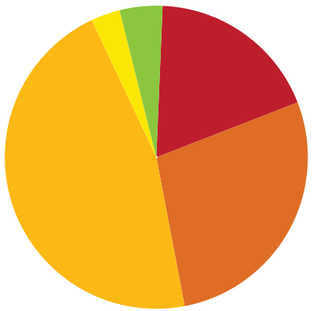


EXTERIOR MIDVALE RAIL MAINTENANCE OF WAY (MOW) FACILITY

The Midvale Rail Maintenance of Way (MOW) Facility (Building 2) provides a full range of workspaces for the maintenance of tracks, signals, and other rail-related systems and Facility Maintenance. The Paint Booth (Building 3) is dedicated to painting and refinishing LRT vehicles and other large rail equipment.

DEFICIENCY COSTS

$1.4M



PRIORITY | COST

1 $262,550
2 $380,297
3 $612,142
4 $39,605
5 $60,698

SUMMARY

The effectiveness of the paint and body facility is limited by occasional high winds. Impact could be reduced with a windbreak. The MOW and FM building are well-maintained and adequate.

MOW FACILITIES BUILDING

Facility Area: 13,920 ft²
Constructed: 2004
Construction Type: Steel
In-Kind Replacement Cost: $10M

PAINT BOOTH BUILDING

Facility Area: 7,714 ft²
Constructed: 2008
Construction Type: Steel
In-Kind Replacement Cost: $6.5M

SYSTEM DEFICIENCIES

- Structure
- Roof
- Exterior Finishes
- HVAC
- Plumbing
- Electrical
- Fire Protection
- Stairs & Elevators
- Interior Finishes
- Cranes & Hoists
- ADA Compliance
- Site Improvements

1 Midvale Rail Service Center
2 MOW Facilities Building
3 Paint Booth Building

PRIORITY PROJECTS

ELECTRICAL		
Electrical Distribution	Make-up air system controller for paint booth, public address system, and lighting identified for replacement.	
	Electrical equipment and systems to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 1: Currently Critical	**$305,893**
FIRE PROTECTION		
Fire Protection/Suppression	Fire alarm devices and fire alarm control panel (FACP) identified for replacement.	
	Fire protection systems to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 1: Currently Critical	**$116,234**
HVAC		
Mechanical/HVAC	Condenser, exhaust fans, heaters, AC window units, evaporative coolers, and make-up air units identified for replacement.	
	HVAC equipment and systems to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 2: Potentially Critical	**$179,335**
CRANES & HOISTS		
Cranes & Hoists	Hoists identified for replacement.	
	Hoists to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 2: Potentially Critical	**$13,350**
ROOF		
Roof/Wall	Roof membrane and black walkway pads identified for replacement.	
	Roofing repairs to be a part of a multi-facility campaign or targeted individual projects.	
	Priority 3: Necessary - Not Yet Critical	**$202,564**

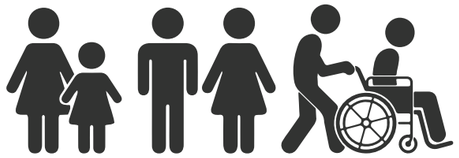
35 TOTAL NUMBER OF PROJECTS IDENTIFIED ON UTA FACILITY DASHBOARD

07

COMMUTER RAIL

FrontRunner, UTA's commuter rail service, spans an 83-mile corridor and connects communities along the Wasatch Front through 16 stations across Weber, Davis, Salt Lake, and Utah counties.

UDOT (the Utah Department of Transportation) and UTA are working together to improve the frequency, reliability, and travel time of FrontRunner through FR2X. More information on FR2X can be found at frontrunner2x.utah.gov



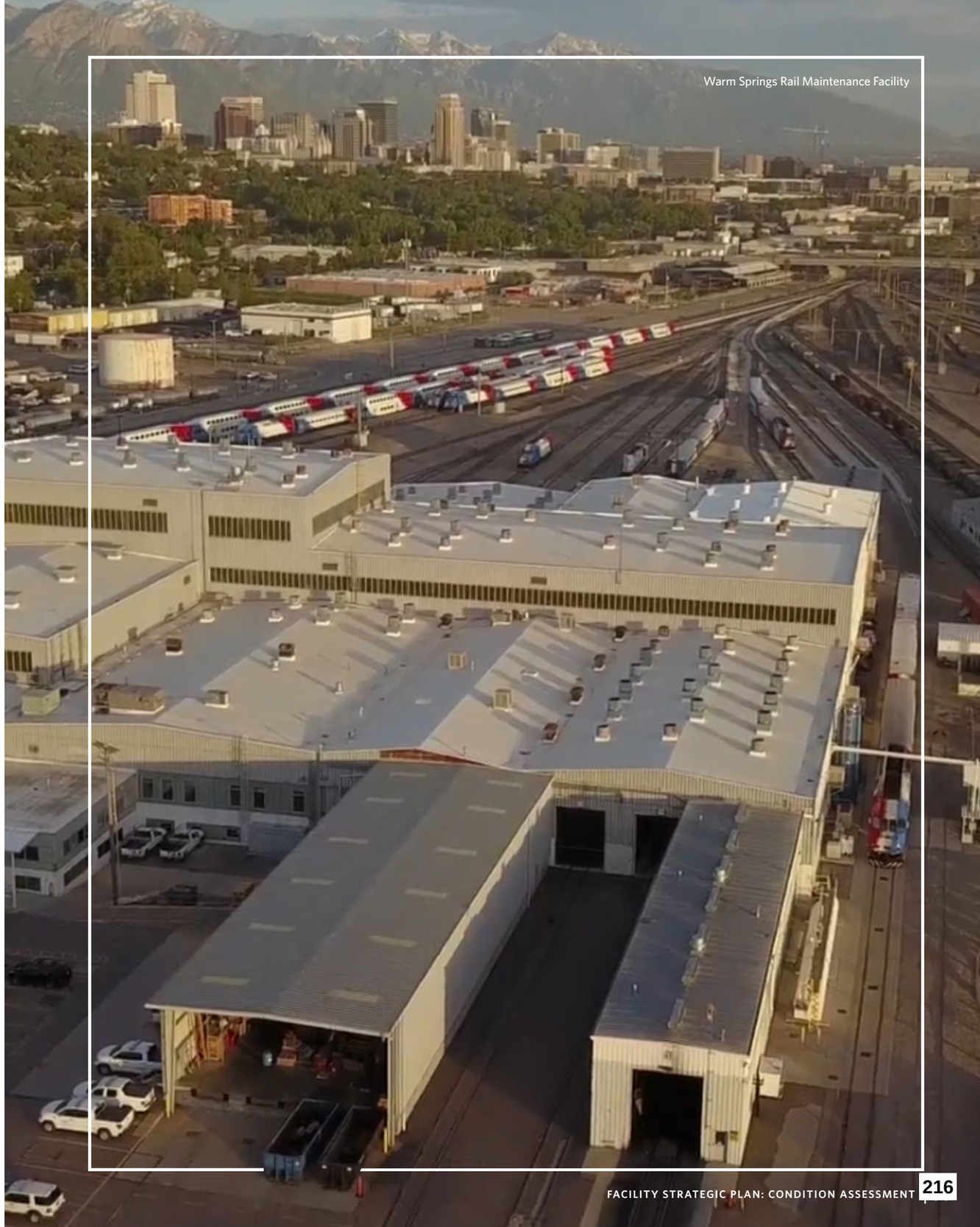
4,128,459
FRONTRUNNER PASSENGERS IN 2024

10.5%
RIDERSHIP INCREASE over 2023

119
CR OPERATORS

66
CR MECHANICS

TOTAL MILES
TRAVELED
13,000,000


Warm Springs Rail Maintenance Facility

COMMUTER RAIL

Warm Springs | FrontRunner Maintenance Facility

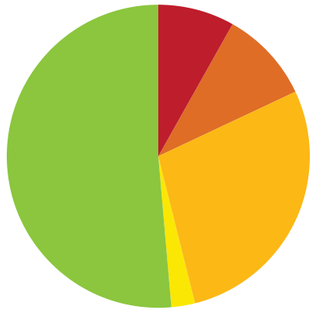
900 N 500 W, Salt Lake City, UT, 84116

EXTERIOR MAINTENANCE FACILITY

FrontRunner is operated and maintained through a single facility, Warm Springs Rail Service Center, which was built in 1952 as a locomotive assembly plant and adapted by UTA in 2008. The age of the facility and issues with the soils and site mean that there is a number of critical deficiencies, however the unique functions and near 24-7 operations of the building make necessary rehabilitation projects challenging.

DEFICIENCY COSTS

$34.3M



PRIORITY | COST

1 $3,017,100
2 $3,025,555
3 $9,834,215
4 $895,968
5 $17,594,410

SUMMARY

In 2024, Facility Development began collaborating with the FR2X team, led by UTA and UDOT, to assess commuter rail facility needs. That project will guide the need for long-term improvements at Warm Springs. FacDev will deliver a phased plan for those improvements in conjunction with future FR2X recommendations.

ATTRIBUTES

Facility Area: 144,000 ft²
Campus: Warm Springs
Constructed: 1952
Renovated: 2008
Previous Use: Union Pacific Freight Facility
Construction Type: Riveted Steel Frame
In-Kind Replacement Cost: $106.6M

FACILITY PURPOSE

Primary: Commuter Rail Maintenance
Service Capacity: 2 Tracks Full S&I
4 Tracks PM & CM
4 Tracks Overhaul
Vehicle Capacity: 13 Stored Trainsets
Current Fleet: 14 Trainsets (18 Locomotives; 38-43 passenger cars)

SEISMIC EVALUATION

☑ **Completed:** 11-2024

SYSTEM DEFICIENCIES

- Structure
- Roof
- Exterior Finishes
- HVAC
- Plumbing
- Electrical
- Fire Protection
- Stairs & Elevators
- Interior Finishes
- Cranes & Hoists
- ADA Compliance
- Site Improvements

SEISMIC STUDY

Foundation	Highest Seismic Priority (Very concerning)
	Enlarge and tie together existing footings for lateral spread
Walls	Mid Seismic Priority (Somewhat concerning)
	Add concrete shear walls and wrap existing columns
Roof/Slab	Highest Seismic Priority (Very concerning)
	Strengthen and add roof braces

TOTAL SEISMIC COSTS

$40M

1 Warm Springs FrontRunner Maintenance Facility
2 Warm Springs FrontRunner Pump House

PRIORITY PROJECTS

FIRE PROTECTION

Fire Protection/Suppression	Main building lacked a fire suppression system. Comprehensive dry-pipe fire suppression system including sprinkler network, detection, alarms and centralized controls identified for installation.	
	Fire protection equipment and systems to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 1: Currently Critical	**$2,136,000**

ELECTRICAL

Electrical Distribution	Full electrical system replacement including critical electrical components, wiring, distribution panels, interior and exterior emergency lighting, electrical safety systems, emergency generator, and main service switchboard identified for replacement.	
	Electrical equipment and systems to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 1: Currently Critical	**1,483,368**

HVAC

Mechanical/HVAC	HVAC mechanical systems identified for replacement and modernization including rooftop exhaust vans, rooftop evaporative coolers, and control systems.	
	HVAC equipment and systems to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 2: Potentially Critical	**$3,025,555**

PLUMBING

Domestic Water Distribution	Replacement of entire steam distribution system including piping, insulation, valves, and controls, with a modern, energy-efficient system that minimizes heat loss and improves safety and performance. Replacement of entire water and sanitary distribution system including all piping, fittings, valves, and control systems, ensuring modern, efficient, and compliant infrastructure.	
	Plumbing equipment and systems to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 3: Necessary - Not Yet Critical	**$7,683,370**

32 TOTAL NUMBER OF PROJECTS IDENTIFIED ON UTA FACILITY DASHBOARD

08

ADMINISTRATIVE AND OTHER FACILITIES

UTA's facility portfolio includes a range of administrative, storage, and multi-use buildings. While Facility Development has gathered information on all sites, this report focuses on mission-critical facilities.

OTHER FACILITIES

Name	Address	Current Use	Future Use
Ogden Intermodal Transit Center	2393 Wall Ave, Ogden UT 84401	Operations, Police, Park & Ride	Continued current use. Possibility of TOD development in addition to current uses.
Old Central Garage	630 W 200 S, Salt Lake City, UT 84101	Bus storage, 3rd party operated bus storage	TOD Development.
2100 South Building	237 W 2100 S, Salt Lake City, UT 84115	Temporary Uses	TOD Development.
Jordan River Rail Center JRRC Building 2	2264 S 900 W, South Salt Lake, UT 8411	Under construction	Maintenance of Way primary facility.
Technical Training and Education Center (TTEC)	823 W Davis St, South Salt Lake, UT 84119	Under construction	Dedicated maintenance training facility.
Firehouse	2350 S 900 W, South Salt Lake, UT 84111	Maintenance of Way	Continue current use.
Mobility Center	4384 South 50 West, Murray, UT 84107	Special services administration and rider testing for special services	Possibility of TOD Development. Right-sized, suitably equipped facility for Special Services needed prior to development.
Road Crew Quonset Huts	4384 South 50 West, Murray, UT 84107	Storage and workspace	Possibility of TOD Development. Adequate replacement required.
Tooele Bus Barn	659 Garnet St, Tooele, UT 84074	Bus storage, 3rd party operated bus storage	Continue current use until ridership demands increase and a Tooele facility is feasible.
Provo Intermodal Center	70 W 750 S, Provo, UT 84601	Operations, Police, Park & Ride	Continued current use. Possibility of TOD development in addition to current uses.

ADMINISTRATIVE

Depot District | Frontline Headquarters

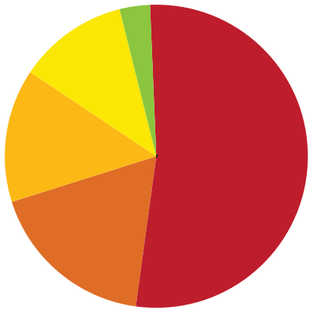
669 W 200 S, Salt Lake City, UT 84101

EXTERIOR FLHQ

The UTA Frontline Headquarters (FLHQ) Campus consists of three buildings: East (1966), West (1991), and Connector (year unknown), serving as the primary facility for UTA's administrative and operational needs. The building has undergone various upgrades and additions over the decades, creating a complex infrastructure with mixed-generation systems, prompting the need for comprehensive seismic, architectural, and MEP renovations.

DEFICIENCY COSTS

$57.3M



PRIORITY | COST

1 $29,741,000
2 $10,576,000
3 $8,362,000
4 $6,414,000
5 $2,207,000

ATTRIBUTES

Facility Area: 84,475 ft²
Campus: Depot District
Constructed: 1966
Renovated: 1991
Previous Use: Office
Construction Type: Masonry
Replacement Cost: TBD

FACILITY PURPOSE

Primary: Office Administrative

SEISMIC EVALUATION

☑ **Completed:** 11-2024

SUMMARY

The Frontline Headquarters requires safety and efficiency upgrades that surpass its replacement value. Major investments are not planned, as UTA has initiated the Salt Lake Central Station redevelopment, which includes new agency office space. If that project advances, UTA will incorporate the FLHQ site into its TOD program for future redevelopment.

SYSTEM DEFICIENCIES

- Structure
- Roof
- Exterior Finishes
- HVAC
- Plumbing
- Electrical
- Fire Protection
- Stairs & Elevators
- Interior Finishes
- Cranes & Hoists
- ADA Compliance
- Site Improvements

SEISMIC STUDY

Foundation	Low Seismic Priority (Fails per analysis, lower concern)
	Strengthen existing joists and floor to wall connections. Add grade beams and shear wall footings. Add structural sheathing and re-roof.
Walls	Highest Seismic Priority (Very concerning)
	Add concrete shear walls and wrap existing columns
Roof/Slab	Mid Seismic Priority (Somewhat concerning)
	Re-sheath roof and tie floors and roof to the walls. Strengthen existing joists and floor to wall connections. Re-roof.

TOTAL SEISMIC COSTS

$18.4M

1 FLHQ

PRIORITY PROJECTS

STRUCTURAL UPGRADES

Renovation	Extensive upgrades are required. Sheer wall construction and wrapping of existing columns will require considerable demolition to the existing structure.	
	Costs associated to not include temporary re-housing of the workforce.	
	Priority 1: Currently Critical	**$29,741,000**

SYSTEM RENOVATION

Renovation	MEP and architectural upgrades required for FLHQ renovation identified.	
	Extensive renovations would be a part of modernization program for facility.	
	Priority 2: Potentially Critical	**$27,559,000**

BUILDING REPLACEMENT

Replacement	Building is in need of extensive renovation and may not be cost effective to renovate.	
	Building replacement is currently under review.	
	Priority 1: Currently Critical	**$TBD**

ADMINISTRATIVE

Meadowbrook | Administrative

3600 S 700 W, South Salt Lake, UT, 84119

EXTERIOR MEADOWBROOK ADMINISTRATIVE BUILDING

Meadowbrook Building 1 Admin. (MB1) building is a two-story facility that includes office spaces, restrooms, break room, storage rooms, classrooms, a healthcare center, and mechanical and electrical rooms.

DEFICIENCY COSTS

$2.4M

PRIORITY | COST

1 $814,795
2 $526,435
3 $201,140
4 $132,076
5 $761,484

ATTRIBUTES

Facility Area: 48,965 ft²
Campus Size: Meadowbrook
Constructed: 1981
Renovated: No
Previous Use: Built for UTA
Construction Type: Masonry
In-Kind Replacement Cost: $21M

FACILITY PURPOSE

Primary: Administrative

SEISMIC EVALUATION

☐ **Scheduled 4th quarter 2025**

SUMMARY

Despite some aged equipment and building systems, MB1 is a useful building in adequate condition. Network infrastructure is being strategically relocated here, and further growth & consolidation of departments is expected. There will be opportunities during remodels to address deficiencies and ensure the building continues to function well for UTA for many more years.

SYSTEM DEFICIENCIES

- Structure
- Roof
- Exterior Finishes
- HVAC
- Plumbing
- Electrical
- Fire Protection
- Stairs & Elevators
- Interior Finishes
- Cranes & Hoists
- ADA Compliance
- Site Improvements

1 Administration
2 Fare Retrieval
3 Maintenance
4 Fueling
5 Wash
6 Canopies
7 Operations
8 Maintenance Support
9 Sign-Out

(See pages 26-33 for Meadowbrook Campus)

PRIORITY PROJECTS

ELECTRICAL

Communication & Security	Telecom system, security system, and public address system identified for replacement.	
	Electrical equipment and systems to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 1: Currently Critical	**$537,560**
Electrical Distribution	Electrical service, panelboards, uninterruptible power supply, emergency generator, automatic transfer switch, interior distribution transformer and lighting identified for replacement.	
	Electrical equipment and systems to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 1: Currently Critical	**$403,081**

FIRE PROTECTION

Fire Protection/Suppression	Fire Riser identified for replacement.	
	Fire protection equipment and systems to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 1: Currently Critical	**$6,230**

CONVEYING

Elevators/Lifts	Passenger elevator identified for replacement.	
	Elevator to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 2: Potentially Critical	**$279,460**

HVAC

Mechanical/HVAC	Rooftop units, exhaust fans, AC split systems, control systems, heat pumps, and fan coils identified for replacement.	
	HVAC equipment and systems to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 2: Potentially Critical	**$246,975**

37 TOTAL NUMBER OF PROJECTS IDENTIFIED ON UTA FACILITY DASHBOARD

ADMINISTRATIVE

Police HQ | UTA Police Headquarters

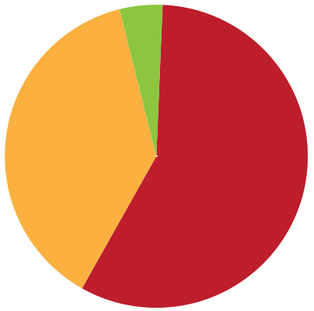
127 W Vine St, Murray, UT 84107

EXTERIOR UTA POLICE HQ

The UTA Police Headquarters serves as the operational center for the Utah Transit Authority Police Department. The building is designed to support the department's various functions, including patrol operations, investigations, K-9 units, and fare enforcement. Equipped with administrative offices, briefing rooms, and secure areas for evidence storage, the headquarters facilitates efficient law enforcement activities across the UTA transit system.

DEFICIENCY COSTS

$36K



ATTRIBUTES

Facility Area: 9,800 ft²
Campus: Police HQ
Constructed: 2010
Renovated: No
Previous Use: Office
Construction Type: Masonry
In-Kind Replacement Cost: $4.1M

FACILITY PURPOSE

Primary: Police HQ

SEISMIC EVALUATION

☑ **Built to latest Seismic codes**

SUMMARY

The Police HQ is in adequate condition but space and capability limitations will indicate the need for an expanded building. Police leadership have indicated the desire to accommodate more specialty training and hazardous material storage in their facility, indicating the need for a more secured location. The location of the building at one of UTA's most well-connected transfer points suggests that the building could be successfully repurposed.

SYSTEM DEFICIENCIES

- Structure
- Roof
- Exterior Finishes
- HVAC
- Plumbing
- Electrical
- Fire Protection
- Stairs & Elevators
- Interior Finishes
- Cranes & Hoists
- ADA Compliance
- Site Improvements

1 Police HQ

PRIORITY PROJECTS

BUILDING RENOVATION

Roof and Walls	Gutters and downspouts identified for replacement.	
	Gutters and downspouts to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 1: Currently Critical	**$21,716**

PLUMBING

Domestic Water Distribution	Gas tankless domestic water heater identified for replacement.	
	Water heater to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 3: Necessary - Not Yet Critical	**$13,350**

EXTERIOR ENCLOSURE

Exterior Doors	Exterior doors identified for replacement.	
	Exterior doors to be replaced as part of a multi-facility campaign or targeted individual projects.	
	Priority 5: Monitor	**$1,602**

3 TOTAL NUMBER OF PROJECTS IDENTIFIED ON UTA FACILITY DASHBOARD


Central Depot District

09

SEISMIC EVALUATION SUMMARY

Seismic evaluations of four transit-critical facilities have been completed to date, with all remaining studies scheduled for completion by 2027.

Seismic evaluations of UTA's facilities were undertaken to assess seismic vulnerabilities and to prioritize retrofit interventions based on detailed assessments of the agency's transit-critical buildings. The Seismic Summary Table below provides a high-level overview of the recommended retrofit priorities and associated estimated costs. This summary is intended to offer context on the current condition of the evaluated facilities; full evaluation reports are available for those seeking additional detail.

In 2021, in collaboration with UTA, two seismic performance benchmarks were selected for the evaluation: BSE-1E and BSE-2E. These benchmarks align with code-recommended standards for existing buildings and were used to assess facility performance under seismic conditions. The evaluation focused on the following performance objectives:

- Life Safety during small to moderate earthquakes (BSE-1E)
- Collapse Prevention during moderate to large earthquakes (BSE-2E)

The cost estimates summarized here reflect the anticipated expenses required to bring facilities into compliance with both BSE-1E and BSE-2E standards. More detailed cost estimates and technical findings are available in the full seismic evaluation reports.

Investing in the recommended retrofits will substantially improve the safety of facility occupants during seismic events by addressing identified structural deficiencies. However, it is important to note that while these upgrades will enhance life-safety performance, they may not ensure that facilities remain fully operational following a major earthquake.

Completion of the Meadowbrook campus assessment is expected in Q4Y25. Riverside, Mt. Ogden, and Mt. Timpanogos assessments are expected in Q1Y27.

		Facility Estimated Costs *(May 2025 Dollars)*			
Priority	**Component**	**Warm Springs**	**JRRSC**	**Midvale**	**FLHQ**
1 - Highest Seismic Priority	Roof	$12,841,710		$11,068,058	
	Walls				$6,072,803
	Foundation	$13,603,054			
2 - Mid Seismic Priority	Roof		$22,492,136		$1,779,055
	Walls	$13,329,835		$6,756,193	
	Foundation		$6,071,489		
3 - Low Seismic Priority	Roof				$2,322,398
	Walls		$11,424,518		
	Foundation			$4,879,532	$4,621,235
4 - Lowest Seismic Priority	Roof				
	Walls				$3,665,802
	Foundation				
SUBTOTAL		$39,774,600	$39,988,143	$22,703,783	$18,461,293

Jordan River Rail Service Center

10

NEXT STEPS

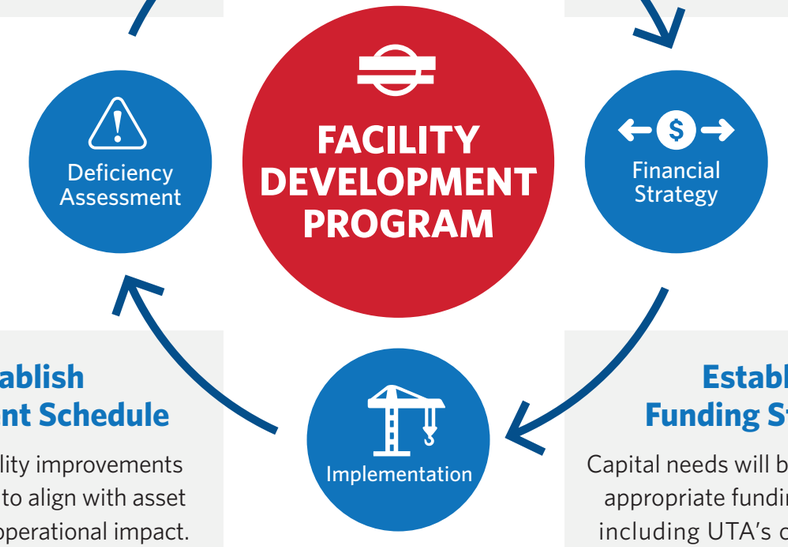
Facility Development has identified several next steps to advance this strategy, which is expected to evolve into an ongoing initiative for the agency.

Model New Service Plans

Planned service expansions will be modeled to assess facility requirements and identify fully loaded costs—ensuring alignment between operational goals and infrastructure capacity.

Refine Operational Understanding

Analysis of UTA's facility operations will guide where upgrades offer the greatest value and where alternative facility management strategies may alleviate capacity or maintenance strain.



Establish Investment Schedule

Prioritized facility improvements will be phased to align with asset condition and operational impact. Projects will be assessed to determine whether they are best delivered as bundled campaigns or discrete initiatives.

Establish Funding Strategy

Capital needs will be matched with appropriate funding strategies, including UTA's capital budget cycle, competitive grant opportunities, and alternative financing mechanisms to support implementation.

Central Bus Maintenance

11

FACILITY DEVELOPMENT

The Facility Development team is a newly established group responsible for Programming, Design, Construction and Modernization of facilities across UTA.

The Facility Development office (FacDev) was established in 2024 to lead the strategic planning and coordination of UTA's facility needs across the agency. This report marks a foundational step in the creation of a comprehensive facility development program—one that aligns with UTA's mission, operational goals, and future growth.

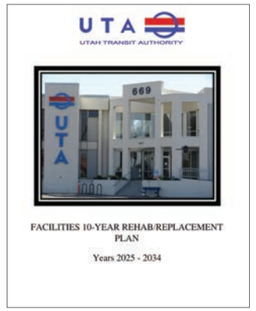
Housed within the Real Estate & Transit-Oriented Communities Department, FacDev balances the competing needs of real estate strategy, urban planning, and infrastructure development. The team draws on expertise in land use economics, real estate finance, architecture, urban design, and workspace logistics. This multidisciplinary approach allows FacDev to bring an integrated and forward-thinking perspective to all aspects of facility planning and implementation.

As UTA continues to expand and modernize its services, the need for intentional, well-sited, and adaptable facilities becomes increasingly critical. FacDev is uniquely positioned to provide principled, data-informed recommendations on the siting, programming, and utilization of facilities across the entire agency. This report outlines our assessment of existing facilities and provides a baseline for the facility development work ahead. It is offered as a strategic resource for the Board and the entire agency as we collectively plan for UTA's continued growth and success.

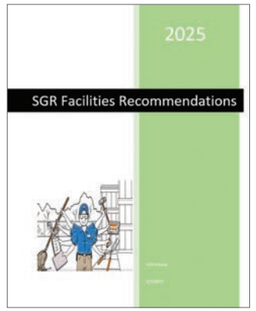
Facility Development Team

FURTHER READING + ADDITIONAL SOURCES

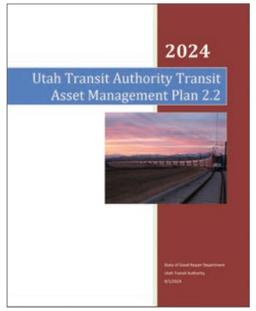
For a comprehensive understanding of UTA's strategic initiatives and infrastructure planning, consider exploring the following reports:



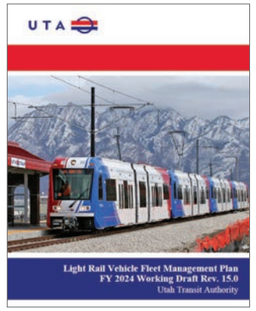
Facilities 10-Year Rehab/Replacement Plan, 2025–2034



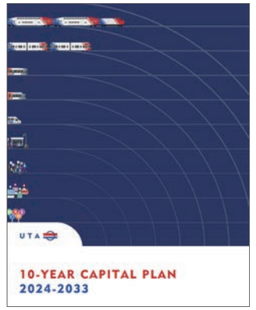
SGR Facilities Recommendations, 2025



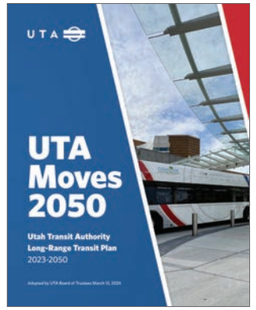
UTA Transit Asset Management Plan 2.2, 2024



Light Rail Vehicle Fleet Management Plan, FY 2024



10-Year Capital Plan, 2024–2033



UTA Moves 2050: Long-Range Transit Plan, 2023–2050

2022–2030 Strategic Goals and Objectives

UTA Facilities Strategic Plan, 2020 Update

ACKNOWLEDGMENTS

Facility Development thanks its internal and external partners for their input and review on the Facility Strategic Plan: Condition Assessment.

INTERNAL ASSISTANCE

PLANNING | Integrated Service Planning
OPERATIONS | Commuter Rail O&M, Facilities Maintenance, Fleet Engineering, Light Rail O&M, Salt Lake SU, Mt. Ogden SU, Mt. Timpanogos SU, Special Services
CAPITAL SERVICES | Capital Design & Construction, GIS, Real Estate & TOC, State of Good Repair

EXTERNAL ASSISTANCE

AECOM | Facility Condition Assessment Database & Dashboard
HNTB | Document Design & Organization
Construction Control Corp | Cost Estimating
Envision Engineering | Electrical Assessments
FFKR | Architectural Assessments
Reaveley Engineers | Seismic Evaluations
Spectrum Engineering | Mechanical Assessments

CONTACT INFO

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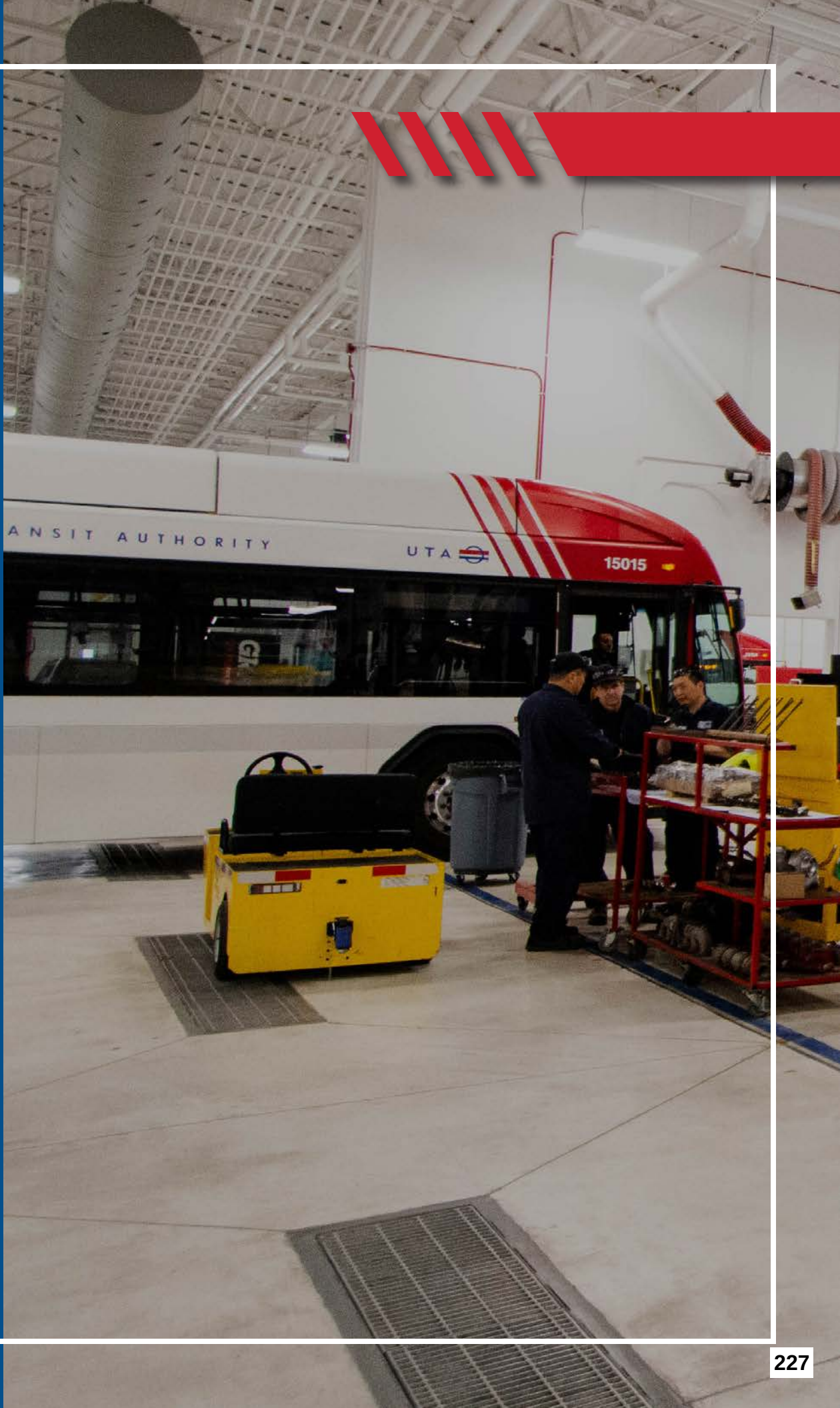
UTA

rideuta.com

UTA FACILITY DEVELOPMENT



UTA FACILITY DEVELOPMENT

FACILITY STRATEGIC PLAN: IMPLEMENTATION

SEPTEMBER 2025 | DRAFT

UTA

rideuta.com

CONTENTS

01

EXECUTIVE SUMMARY

UTA's Facility Implementation Plan sets a financially unconstrained path to maintain, expand, and replace facilities to accommodate service commitments and future service demands.

UTA's facilities provide the foundation of our transit system, supporting operations, maintenance, and on-time delivery across the region. To evaluate their long-term effectiveness and model the life cycles of each facility, we have combined recent facility condition assessments with analysis of projected service increases and planned capital infrastructure investments. This integrated approach provides a clear picture of the maintenance, expansion, and replacement requirements of our facility portfolio relative to current and future demands.

The analysis highlights where reinvestment will yield the greatest benefit—both by extending the life of existing assets and by ensuring alignment with upcoming service initiatives. Priority actions include modernizing systems in high-demand facilities, expanding capacity where service growth is most concentrated, and forecasting the need for new transit campuses over time.

Taken together, these findings provide a roadmap for a targeted facility investment. By aligning facility reinvestment with projected service growth, UTA secures a resilient, efficient, and future-ready support system—maximizing the life of existing assets while ensuring new investments directly enable on-time performance, service reliability, and mobility expansion.

ESTIMATED UNCONSTRAINED COST OF FACILITY REPLACEMENTS, EXPANSIONS, AND MAINTENANCE 2026–2035

$827M

02

UTA MISSION ALIGNMENT

We Move You

SUSTAINING OUR MISSION THROUGH STRATEGIC FACILITY INVESTMENT

UTA's mission to deliver consistent, reliable service hinges on robust, well-maintained facilities. Under-investing incurs the risk of increased operational strain, service gaps, and reduced public confidence. These issues compound, becoming more costly over time.

2030 UTA STRATEGIC PRIORITIES

- Moving Utahns to a Better Quality of Life
- Generating Critical Economic Return
- Achieving Organizational Excellence
- Building Community Support
- Exceeding Customer Expectations

INVESTING IN OUR FACILITIES IS ESSENTIAL TO FULFILLING OUR MISSION.

Pull open for timeline

FACDEV IMPLEMENTATION PLAN

Building on the condition assessment found within the UTA Facility Strategic Plan, this Implementation Plan creates a roadmap for restoring and modernizing UTA's mission-critical facilities across the Wasatch Front.

UTA's Facility Development (FacDev) team developed a timeline to articulate the relative sequence and capital requirements of facility projects and programs from 2026-2035. The FacDev team prioritized capital investments that sustain operational continuity, completion sequenced to support future service facility expansions, and balanced immediate needs with long-term infrastructure stewardship.

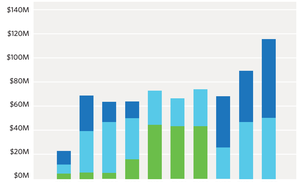
Arranged annually, the timeline provides a 10-year outlook showing key projects, estimated required investment, duration, and annual subtotal costs. Projects include both facility specific projects as well as Facility-Wide campaigns, color coded in three categories: Replacement, Expansion, and Maintenance (REM). The color-coded area charts located at the bottom of the timeline show the total estimated cost for each REM category, grey showing the annual total cost across all three REM categories. Lastly, significant service expansions are highlighted with icons at the bottom of the timeline identifying their anticipated start of revenue service.

All cost estimates are based on 2024-dollar values and include a projected annual escalation rate of 5%. These cost estimates are intended for planning purposes only and may be subject to change based on market conditions and other economic factors. Funding for specific projects is still under review, and funding availability can significantly impact overall timeline schedule and relative timing of projects.

UTA

FACILITIES INVESTMENT TIMELINE

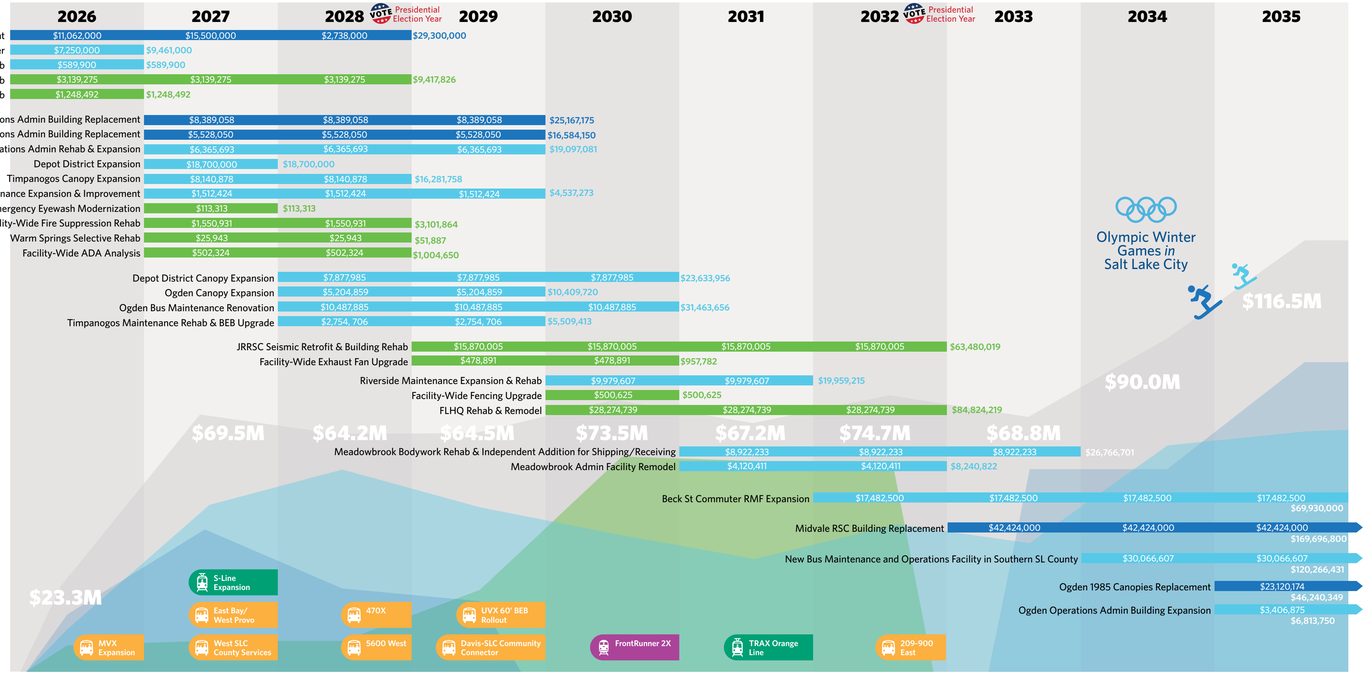
Investment by Replacement, Expansion, and Maintenance Categories



Replacement: Complete renewal of aging or obsolete facility infrastructure

Expansion: Additions to support increased capacity or expanded operations

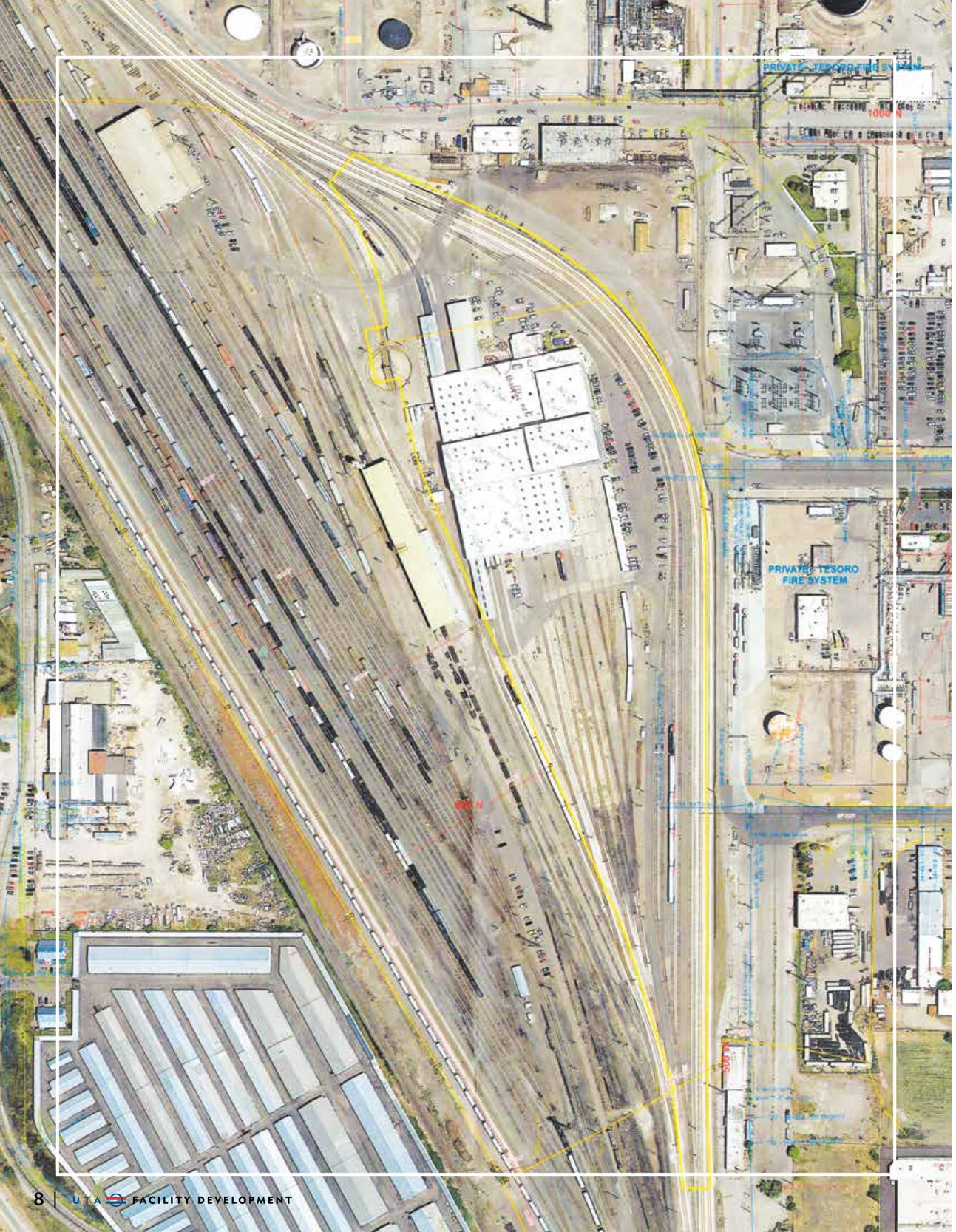
Maintenance: Repairs to sustain and preserve functionality, compliance, and safety



04 BUILDING INVESTMENT STRATEGIES

This table provides a summary of key investments for individual buildings within each campus with its respective REM (Replacement, Expansion, and Maintenance) category. Alternative Strategies are also provided for selected buildings.

	Facility	Preferred Strategy
FACILITIES IDENTIFIED FOR REPLACEMENT	Meadowbrook Bldg. 7 Operations	Replace
	Midvale Service Center	Replace
	Ogden Bldg. 1 Operations	Replace
	Ogden Bldg. 3 Maintenance	Replace (Alt: Expand & Rehab)
	Ogden Bldg. 4 Fuel Island	Replace (Alt: Rehab)
	Ogden Canopies	Replace (Alt: Expand & Rehab)
	Timpanogos Bldg. 1 Operations	Replace
	UTA FLHQ	Replace
	Warm Springs FrontRunner Maintenance Facility	Replace
FACILITIES IDENTIFIED FOR INVESTMENT (Rehab or Expansion projects)	Depot District Bldg. 5 CNG Fueling Facility	Expand & Maintain
	Depot District Canopies	Expand & Maintain
	Jordan River Rail Center	Rehab
	Meadowbrook Bldg. 1 Admin	Rehab
	Meadowbrook Bldg. 3 Maintenance	Expand & Maintain
	Meadowbrook Bldg. 8 Support & Body	Expand & Rehab
	Mobility Center	Relocate
	Mobility Center Road Crew Facility	Relocate
	New Ogden Operations Building	Expand
	Riverside Operations	Expand & Rehab (Alt: Replacement)
	Riverside Fuel Island	Rehab
	Riverside Maintenance	Expand & Rehab
	Riverside Canopies	Expand & Maintain
	Timpanogos Canopies	Expand & Maintain
	Ogden Operations Admin Building	Expand
FACILITIES IDETIFIED FOR CONTINUED MAINTENANCE	Depot District Maintenance/Operations Building	Maintain
	Meadowbrook Bldg. 4 Fuel Island	Maintain
	Meadowbrook Bldg. 5 Bus Wash	Maintain & Monitor
	Meadowbrook Bldg. 6 Canopies	Maintain & Monitor
	Midvale Rail MOW	Maintain
	Midvale Rail Paint Booth Building	Maintain & Monitor
	Riverside Service Building	Maintain
	Timpanogos Bldg. 3 Maintenance	Maintain
	Timpanogos Bldg. 4 Fuel Island	Maintain
	Timpanogos Bldg. 7 Fuel Station	Maintain
	UTA Police Headquarters	Maintain & Monitor



05

PLAN METHODOLOGY

The Implementation Plan Methodology outlines a structured approach used to prioritize, schedule, and deliver facility improvements.

Capture & Prioritization of Facility Projects

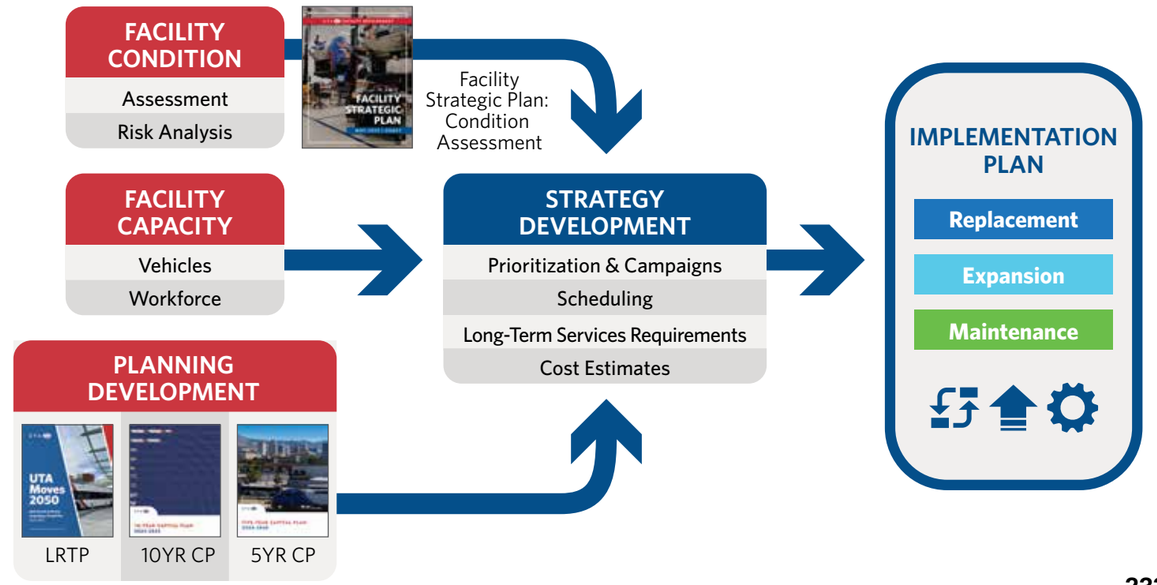
Maintenance projects have been defined using condition assessment fieldwork, with a more detailed description of the methodology provided in the ***Facility Strategic Plan: Condition Assessment*** **(2025)**. After projects are defined and cost estimates are developed, they are sorted into similar campaigns (for example, fire alarm upgrades across multiple facilities are packaged together) and prioritized based on potential impact to the agency. Category 1 projects address serious issues of life safety and security and are given highest priority. These are followed by Category 2 (regulatory compliance) and Category 3 (risk to continuity of operations).

Expansion Forecasting

UTA's Fleet Replacement Plan illustrates planned vehicle procurements and propulsion changes, whereas the Long Range Transit Plan and Service Plans define the vehicles required to provide designed service. For the purpose of forecasting the demand on facilities, the plan assumes a commissioning period of up to one year prior to bus service and 2-3 years prior to rail service. Projects are then timed to support documented expansions and introduction of new propulsion methods.

Operational Costs

Operational costs play an important role in evaluating older facilities. Aging buildings often have outdated systems, inefficient layouts, and deteriorating infrastructure that drive up utility costs, increase maintenance needs, and cause unexpected downtime. These costs are often difficult to track and predict accurately, and because UTA's building portfolio is diverse, broad assumptions are not always reliable. The ongoing expense of maintaining equipment and replacing systems to meet current standards provides a clearer measure of the financial strain older facilities create.



Renovating or replacing facilities can reduce these costs by adding modern systems, reducing energy use, and lowering repair needs, leading to long-term savings and greater sustainability. However, new construction or major upgrades can increase overall operational costs if they add building area or equipment, even when efficiency improves.

For this Implementation Plan, operational costs are not included in the cost estimates. Instead, detailed analyses should be done for each project as it moves into conceptual design and programming.

Agency Capacity Analysis

To quantify the capacity of our current facilities, there are two sets of analysis, one focused on vehicle capacity and the other on workforce:

Vehicles:

- *Bus maintenance buildings* use a total number of vehicles effectively maintained per building bay (industry standard/ APTA guidance)
- *Bus service buildings* have a similar but larger number of vehicles effectively serviced per fueling and vehicle wash bay (industry standard/APTA guidance)
- *Bus canopy parking* utilizes a ratio of 1 : 1.05 spaces required per vehicle (based on field observations)
- *Commuter and light rail maintenance* capacity has been determined through analysis of each facility

Workforce:

Using the design of newly built and currently in design future facilities, a ratio of the area required for several building components per bus/rail operator was extrapolated and applied to current buildings

Costs

Prices per square foot for new construction are determined using industry standard cost estimation databases as well as data from recently completed peer agency projects. This information includes Independent Cost Estimates for UTA projects currently in development.

Scheduling Rationale

Campaigns with the most impact on Category 1 projects are scheduled in the immediate future, with Category 2 and 3 following as a high priority. Facilities that are currently over capacity are scheduled for earliest replacement, with other capacity projects scheduled to prevent forecasted over-capacity. Facilities with remediation projects that are >51% the cost of replacement are also faced with expansion in fleet or workforce are recommended for replacement. Where possible, these large-scale projects have been scheduled to reduce the risk of multiple demanding projects occurring simultaneously.

CAMPUS STRATEGY GUIDE

Site Name
Campus Name and address. Facilities are grouped by mode (Bus and Paratransit, Light Rail, Commuter Rail, and Administrative) color coded for ease of identification.

MODE
- Bus and Paratransit
- Light Rail
- Commuter Rail
- Administrative

Investment Category Breakdown
Estimated Cost for each Replacement, Expansion, Maintenance (REM) Category over 2026-2035.

REM CATEGORY
- Replacement
- Expansion
- Maintenance

Campus Strategy Description
Overview and outlook of campus strategy and unique attributes.

BUS AND PARATRANSIT

Meadowbrook

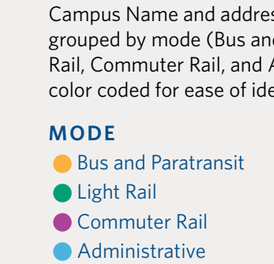
3600 S 700 W, South Salt Lake, UT, 84119

Operations Admin Building (7) is critically undersized and needs to be replaced. Long term expansion would be most efficiently served at an additional facility.

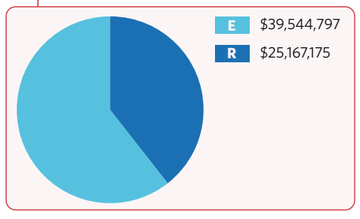
Key Projects
Key project and campaigns identified as Replace, Expand, Maintain, and Regulatory categories indicated by icons.

- REPLACEMENT
- EXPANSION
- MAINTENANCE
- REGULATORY

- Meadowbrook Maintenance Expansion & Improvement
- Meadowbrook Operations Admin Building Replacement
- Meadowbrook Bodywork Rehabilitation & Independent Addition for Shipping/Receiving
- Meadowbrook Admin Facility Remodel



1. Administration
2. Fare Retrieval
3. Maintenance
4. Fueling
5. Wash
6. Canopies
7. Operations
8. MaintSupport
9. Sign-Out



TOTAL INVESTMENT
$64.7M

BUILDING UTILIZATION

REVENUE VEHICLE CANOPIES
72% 143% 2035

OPERATIONS ADMINISTRATION
226% 384%

VEHICLE MAINTENANCE
39% 78%

Campus Map
Map showing critical campus buildings.

Note: Not all campus facilities were a part of the assessment but are still identified for clarity.

Utilization Overview
Breakdown of Revenue Vehicle Canopies, Operations Administration, and Vehicle Maintenance over time.

Note: Building Utilization is defined as the percentage of today's facility resources that are in use. Capacity is defined as maximum utilization of a facility to effectively support operations. Utilization beyond 100% is subject to diminished quality of life for workforce, increasing inefficiencies and premature degradation of the facility. Planned expansions, overcapacity conditions, and additional capacity required in anticipated adopted plans are identified using the Utilization/Capacity Color Coding.

UTILIZATION/CAPACITY
- Current Utilization
- Accommodated Expansion in Adopted Plans
- Overcapacity in Adopted Plans
- Current Overcapacity
- Additional Overcapacity in Adopted Plans

Total Investment
Total Investment Cost by Campus over 2026-2035. Funding availability still under development.

06

CAMPUS STRATEGY

Each campus strategy provides a high-level view of key facility projects, utilization of available facility capacity over time, and estimated investment requirements.

These strategy snapshots provide context for the investment in each campus, showing major projects that support future service demands, fleet growth, improved safety, and workforce requirements. Campus strategies are presented first with Facility-Wide Campaigns, followed by individual campus strategies arranged in order starting in the North and moving to the South.

Example of electrical equipment to be replaced during Facility-Wide Campaign.

Facility-Wide Campaigns

Facility-Wide Campaigns are capital investments that improve multiple facilities in a specific way. Projects are grouped for efficiency, saving UTA time and money with procurement, mobilization and transfer-of-knowledge benefits over ad hoc projects. With these targeted investments, 135 of the total 142 Category 1 (life safety) improvements will be started by 2029, with the remainder to be completed after replacement or rehab projects in specific facilities.

- ADA Analysis
- Electrical Infrastructure Rehab
- Emergency Eyewash Modernization
- Exhaust Fan Upgrade
- Fencing Upgrade
- Fire Alarm Rehab
- Fire Suppression Rehab

TOTAL INVESTMENT

$16.3M

BUS AND PARATRANSIT

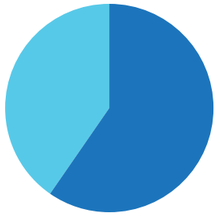
Mt. Ogden

135 W 17th St, Ogden, UT 84404

Modeling shows that the new operations admin building will quickly exhaust available space and needs to be expanded.

- Ogden Operations Admin Building Replacement & Expansion
- Canopy Expansion
- Canopy Replacement
- Maintenance Building & Fuel Island Renovation

1. Operations
2. Guard and Fare Processing
3. Maintenance
4. Fuel Island
5. Canopies
6. Operations *(Future Location)*



TOTAL INVESTMENT

$124M

BUILDING UTILIZATION

REVENUE VEHICLE CANOPIES
84% 135% 2028

OPERATIONS ADMINISTRATION
99% 154% 2027

VEHICLE MAINTENANCE
59% 95%

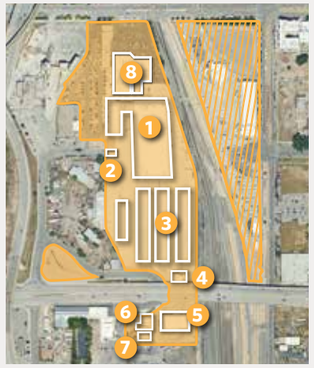
BUS AND PARATRANSIT

Depot District

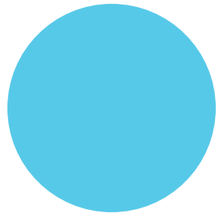
669 W 200 S, Salt Lake City, UT, 84101

Bus parking availability will be imminently exhausted and must be expanded. New buildings are in excellent condition and well-sized for future service expansion.

- Depot District Expansion
- Depot District Canopy Expansion



1. Operations and Maintenance
2. Guard House
3. Canopies
4. Bus Wash
5. Fueling Facility
6. Unleaded and Diesel Fuel Tanks
7. CNG Compressor Building
8. FLHQ



TOTAL INVESTMENT

$42.3M

BUILDING UTILIZATION

REVENUE VEHICLE CANOPIES
85% 155% 2026

OPERATIONS ADMINISTRATION
57% 83%

VEHICLE MAINTENANCE
47% 85%

COMMUTER RAIL

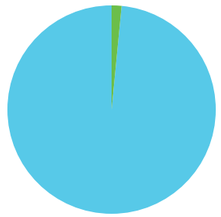
Warm Springs | FrontRunner Maintenance Facility

900 N 500 W, Salt Lake City, UT, 84116

Upgrades to Warm Springs unfeasible until secondary facility completed. Expansion of new CR facility preferred over investment of Warm Springs.

- Warm Springs Selective Rehab
- Beck St Commuter RMF

1. Maintenance Facility
2. Pump House



TOTAL INVESTMENT

$70M

BUILDING UTILIZATION

OPERATIONS ADMINISTRATION
58% 108%

LIGHT RAIL

Jordan River Rail Service Center | JRRSC

2264 S 900 W, South Salt Lake, UT 8411

Well-equipped facility that remains adequate for expanded service. Investment is predominantly structural improvements.

- JRRSC Seismic Retrofit & Building Rehab

1. Jordan River Rail Service Center
2. Jordan River 2 *(Under Construction)*
3. Fire House
4. Technical Training Education Center *(Under Construction)*

TOTAL INVESTMENT

$63.5M

BUILDING UTILIZATION

OPERATIONS AND MAINTENANCE
76% 91%

BUS AND PARATRANSIT

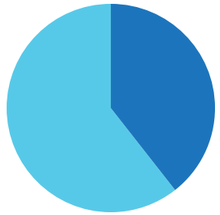
Meadowbrook

3600 S 700 W, South Salt Lake, UT, 84119

Operations Admin Building (7) is critically undersized and needs to be replaced. Long term expansion would be most efficiently served at an additional facility.

- Meadowbrook Maintenance Expansion & Improvement
- Meadowbrook Operations Admin Building Replacement
- Meadowbrook Bodywork Rehabilitation & Independent Addition for Shipping/Receiving
- Meadowbrook Admin Facility Remodel

1. Administration
2. Fare Retrieval
3. Maintenance
4. Fueling
5. Wash
6. Canopies
7. Operations
8. MaintSupport
9. Sign-Out



TOTAL INVESTMENT

$64.7M

BUILDING UTILIZATION

REVENUE VEHICLE CANOPIES
72% 143% 2035

OPERATIONS ADMINISTRATION
226% 384%

VEHICLE MAINTENANCE
39% 78%

BUS AND PARATRANSIT

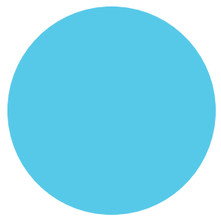
Riverside

3610 S 900 W, South Salt Lake, UT 84119

Expansion and improvement of all major facilities needed, however Operations Admin Building is the highest priority.

- Riverside Operations Admin Rehabilitation & Expansion
- Riverside Maintenance Expansion & Rehab

1. Operations
2. Security
3. Maintenance
4. Fueling
5. Canopies



TOTAL INVESTMENT

$39M

BUILDING UTILIZATION

REVENUE VEHICLE CANOPIES
100% 112% 2026

OPERATIONS ADMINISTRATION
142% 210%

VEHICLE MAINTENANCE
58% 96%

LIGHT RAIL

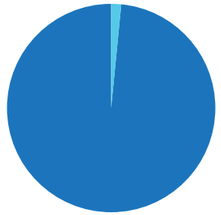
Midvale Rail Service Center | MRSC

613 W 6960 S, Midvale, UT 84047

Age of building and scale of seismic retrofit scope indicates that replacement more effective than rehab.

- Midvale RSC Operations Amenity Area Rehab
- Midvale RSC Building Replacement

1. Midvale Rail Service Center
2. MOW Facilities Building
3. Paint Booth Building



TOTAL INVESTMENT

$170M

BUILDING UTILIZATION

OPERATIONS AND MAINTENANCE
40%

BUS AND PARATRANSIT

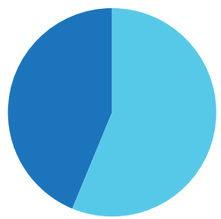
Mt. Timpanogos

1110 Geneva Rd, Orem, UT 84058

Operations Admin replacement and Canopy expansion are needed now. Additional investment results from new fuel types.

- Timpanogos Canopy Expansion
- Timpanogos Operations Admin Building Replacement
- Timpanogos Maintenance Rehab & BEB Upgrade

1. Operations
2. Service
3. Maintenance
4. Security
5. Canopies
6. Bus Canopies
7. Tires
8. Fueling
9. Wash
10. Fares



TOTAL INVESTMENT

$38.4M

BUILDING UTILIZATION

REVENUE VEHICLE CANOPIES
110% 195%

OPERATIONS ADMINISTRATION
142% 245%

VEHICLE MAINTENANCE
54% 96%

Caption Caption

07

RECOMMENDATIONS

Facility Development has identified several next steps to advance this plan, which is expected to evolve into an ongoing initiative for the agency.

This implementation plan outlines a timeline for facility investments necessary for addressing service commitments and growth. A deliberate, phased approach to reinvestment will ensure that facilities remain a strength in supporting our operations rather than creating constraints.

Implementing these recommendations will prepare UTA to sustain reliable service, maximize the functionality of capital investments, and build the facility capacity required to meet the region's long-term mobility demands.

Recommended Actions

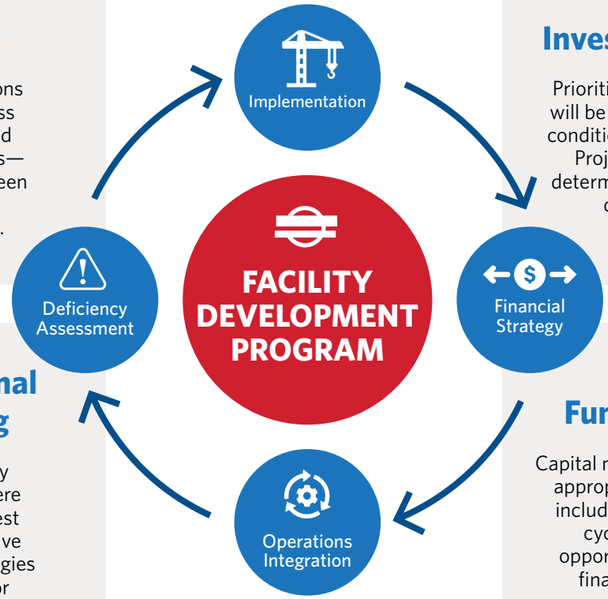
- **Establish** a long-term reinvestment program that systematically prioritizes facilities alongside other capital initiatives, ensuring alignment with future service and technology needs.
- **Modernize** systems in high-demand facilities to extend useful life, improve efficiency, and reduce deferred maintenance backlogs.
- **Expand** capacity in growth corridors where planned service increases will place the greatest strain on current infrastructure.

Model New Service Plans

Planned service expansions will be modeled to assess facility requirements and identify fully loaded costs—ensuring alignment between operational goals and infrastructure capacity.

Refine Operational Understanding

Analysis of UTA's facility operations will guide where upgrades offer the greatest value and where alternative facility management strategies may alleviate capacity or maintenance strain.



Establish Investment Schedule

Prioritized facility improvements will be phased to align with asset condition and operational impact. Projects will be assessed to determine whether they are best delivered as bundled campaigns or discrete initiatives.

Establish Funding Strategy

Capital needs will be matched with appropriate funding strategies, including UTA's capital budget cycle, competitive grant opportunities, and alternative financing mechanisms to support implementation.

ACKNOWLEDGMENTS

Facility Development thanks its internal and external partners for their input and review on the ***Facility Strategic Plan: Implementation Plan***.

INTERNAL ASSISTANCE

PLANNING | Integrated Service Planning
OPERATIONS | Commuter Rail O&M, Facilities Maintenance, Fleet Engineering, Light Rail O&M, Salt Lake SU, Mt. Ogden SU, Mt. Timpanogos SU, Special Services
CAPITAL SERVICES | Capital Design & Construction, GIS, Real Estate & TOC, State of Good Repair

EXTERNAL ASSISTANCE

HNTB | Document Design & Organization

CONTACT INFO

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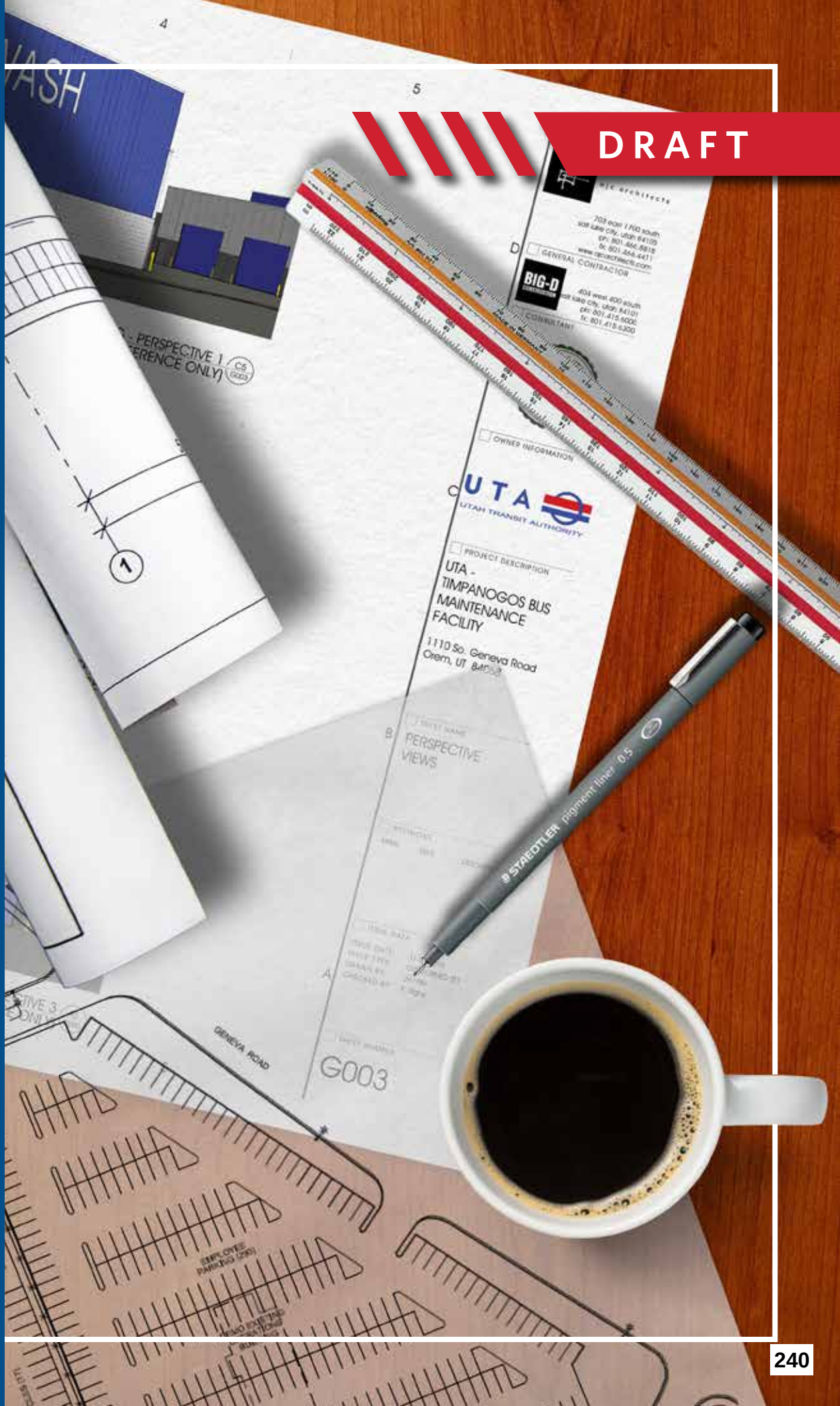
UTA FACILITY DEVELOPMENT



669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Local Advisory Council **Date:** 2/18/2026

TO: Local Advisory Council
FROM: Jana Ostler, Director of Board Governance
PRESENTER(S): Bob Stevenson, Chair, Local Advisory Council

TITLE:

AR2026-02-01 - Resolution of the Local Advisory Council of the Utah Transit Authority Appointing Council Officers for the Year 2026

AGENDA ITEM TYPE:
Resolution

RECOMMENDATION:
Approve Resolution AR2026-02-01 appointing 2026 Local Advisory Council Officers.

BACKGROUND:
Utah Transit Authority Bylaws (Article III, Section 4) require that the UTA Local Advisory Council annually elect three officers including a Chair, a Vice-Chair, and a Second Vice-Chair from the membership of the Advisory Council. During 2025, Bob Stevenson served as Chair, Natalie Hall served as Vice-Chair, and Neal Berube served as Second Vice-Chair.

Duties of Advisory Council officers are as follows (per Bylaws Article III, Section 7):

A. Advisory Council Chair.

The Advisory Council Chair shall preside at all Advisory Council meetings. The Advisory Council Chair shall ensure that the Advisory Council carries out its duties under the Public Transit District Act and shall coordinate the agenda with the Board Chair to accomplish this end. The Advisory Council Chair shall serve as the liaison with the Board.

B. Advisory Council Vice-Chair.

In the absence of the Advisory Council Chair, the Advisory Council Vice-Chair shall carry out the duties of

the Advisory Council Chair.

C. Advisory Council Second Vice-Chair.

The Advisory Council Second Vice-Chair shall attest to all resolutions, ordinances, or orders passed by the Advisory Council.

The Chair and Vice-Chair also serve as members of the Audit Committee.

The term for 2026 officers would begin at the end of the first Council meeting in 2026 and expire at the end of the first meeting of the Council in 2027.

DISCUSSION:

On February 19,2025, The Advisory Council adopted Resolution AR2025-02-01 that established a succession of officers for 2026, appointing Natalie Hall as Chair, Neal Berube as Vice-Chair, with a new nominee for Second Vice-Chair to be elected by the Council for Second Vice-Chair.

As Neal Berube is no longer serving on the Advisory Council, members may choose the 2026 Vice-Chair and 2nd Vice-Chair through nomination and open discussion, followed by either a verbal motion and vote or vote by paper ballot, according to the discretion of the Chair.

ATTACHMENTS:

- AR2026-02-01 Resolution Appointing Council Officers for the Year 2026

RESOLUTION OF THE LOCAL ADVISORY COUNCIL OF THE UTAH TRANSIT AUTHORITY APPOINTING COUNCIL OFFICERS FOR THE YEAR 2026

AR2026-02-01 February 18, 2026

WHEREAS the Utah Transit Authority (the "Authority") is a large public transit district organized under the laws of the State of Utah and was created to transact and exercise all of the powers provided for in the Utah Limited Purpose Local Government Entities – Special Districts Act and the Utah Public Transit District Act;

WHEREAS, the Authority, through its Board of Trustees ("Board") and Local Advisory Council ("Council") adopted revised Bylaws through Resolution R2025-05-03 on May 28, 2025;

WHEREAS, the Bylaws require that the Council annually elect three officers, a Chair, a Vice-Chair, and a Second Vice-Chair from the membership of the Council;

WHEREAS the Council established in Resolution AR2025-02-01 a succession of officers for 2026 appointing Natalie Hall as Chair, Neal Berube as Vice-Chair, and a Second Vice-Chair to be elected by the Council; and

WHEREAS Neal Berube is no longer serving on the Local Advisory Council, leaving a vacancy in the Vice-Chair position; and

WHEREAS the Council would like to appoint 2026 officers who will assume their positions at the end of the first meeting of the Council in 2026.

NOW, THEREFORE, BE IT RESOLVED by the Local Advisory Council of the Utah Transit Authority:

1. That the Local Advisory Council hereby appoints Natalie Hall as Chair, for a term beginning at the end of the first meeting of the Council held in 2026 and expiring at the end of the first meeting of the Council held in 2027.

2. That the Local Advisory Council hereby appoints _____ as Vice Chair for a term beginning at the end of the first meeting of the Council held in 2026 and expiring at the end of the first meeting of the Council held in 2027.

3. That the Local Advisory Council hereby appoints _____ as Second Vice-Chair for a term beginning at the end of the first meeting of the Council held in 2026 and expiring at the end of the first meeting of the Council held in 2027.

4. That this Resolution stays in full force and effect until superseded by further action of the Local Advisory Council.

5. That the corporate seal be attached hereto.

Approved and adopted this 18th day of February 2026.

_____

Chair or Acting Chair, Local Advisory Council

ATTEST:

_____

Secretary of the Authority

(Corporate Seal)

Approved As To Form:

DocuSigned by:
Mike Bell
70E33A416BA44F6...

Legal Counsel

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Local Advisory Council **Date:** 2/18/2026

TO: Local Advisory Council
FROM: Jay Fox, Executive Director
PRESENTER(S): Jay Fox, Executive Director

TITLE:

Executive Director Report

- **UTA 2025 Highlights**
- **April Change Day**

AGENDA ITEM TYPE:
Report

RECOMMENDATION:
Informational report for discussion

DISCUSSION:
Jay Fox, Executive Director, will report on various topics including:

- UTA 2025 Highlights
- April Change Day