

UTA Local Advisory Council Meeting

August 27, 2025



Call to Order and Opening Remarks



Pledge of Allegiance



Safety First Minute

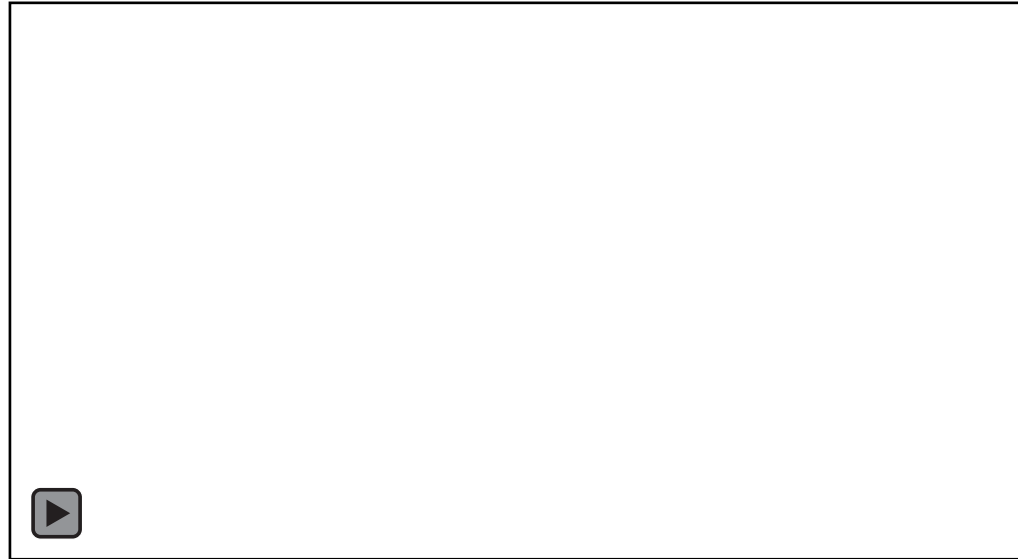


Public Comment

- Live comments are limited to 3 minutes per commenter
- One person's time may not be used to extend another person's time
- Live comments may be heard from in-person attendees as well as Zoom attendees
- For comments via Zoom, use the “raise hand” function in Zoom to indicate you would like to make a comment
- Public comment was solicited prior to the meeting through alternate means, including email, telephone, and the UTA website
- Any comments received through alternate means were distributed to the board for review in advance of the meeting



Public Comment



- Please state your name for the record.
 - Limit comments to 3 minutes.



Consent Agenda

- a. Approval of May 7, 2025, Local Advisory Council Meeting Minutes
-

Recommended Action (by acclamation)

Motion to approve the consent agenda.



Transit Oriented Development Review



5600 W Old Bingham Highway Station Area Plan



Station Area Plan Requirements

Legislative Requirements

- **Objectives:**
 - Availability and affordability of housing
 - Sustainable environmental conditions
 - Access to opportunity
 - Transportation choice and connections
- **Components:**
 - Vision
 - Map (Concept Plan)
 - Implementation Plan
- **MPO Certification**
- **City Adoption**
- **Adopt zoning to make vision implementable by right**

UTA Approval Requirements

- **Local Advisory Council Review**
- **Board of Trustees Adoption**



Plan Vision

- Entertainment hub
- Mixed-use development (30 year vision)
- Pedestrian-focused, commercial Main Street
- Access to Bingham Creek Regional Park
- Multi-modal access on Old Bingham Highway
- Residential transition into Daybreak



Agenda Item 6. a.



UTA Property

- Connection between employment-related uses and suburban residential
- May accommodate relocation of Jordan School District (JSD) Warehouse to facilitate West Jordan City Center Development
- Plan offers land use flexibility
- Shared parking



Agenda Item 6. a.

Steps Taken Prior to Resolution Adoption

Adoption by West Jordan City Council:

- March 11, 2025

MPO Certification:

- May 22, 2025

LAC Review:

- August 27, 2025



Draper Town Center Station Area Plan



Project Vision

- Walkable, active Pioneer Road
- Nexus of trail connections
- Mixed-Use town center
- Repurposing of IFA site
- Improved station access



Agenda Item 6. b.



UTA Property

- Multifamily with access to Trax Station
- Integrated parking structures
- Ground floor retail on 12300 South
- Improved connectivity
- Central open space + canal trail



Agenda Item 6. b.



Steps Taken Prior to Resolution Adoption

Adoption by Draper City Council:

- March 4, 2025

MPO Certification:

- May 22, 2025

LAC Review:

- August 27, 2025

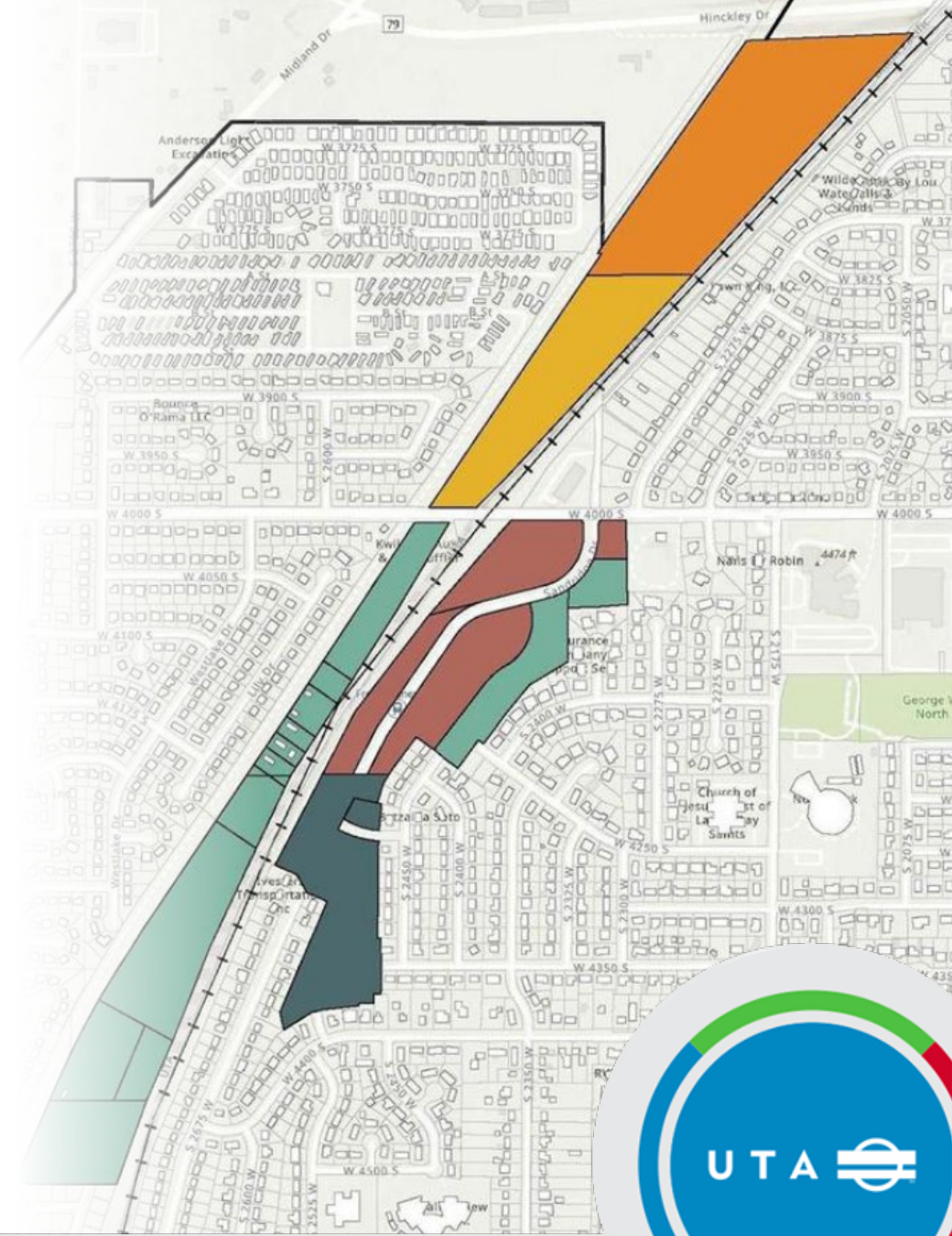


Roy Station Area Plan



Plan Vision

- Thriving, mixed-use and walkable district
- Regional destination
- Employment, living, and recreation



Agenda Item 6. c.



UTA Property

- 17.5 acres
- Variety of multi-family housing and commercial space
- Connections from existing neighborhoods
- Integrated parking



Steps Taken Prior to Resolution Adoption

Adoption by Roy City Council:

- June 18, 2023*

MPO Certification:

- August 24, 2023

Local Advisory Council Review:

- August 27, 2025

* Additional feedback from UTA was incorporated and formally adopted by the Roy City Council after WFRC certification that does not impact statutory requirements or require re-certification



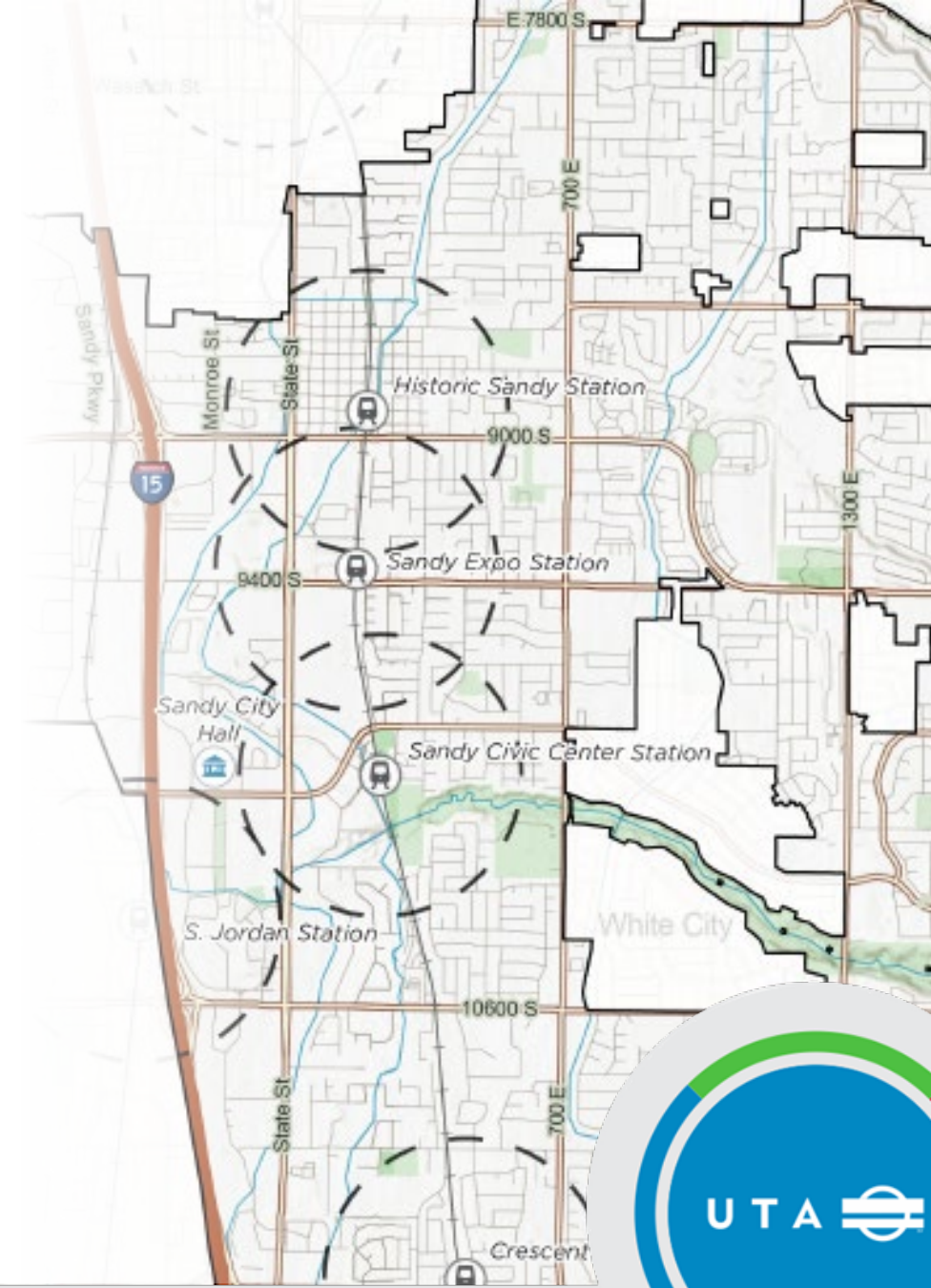
Sandy City Station Area Plans



Sandy SAP Areas

Key Strategies

- Increase range of housing opportunities
- Strengthen neighborhoods
- Enhance livability and quality of life
- Conserve open space and natural resources
- Support diverse local economy
- Increase sustainable mobility and connectivity
- Engage responsibly with regional partners



UTA Property Overview

Historic Sandy

- 6.9 acres
- Missing Middle Housing

Civic Center

- 7.1 acres
- Mixed use, potential hotel and new commercial

Expo Center

- No UTA property

South Jordan FrontRunner

- Constructed TOD

Crescent View

- 5.1 acres
- Street-facing mixed-use residential



Steps Taken Prior to Resolution Adoption

Adoption by Sandy City Council:

- January 7, 2025

MPO Certification:

- March 27, 2025

Local Advisory Council Review:

- August 27, 2025



Budget and Capital Projects



Consultation on Proposed 2025 Capital Plan and Budget Amendments

- 2025-2029 Capital Plan First Amendment**
- 2025 Capital Budget First Amendment**



Summary of Amendments

- Part 1- Amendment to 2025-2029 Five-Year Capital Plan
 - Increases Five Year Plan Amounts for two projects:
 - SD100/SD160 Light Rail Vehicle Replacements
 - Mt Ogden Admin Building Expansion
 - Adds \$39.89M to five-year plan. All funds will be bond funds.
- Part 2 – Amendment to 2025 Capital Budget
 - Increase Budget Authority for 2025 in response to modification of five-year plan



SD100/SD160 Light Rail Vehicle Replacements

- Proposing to:
 - Add \$67M to 2025 Capital Budget to exercise purchase option for 20 additional Light Rail Vehicles
 - Advancing from 2027 due to current market conditions
 - Update 2025-2029 Five Year Capital Plan with sufficient funds to execute full contract including options
 - Total new plan amount- \$258,302,000
 - Existing plan amount- \$234,900,000



SD100/SD160 Light Rail Vehicle Replacements

Funding Outline

Plan	2025	2026	2027	2028	2029	Total*
Current 2025-2029 Five Year Plan	43,000,000	28,200,000	78,400,000	71,600,000	13,700,000	234,900,000
Proposed 2025-2029 Five Year Plan	110,000,000	20,622,000	18,830,000	68,153,000	40,697,000	258,302,000 **
Difference	67,000,000	(7,578,000)	(59,570,000)	(3,447,000)	26,997,000	23,402,000

**An additional \$4,690,000 will be added to 2030 with adoption of 2026-2030 Five Year Capital Plan.*

***Amount includes ~\$60,000,000 in federal grant funds*



Mt Ogden Admin Building Expansion

- Proposing to:
 - Add \$16,492,000 to 2025-2029 Five Year Capital Plan
 - Original planned amount was about \$17,000,000
 - Main driver for additional costs are addition of new bus canopy due to onsite building location change
 - Update 2025-2029 Five Year Capital Plan with sufficient funds to procure construction contractor in 2025
 - Total new plan amount- \$26,238,000
 - Existing plan amount- \$9,746,000



Mt Ogden Admin Building Expansion Funding Outline

Plan	2025	2026	2027	2028	2029	Total
Current 2025-2029 Five Year Plan	\$1,000,000	\$8,746,000	-	-	-	\$9,746,000
Proposed 2025-2029 Five Year Plan	1,000,000	7,000,000	15,500,000	2,738,000	-	\$26,238,000*
Difference	-	\$(1,746,000)	\$15,500,000	\$2,738,000	-	\$16,492,000

**Includes \$3,726,000 in grant funds*



Overall Difference Between Plans

Plan	2025	2026	2027	2028	2029	Total
Current 2025-2029 Five Year Plan	\$330,231,000	\$265,120,000	\$245,352,000	\$200,405,000	\$158,425,000	\$1,199,533,000
Proposed 2025-2029 Five Year Plan	397,231,000	255,796,000	201,282,000	199,696,000	185,422,000	1,239,427,000
Overall Net Change- (Increase/Decrease per year)	\$67,000,000	\$(9,324,000)	\$(44,070,000)	\$(709,000)	\$26,997,000	\$39,894,000



Part 2- Capital Budget Amendment

- In conjunction with the 5-Year Capital Plan amendment, an amendment to the 2025 Capital Budget is also needed to add bond funding and provide budget authority.
- Budget amendments require consultation with the Local Advisory Council and subsequent approval by the Board of Trustees.



2025 Capital Budget Amendment

- **Increase the 2025 budget authority by \$67M to accommodate the new project funds**
 - Will raise current budget authority from \$330.23M to \$397.23M as previously described
 - SD100/SD160 Light Rail Vehicle Project 2025 Budget increasing by \$67M to \$110M



2025 Capital Budget Overview

Budget	2025
Current 2025 Capital Budget	\$330,231,000
SD100/SD160 LRV Replacement	67,000,000
Mt Ogden Admin Bldg Expansion	-
Proposed 2025 Capital Budget	397,231,000
Difference	\$67,000,000



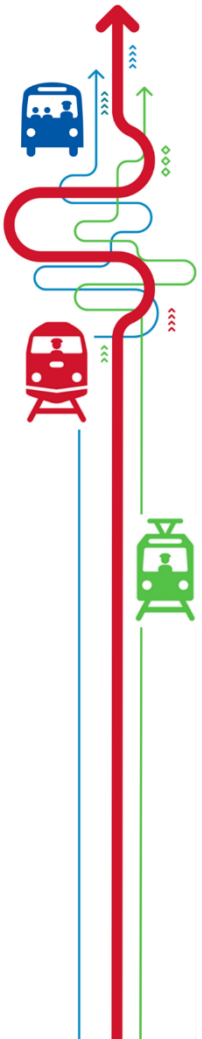
Questions?



2026 Budget and 2026-2030 Five-Year Capital Plan Overview

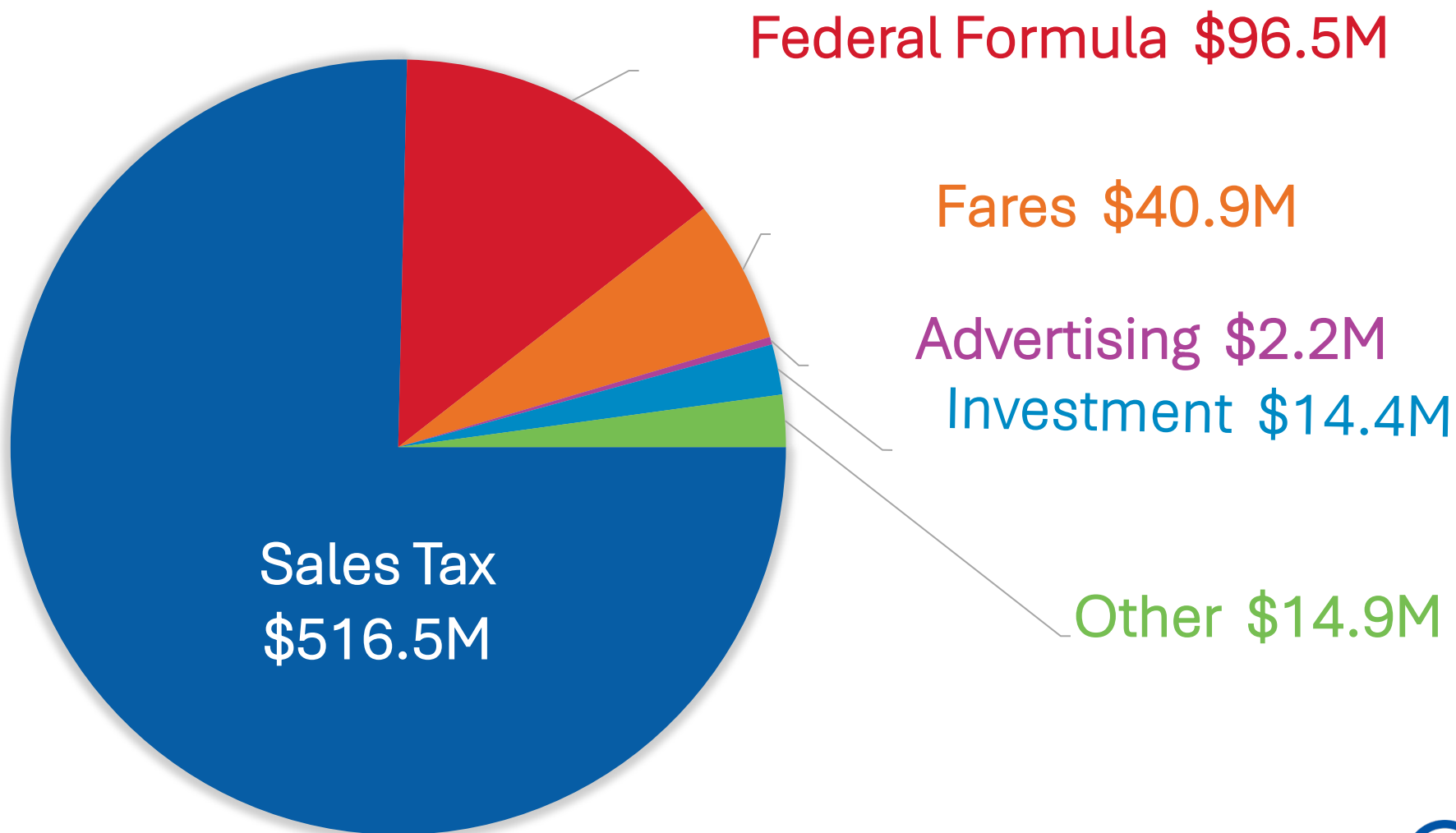
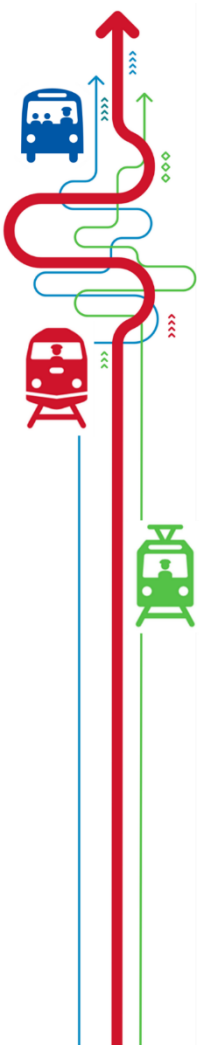


2026 Budget Prioritization Approach



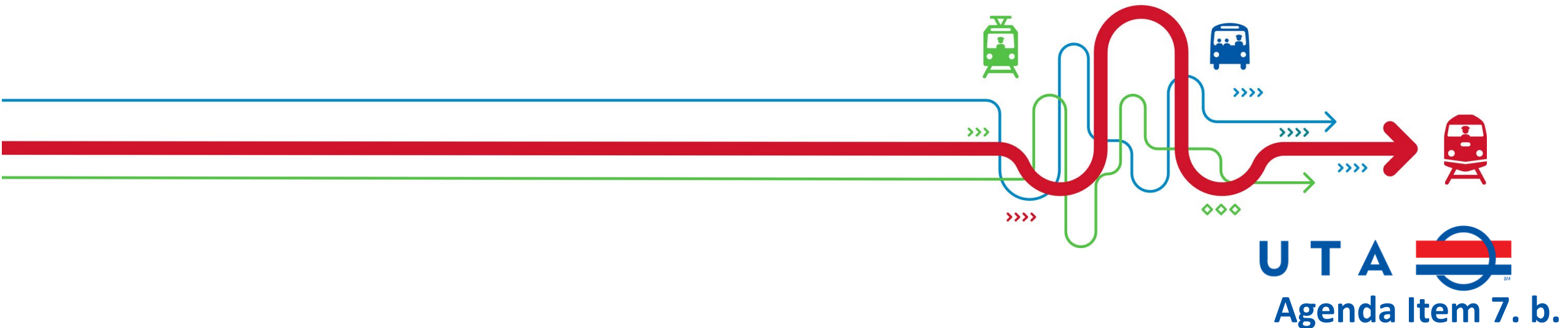
- Funding UTA's base budget and existing service
- Funding critical expenses related to safety, compliance, and risk management
- Capital investments to support UTA's service and maintain UTA's service in a state of good repair
- Meeting UTA's debt service obligations

2026 Projected Operating Revenue: \$685.4M

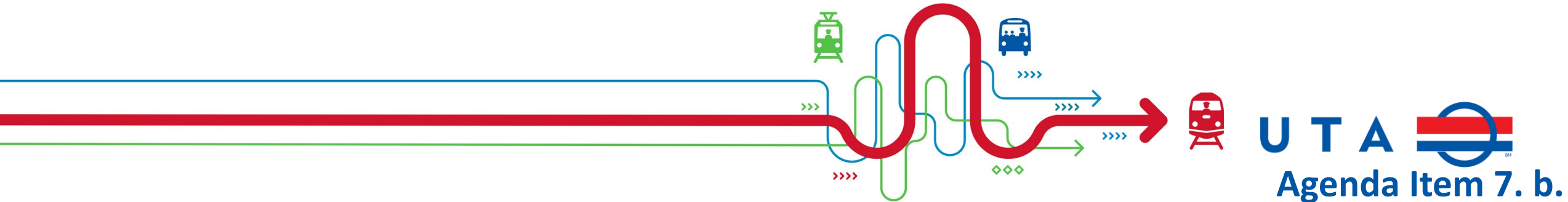


Capital Budget

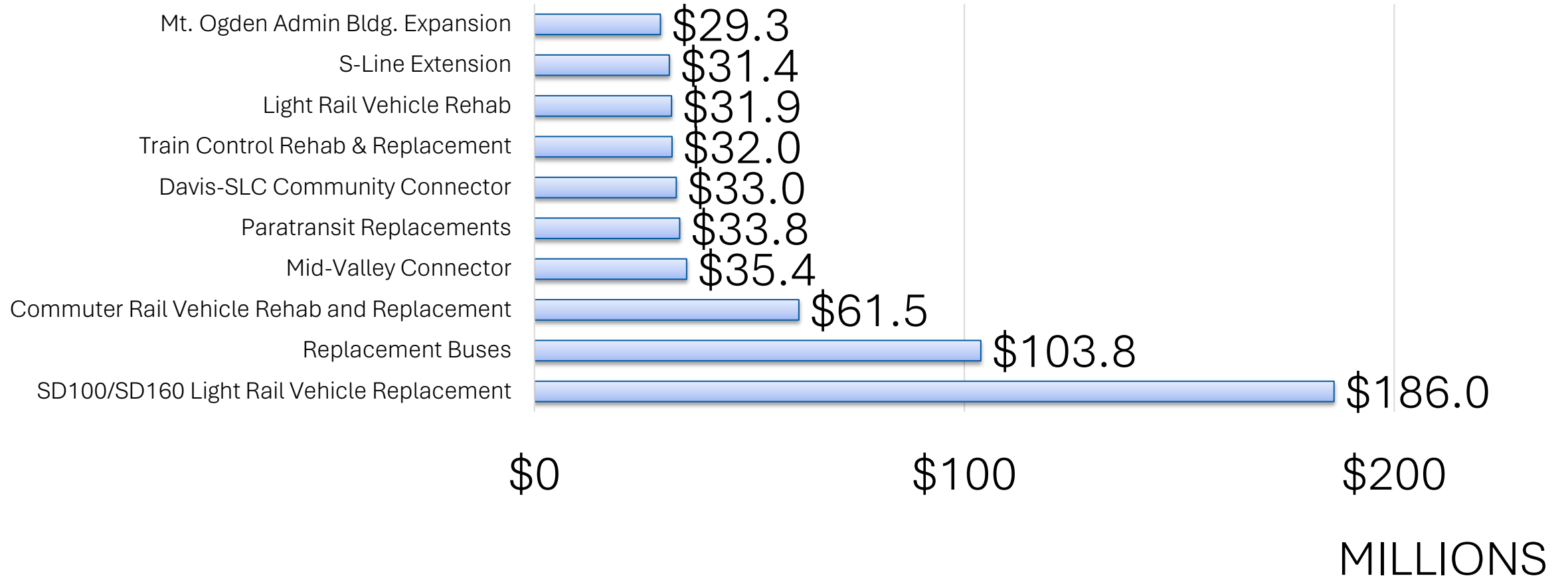
2026–2030 Five-Year Capital Plan



Overview of Plan Development



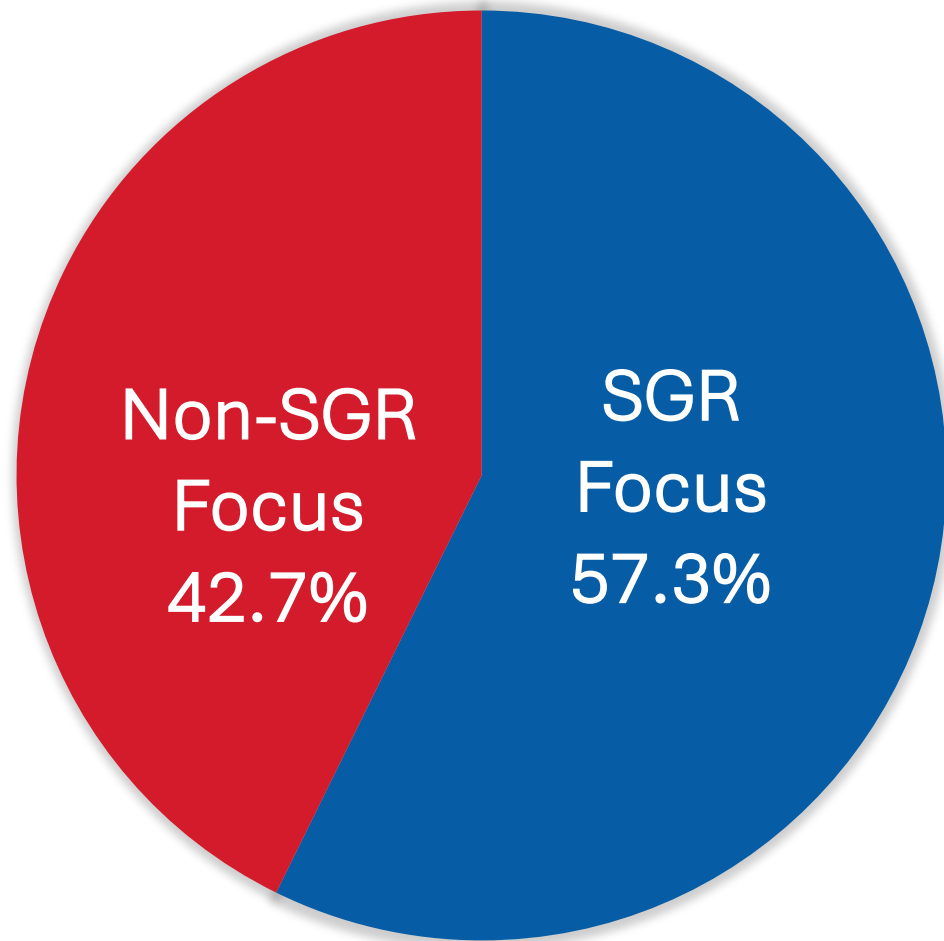
Major Projects - \$578.M



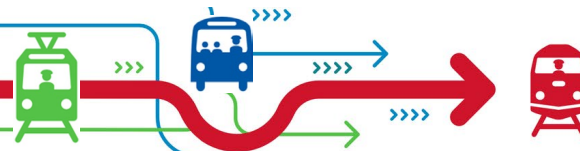
Funding Sources

Year	Bond	Grants	Lease	Local Partner	State	TTIF	UTA Local	Grand Total
2026	\$47,285,000	\$111,148,000	\$49,964,000	\$13,478,000	\$10,622,000	\$42,627,000	\$70,562,000	\$345,686,000
2027	24,915,000	78,135,000	45,520,000	9,300,000	3,856,000	16,153,000	56,082,000	233,961,000
2028	52,117,000	71,275,000	28,028,000	3,033,000	3,093,000	2,852,000	48,534,000	208,932,000
2029	40,697,000	44,456,000	29,640,000	1,521,000	3,393,000	974,000	46,825,000	167,506,000
2030	4,690,000	30,911,000	26,361,000	21,000	700,000	2,151,000	39,420,000	104,254,000
Total	\$169,704,000	\$335,925,000	\$179,513,000	\$27,353,000	\$21,664,000	\$64,757,000	\$261,423,000	\$1,060,339,000

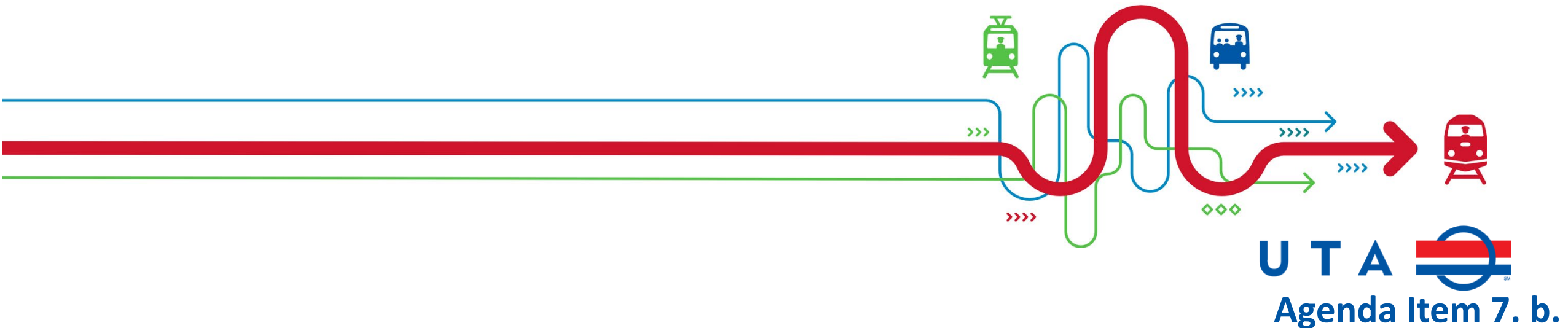
State of Good Repair for 2026



- Total 2026 Budget Proposal- \$345.7M
 - Non-SGR Focus \$147.7M
 - SGR Focus- \$198.0M
- Total SGR Focus Percentage- 57%
 - Lower than the global 74% of Five-Year Plan
 - Still have some large service enhancement projects going into 2026
 - Largest two both have budgets >\$30M
 - Midvalley
 - S-Line

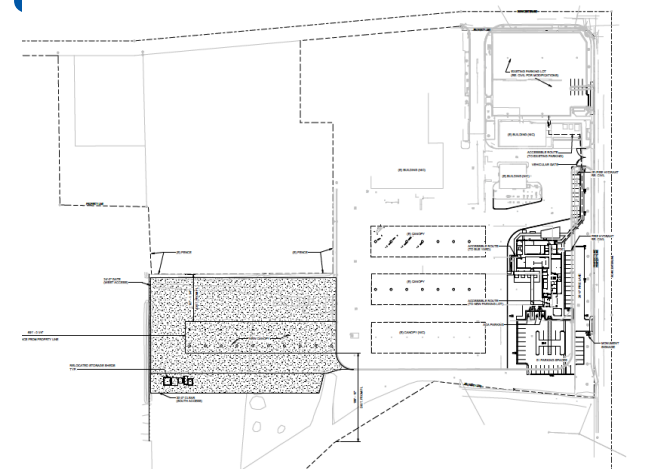


Highlighted Capital Projects



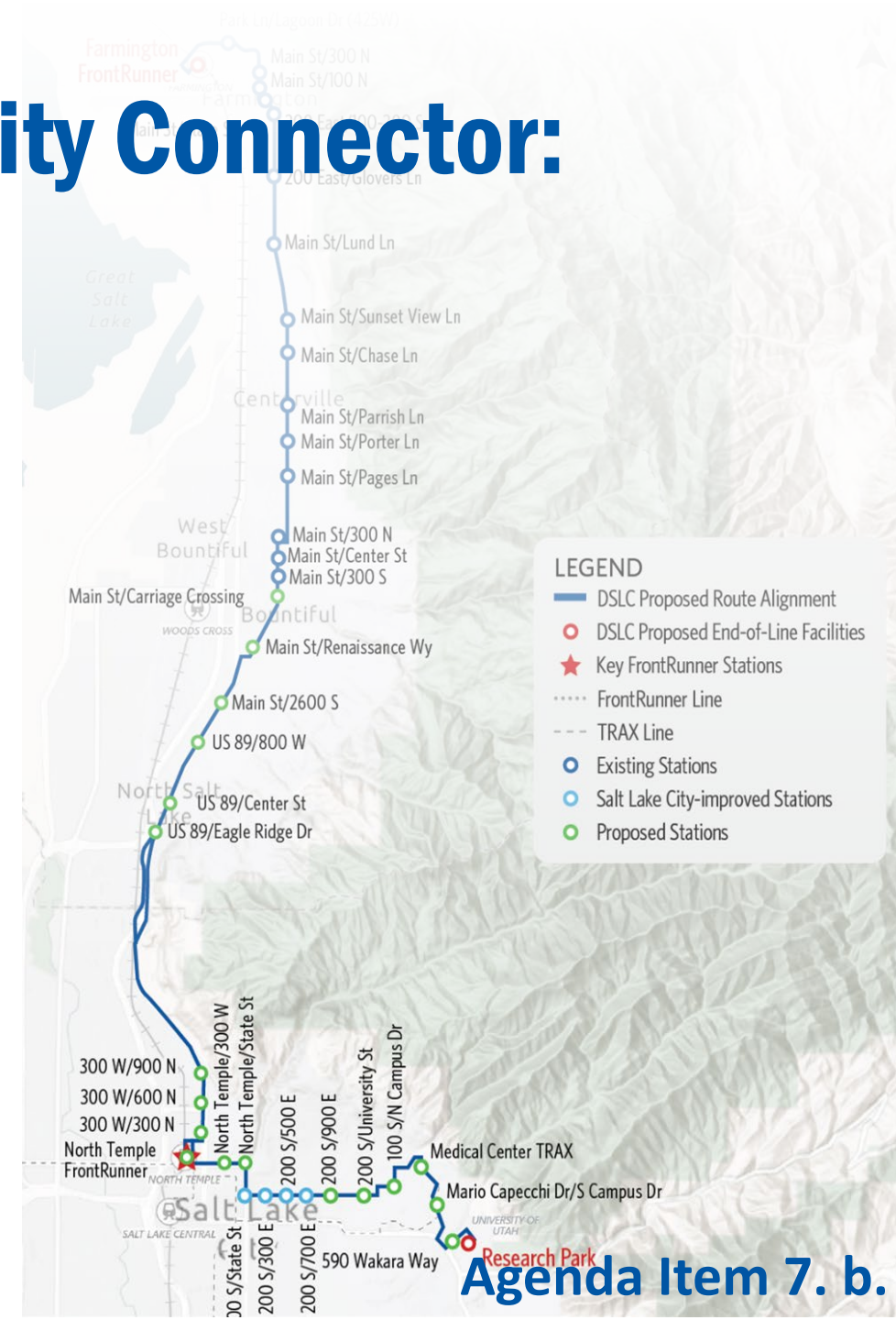
MSP258 – Mt. Ogden Admin Building Expansion: \$29.3M

- 100% design completion late 2025
- Construction 2026 for bus canopy
- Construction of admin building 2027-2028
- 13,000 sq. ft. building
- Preserves UTA property to the west of new building and bus parking



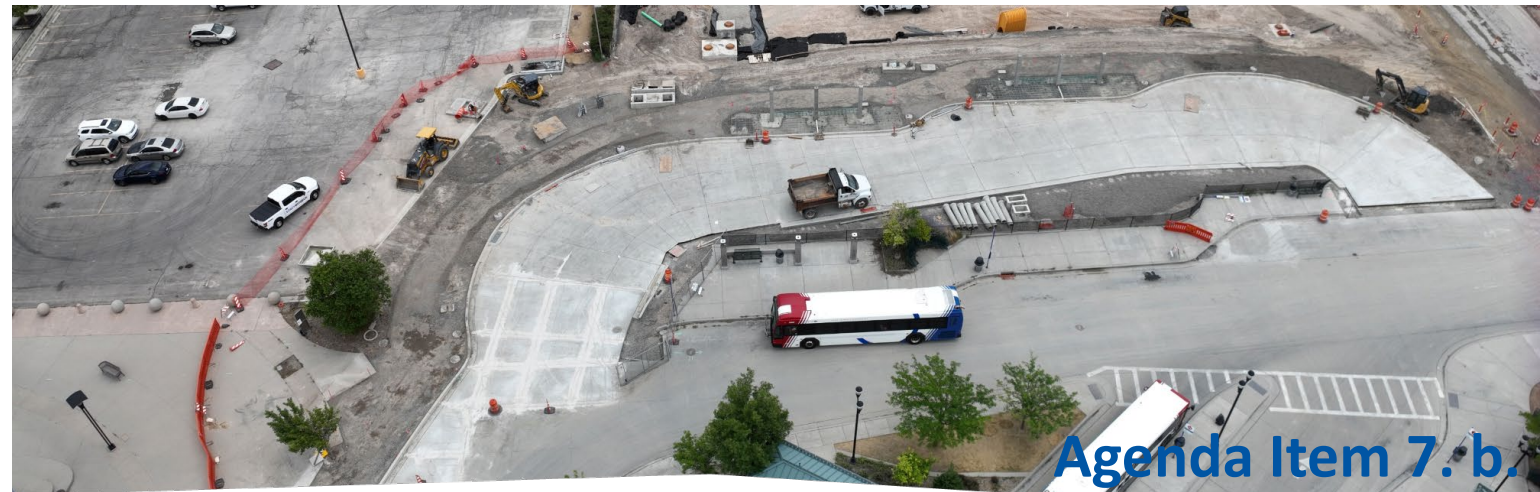
MSP202 – Davis-SLC Community Connector: \$33.0M

- 26.5-mile corridor-based bus rapid transit Farmington to University of Utah Research Park
- Total stations/platforms
 - 39 stations
 - 76 platforms
- CIG-funded stations/platforms
 - 20 stations
 - 37 platforms



MSP253 – Midvalley Express (MVX): \$35.4M

- Construction 81% complete
- 4700 South sidewalk, wall, and paving complete
- All stations out of the ground waiting for final finishings
- SLCC local routes opening August 2025 Change Day
- WVC working on adapting existing bays
- Murray City waiting for power for restrooms



REV238 – SD100/SD160 Light Rail Vehicle

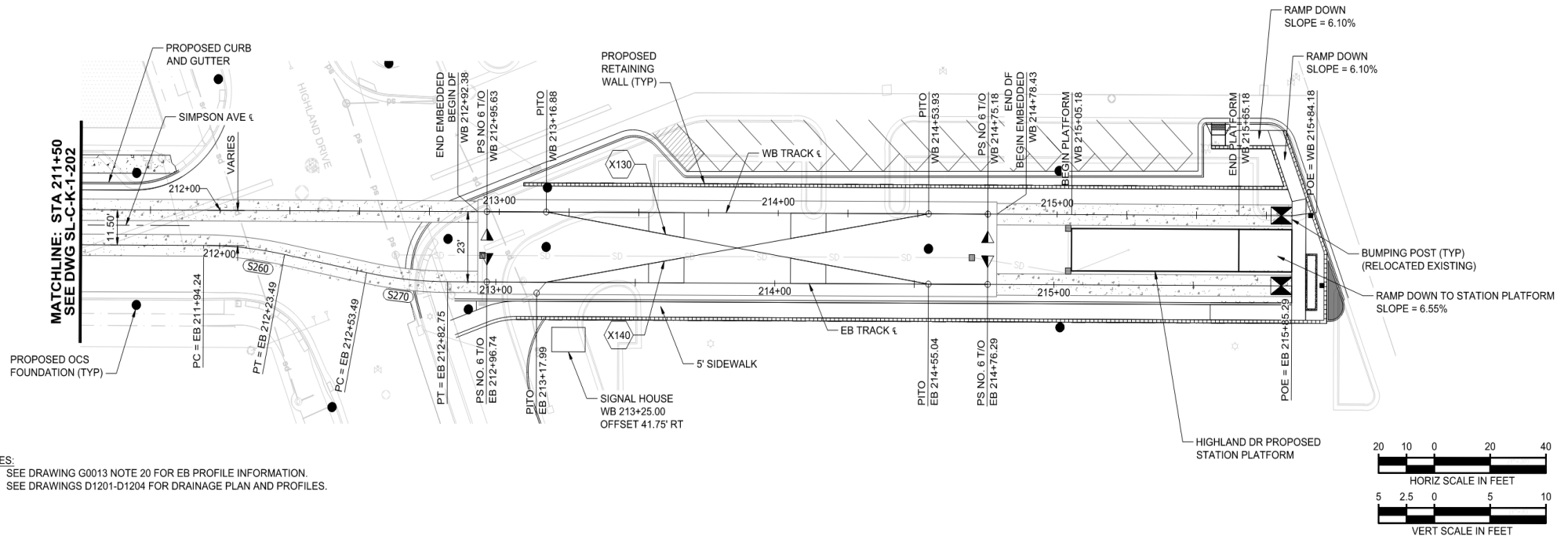
Replacement: \$189.6M

- 40 Siemens SD160/SD100 high-floor boarding LRVs replaced
- Procurement for 40 new Stadler CITYLINK low-floor LRVs
- **First on site:** 3rd quarter 2027
- **Fleet in service:** 3rd quarter 2029
- **Major milestone payments:**
 - 2026: \$65,506,000
 - 2027: \$40,186,000
 - 2028: \$22,907,000
 - 2029: \$41,108,000
 - 2030: \$6,218,000



MSP259 – S-Line Extension: \$31.37M

- Currently at 60% design for terminus east of Highland Drive
- Long-lead material procurement late 2025 for 2026 delivery
- Construction 2026-2027
- City, UDOT, and Developer coordination is key to successfully progressing this project

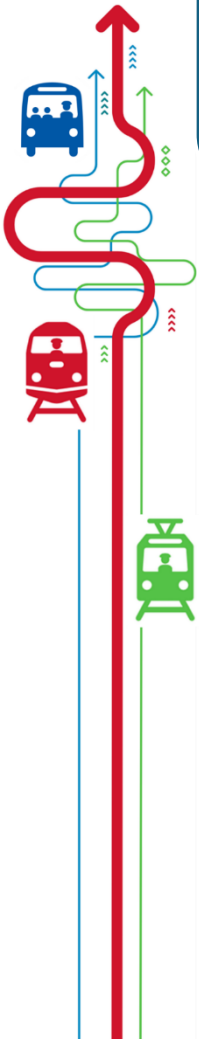


Initial Plan to Current Version

- Updated 2025 plan, for adjustment into 2026
- Worked through additional requests for capital funding
- Conducted risk analysis on projects to identify priority items
- Initial version Total - \$1,251,663,000
- August 8, 2025 Version Total - \$1,062,214,000



Next Steps



Feedback Incorporation

- Feedback from Board
- Feedback from LAC
- Feedback from Internal Stakeholders

Risk Tolerance

- Measure against Safety, Compliance, Asset Failures, System Performance, Reputational, and Financial Risks

Tentative Proposal

- Proposed Tentative Budget and Plan



Questions?

Service Planning



Consultation on Proposed 2025-2029 Five-Year Service Plan Amendment



2026 Annual Service Plan

Plan Sections

Service Design Standards

Recommended service changes

Holiday service levels

Planned service disruptions

Major events

- 2026 major events summary
- 2026 minor events

State of Good Repair (SGR) projects

Annual Plan Considerations

Service and Planning

- Early substantial completion of MVX construction
- Operations feasibility and resources
- Capital Projects completion
- Upcoming 5YSP cycle

Financial

- Sales Tax Revenue
- Federal Formula Funds
- Grants

Recommended April 2026

Route 50X: MVX Implementation

Route	Existing Annual Miles	Existing Annual Hours	Existing Blocks	Existing Runs	New Annual Miles	New Annual Hours	New Blocks	New Runs	Annual Miles Delta	Annual Hours Delta	Blocks Delta	Runs Delta
39	541,437	45,856	8	22	486,418	39,273	7	19	-55,019	-6,583	-1	-3
47	374,939	30,749	6	15	364,846	27,032	5	13	-10,093	-3,717	-1	-2
50X	0	0	0	0	382,877	30,990	5	15	382,877	30,990	5	15
227	46,362	3,351	1	3	161,780	11,040	3	5	115,418	7,689	2	3

MVX Route



Recommended November 2026

Route 667: Farmington Trolley Discontinuation

Route	Existing Annual Miles	Existing Annual Hours	Existing Blocks	Existing Runs	New Annual Miles	New Annual Hours	New Blocks	New Runs	Annual Miles Delta	Annual Hours Delta	Blocks Delta	Runs Delta
667	87,277	4,946	2	2	0	0	0	0	-87,277	-4,946	-2	-2

QUESTIONS?

Discussion



UTA Bus Stop Improvement Efforts



CUSTOMER EXPERIENCE BUS STOP IMPROVEMENT PROGRAM



UTA 2030 Strategic Plan
Exceeding Customer Expectations

“UTA puts its customers first by providing an easy, enjoyable and accessible transit experience where customers feel engaged, safe and cared about.”

Local Advisory Council
8/27/2025

Goals of the Bus Stop Improvement Program



To provide accessible, safe transit system for everyone



Bus stops are the public's first impression of UTA (riders and non-riders alike)



Provide standards or guidance for bus stop designs



Foster good community partnerships



Elements of the Program



- **Bus Stop Master Plan**
- **Public Information Efforts**
 - Quarterly Dashboard - Progress Tracking
 - Neighborhood outreach
 - Location notifications and postings
 - Bus stop construction page
- **UTA-led Bus Stop Improvements Efforts**
 - Capital Investment
- **City Bus Stop Improvement Partnership Efforts**
 - Salt Lake City Capital Investment ILA partnership
 - Ogden City Investment
 - Lindon Capital Investment
- **Adopt A Stop**
 - Community Maintenance & Stewardship

Bus stops are ranked and prioritized annually

- Prioritization includes assessing points for scoring and ranking
- Top points are assigned to those stops that are not currently ADA compliant
- Scoring also includes:

Compliance	Near a transfer point	Safety - <ul style="list-style-type: none">• Parking allowed• Obstacles• Lighting not present• Sidewalk not level
Total daily stop activity (boardings and alightings)	Education adjacent	
Total annual bus ramp deployments	Library adjacent	



Bus stops assessed for warranted amenities

- Stops are assigned “levels”
 - Level I through Level VII
- Level assignment is based on boardings and route headways

Stop Level	Headway	Avg. Daily Boardings	Amenities
LEVEL I	< 15 min	0-9	<ul style="list-style-type: none">• ADA Pad• Pole• Sign
LEVEL II	< 15 min	10 -39	<ul style="list-style-type: none">• ADA Pad• Pole• Sign• Bench• Trash can
Etc.			



Bus Stop Placement Evaluation

- Bus stop plan guides the technical evaluation and direction for bus stops in the service area.
- Spacing may vary from around one per block to one every two to three blocks.
- Stop location based on walkability, and density near destinations, as well as connections to other routes.



394 E Gentile, Layton

Technical Considerations for Bus Stops

- » Grade of 2% or less
- » 5' X 8' landing zone
- » Proximity to transfer points
- » Stop spacing
- » Drive access conflicts
- » Preference for far side after intersection
- » Proximity to major destinations
- » Compatibility with surrounding land uses (urban, suburban, rural)
- » Maintain pedestrian pathways
- » Visibility of riders to approaching vehicles & operators



Meadowbrook Expwy @ 720 W, South Salt Lake

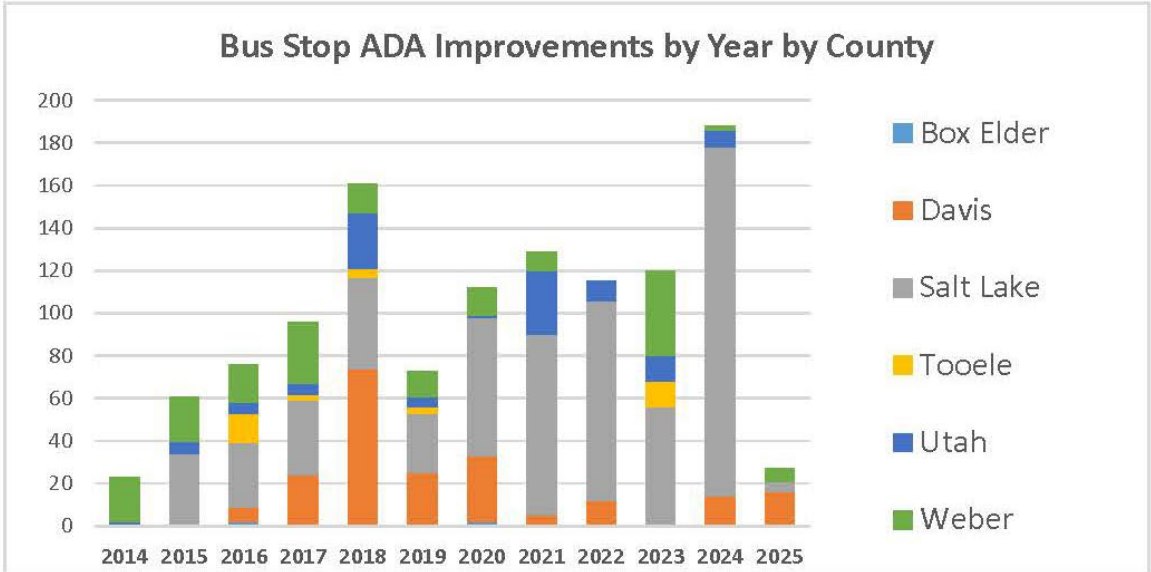
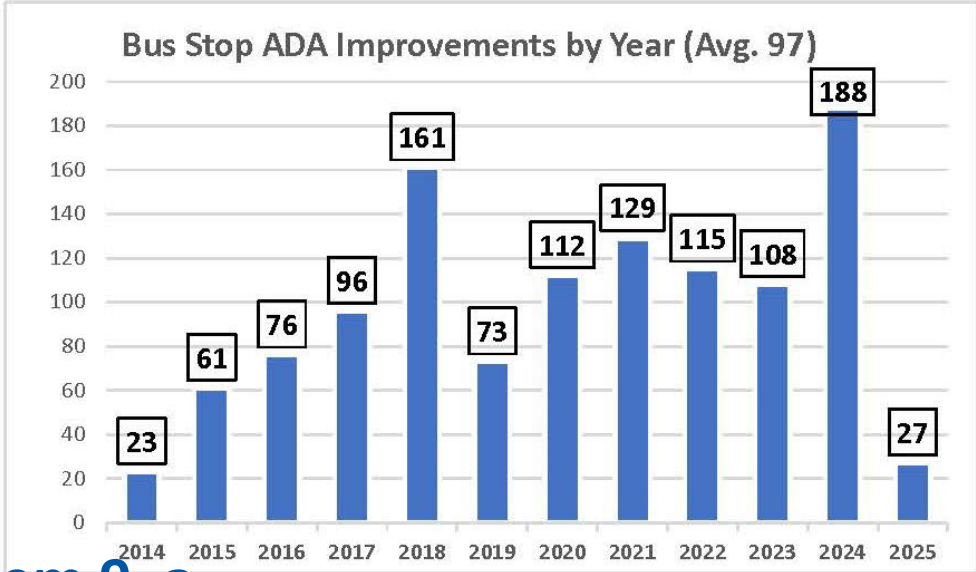
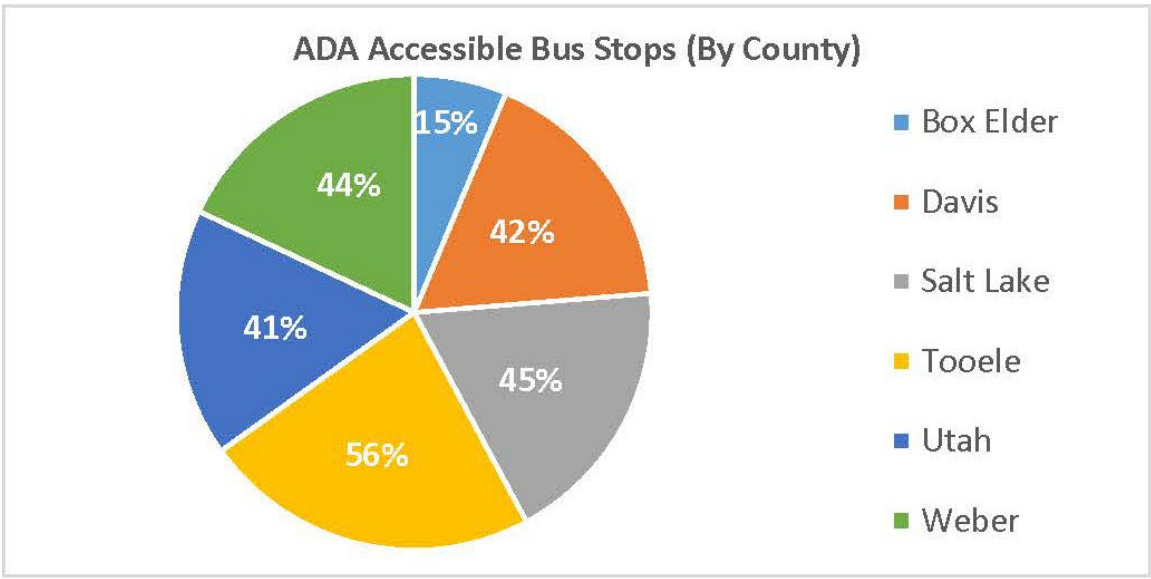
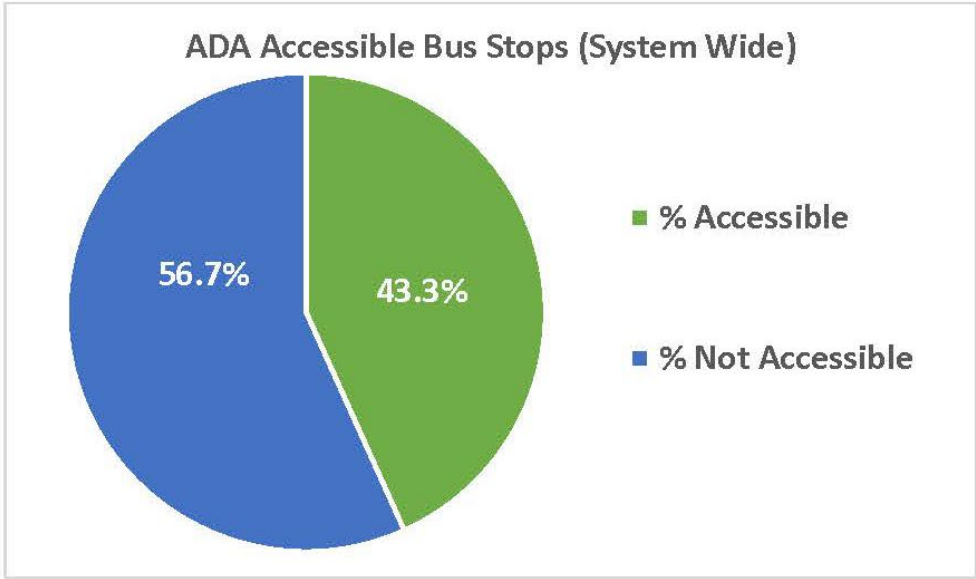
Technical considerations for Bus Stops - continued

- » Pedestrian accessibility
- » Bike loading access
- » Avoid parking conflicts
- » Avoid tree conflicts
- » Proximity to trees/shade
- » Proximity to street lighting
- » Clear and unobstructed zone, at least 10 feet clear distance from crosswalk or curb return
- » Compatibility with stop in the opposite direction
- » Avoid utility infrastructure conflicts
- » Conveniently and safely serves riders



716 N Main St, Farmington

ADA Accessible Bus Stop Dashboard: 2025 Q2



Questions?

Bus Improvement Program - <https://www.rideuta.com/Current-Projects/Bus-Stop-Improvement-Efforts>

Bus Stop Construction page - <https://www.rideuta.com/Current-Projects/UTA-Bus-Stop-Construction>

UTA Strategic Plan Performance Report

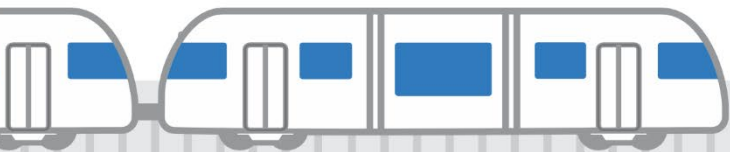


UTA MISSION AND STRATEGIC PRIORITIES



Performance Metrics

Quality of Life		Customer Expectations		Organizational Excellence		Community Support		Economic Return	
Goal	Actual	Goal	Actual	Goal	Actual	Goal	Actual	Goal	Actual
70% Access within ½ mile	56% Access to All Day Service	Increase Net Promoter 45%	Current NPS 20% - Awaiting Results for 2025	Mature OE Systems 25%	~65% Increase in Deployment	100 Active Partners Telling our Story	57 Stories Published	Identify Economic Return	\$1 to \$5.11
Reduce Carbon Footprint 25%	Baseline Carbon Footprint of 10,866 metric tons*					PR Score = 54	PR Score = 58 (through July)	12 Stories focused on UTA Economic Return	14 Stories Published



* Scope 1 and Scope 2 combined

Agenda Item 9. b.



Moving Utahns to a Better Quality of Life



Launch of Go Route and 200 South Dedicated Lanes



Exceeding Customer Expectations



Inspecting a Brand-New Bus at the Gillig Factory



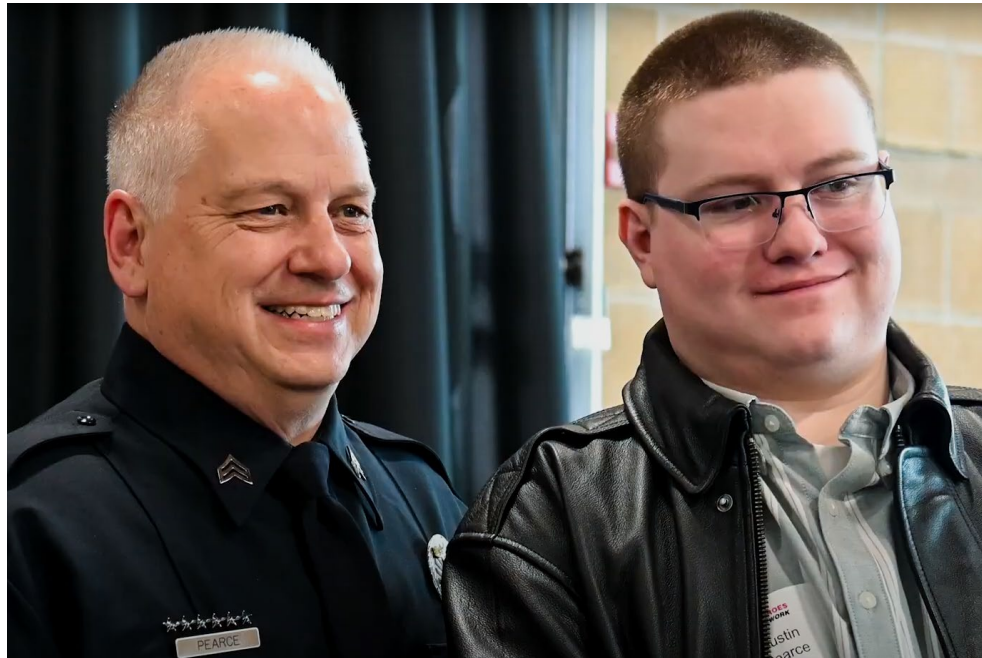
Achieving Organizational Excellence



Behind the Scenes: TRAX Substation Upgrades



Building Community Support



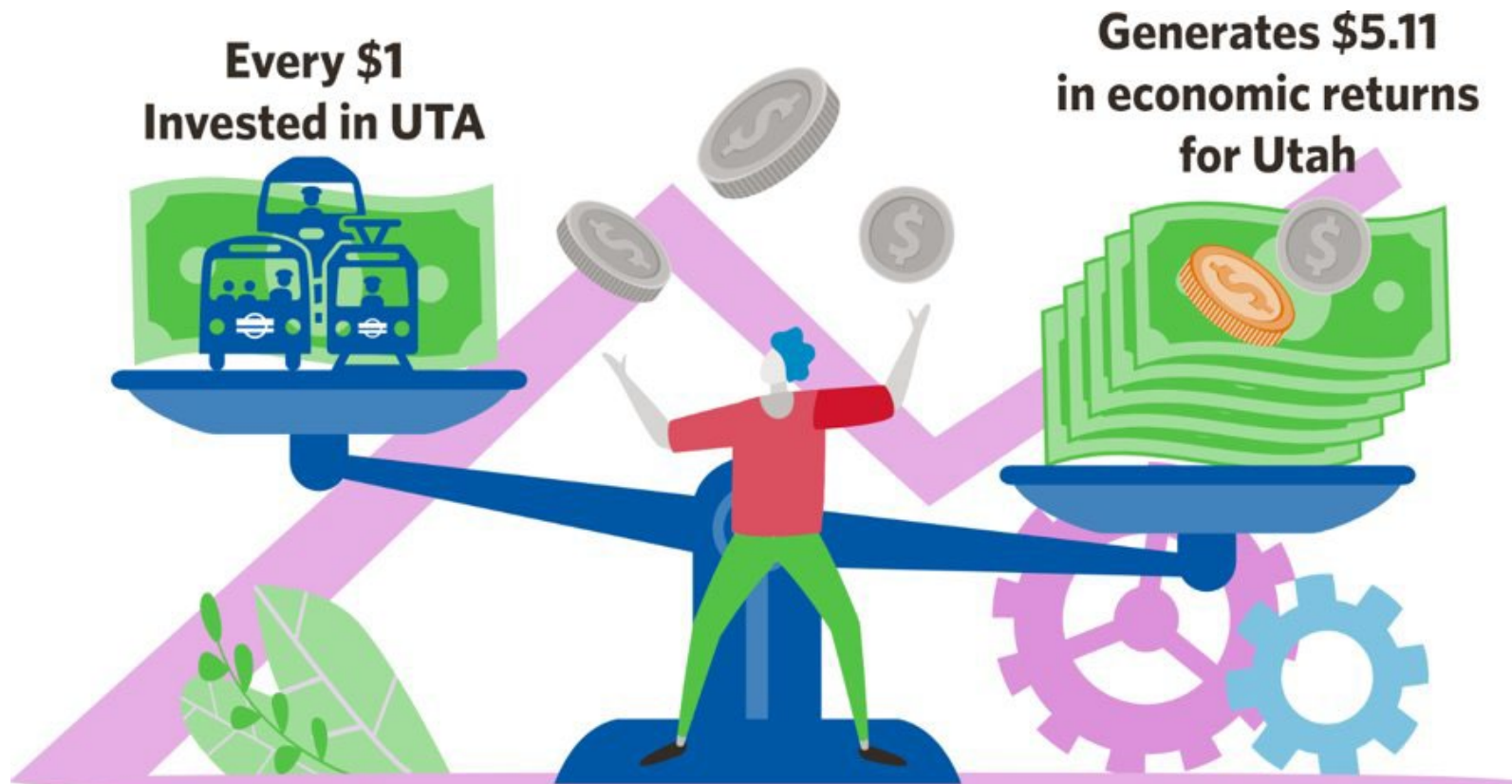
UTA Police Recognized for Invisible
Disabilities Training



Generating Critical Economic Return



Measure: UTA's return on investment to the state



UTA also adds
\$9.6B to the
state economy
and 79,000 jobs

Source: Metro Analytics



Generating Critical Economic Return



South Jordan Downtown TRAX Opening

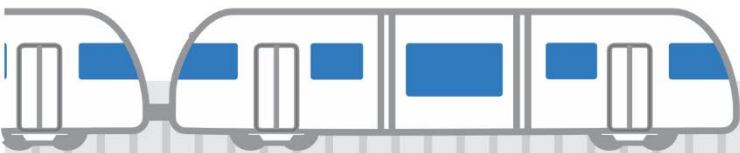


UTA Receives \$62.8 Million FTA Grant
To Build MVX Bus Rapid Transit Line



What's Next

- Identify priorities from customer experience action plan
- Update customer benchmarking data set
- Launch economic return campaign
- Develop 2026 strategic initiatives aligned to 2026 budget



Open Dialogue with the Board of Trustees

- Stories from the System



Reports



Executive Director Report

- New Chief Operations Officer – Andres Colman
- APTA 2025 Outstanding Public Transportation System Award



Chief Operations Officer Andres Colman



Andres Colman



Agenda Item 10. a.





Outstanding Public Transportation System

2025



Audit Committee Report



Other Business

- a. Next Local Advisory Council Meeting: November 5th, 2025, at 1:00 p.m.



Adjourn

