

UTA LOCAL ADVISORY COUNCIL MEETING

November 6, 2024



CALL TO ORDER AND OPENING REMARKS



PLEDGE OF ALLEGIANCE



SAFETY FIRST MINUTE



PUBLIC COMMENT

Live comments are limited to 3 minutes per commenter

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 Local Advisory Council prior to meeting



CONSENT AGENDA

- a. Approval of August 28, 2024 Local Advisory Council Meeting Minutes
- b. Board Policy Revision
 - Board Policy 1.3 Executive Relationships and Meeting Protocols
 - Board Policy 3.3 Capital Development Project Implementation



Recommended Action (by acclamation)

Motion to approve the consent agenda



DISCUSSION

- a. Economic Value of Transit Study
- b. 2023 Geographic Economic Model



Economic Value of Transit Study



UTA's Economic Value Impact in Utah

Local Advisory Council Presentation
November 2024





Generating Critical Economic Return

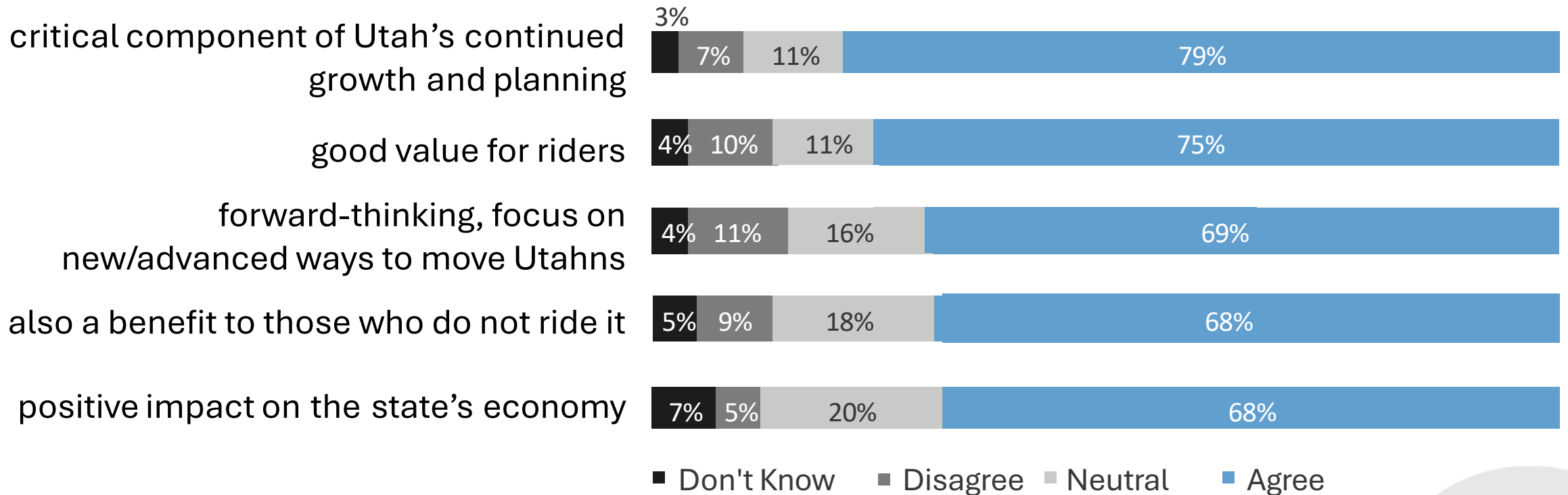


Success Statement: UTA is an economic engine that positively impacts Utah's statewide economy, benefiting every Utahn

Goal: Communities across the region and state recognize the economic value and positive return on investment that UTA provides statewide

Agenda Item 6.a.

Current Public Sentiment of UTA's Value to the State



Economic Value Impact Studies (2024)

- **Study Purpose**

Describe and quantify the contribution UTA's transit services make to Utah's economy

- **Conducted by Metro Analytics from Fall 2023-Summer 2024**

- Consultant was secured in coordination with transportation and economic partners, including MPOs, Kem Gardner, GOPB, UDOT
- Metro Analytics also provided economic analysis of projects contained in Utah's Unified Transportation Plan





Generating Critical Economic Return

Metro Analytics Economic Value Impact Study (2024)



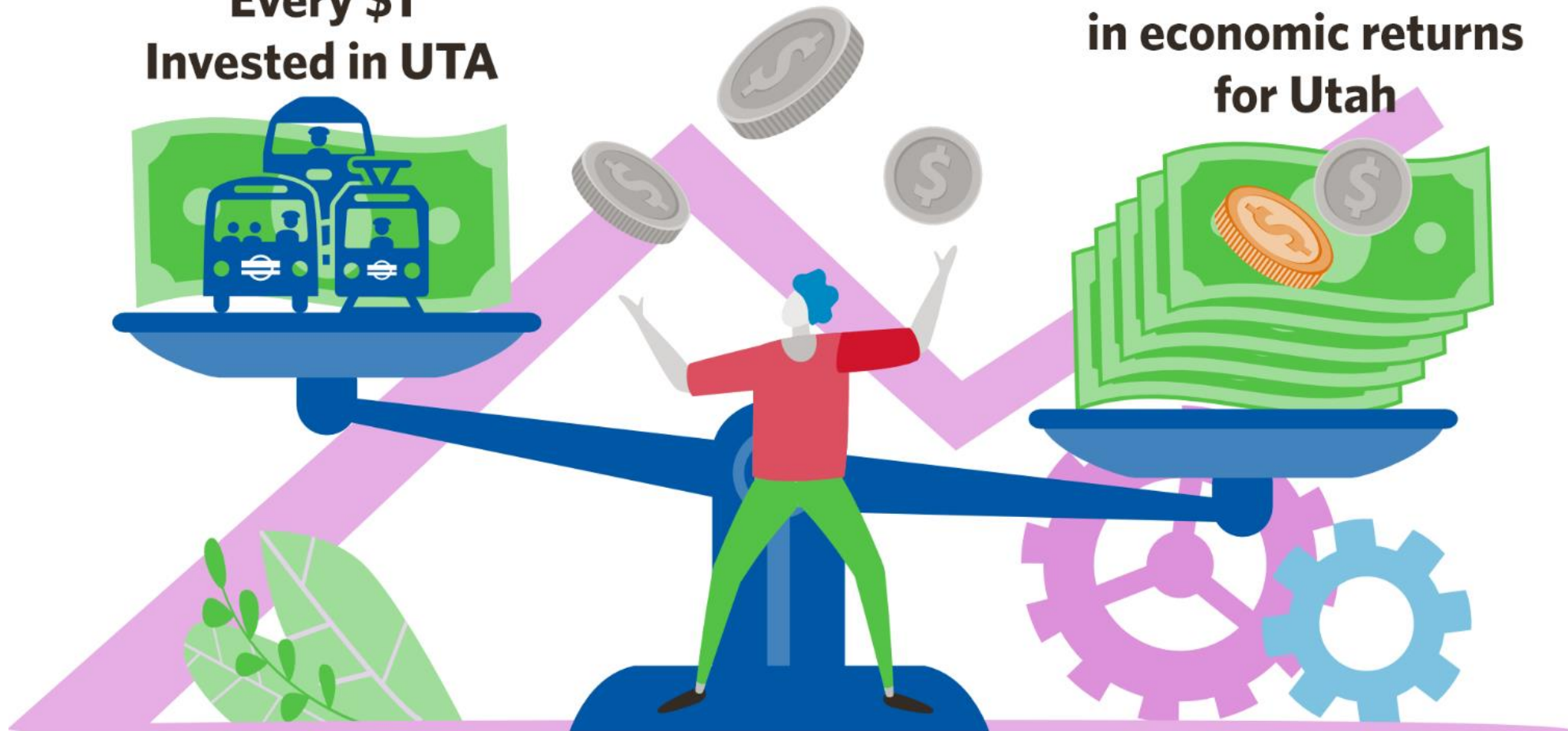
UTA benefits Utah's economy.

The economic return of UTA investment and operations generates jobs, spending, travel savings, and business and tax outcomes that benefit the entire state of Utah.

UTA Return on Investment (2023)

**Every \$1
Invested in UTA**

**Generates \$5.11
in economic returns
for Utah**



Benefit to Utah Economy (2023 Annual Return)



\$9.6B more
generated in goods
and services due to time
and mileage savings



\$377M
generated tax
revenue in Utah



\$1 = \$5.11
ROI



Jobs Access and Creation (2023)



79,000 jobs
directly and
indirectly created
and supported



24,000 accessed jobs because of transit
31,500 more jobs created through their earning/spending



13,500 jobs created for UTA employees,
suppliers, and other related businesses,
earning **\$334M** and stimulating **\$1.1B** in sales



10,000 jobs created
from transportation savings



\$2.9B annual household income earned





Generating Critical Economic Return

Metro Analytics Economic Value Impact Study (2024)



Non-users benefit the most from transit.

UTA services reduce traffic congestion on freeways and in towns, benefitting everyone on the road through fewer miles traveled, fewer hours on the road, fewer car expenses, less tax dollars to road repairs, quicker travel times, less stress, access to more employers (and choice in employment), and cleaner air.

Travel Efficiency Savings – e.g., Time, Fuel, Maintenance, Air Quality Costs (2023)



\$717M

combined households
and business travel
efficiency savings



\$595M

household travel
expense savings



\$1 = \$1.27

return on
transportation savings





Generating Critical Economic Return

Metro Analytics Economic Value Impact Study (2024)



Investing in UTA benefits Utah's economy.

The positive impacts of transit performance greatly outweigh the taxes and fares collected to support the system. Investment in transit services yields a higher net impact than if that funding were returned to its sources in Utah's economy.

Agenda Item 6.a.

Protecting Other Investments



Higher ROI

on Utah's roads, highways,
and property and land
values



Example of Visible Economic Impact

UTAH TRANSIT AUTHORITY



Agenda Item 6.a.





2010

S-Line



2023

S-Line



10-year anniversary of S-Line reflects connection of transit and economic development





Generating Critical Economic Return

Metro Analytics Economic Value Impact Study (2024)



Economic impact is one part of transit decision-making.

Economic impact is one of many factors in choosing to invest in UTA public transit. Factoring it in can help prioritize and plan future investment for maximum benefits to Utah's economy.

Sharing UTA's Economic Value

- Results meetings with stakeholders
- Materials and UTA Strategic Plan website development
- Conference presentations and displays
- Media, social media, digital stories of economic impact 2024-2025
- Economic value campaign 2025
- Public image survey 2026

Infusing key findings into daily communication



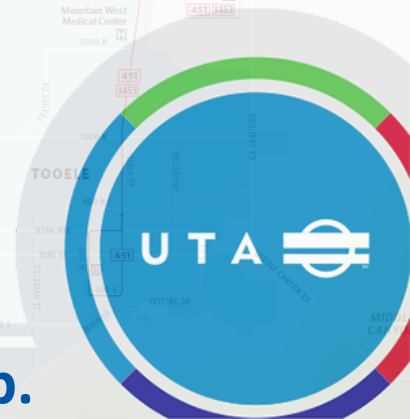
2023 Geographic Economic Model



UTA Geographic Economic Model

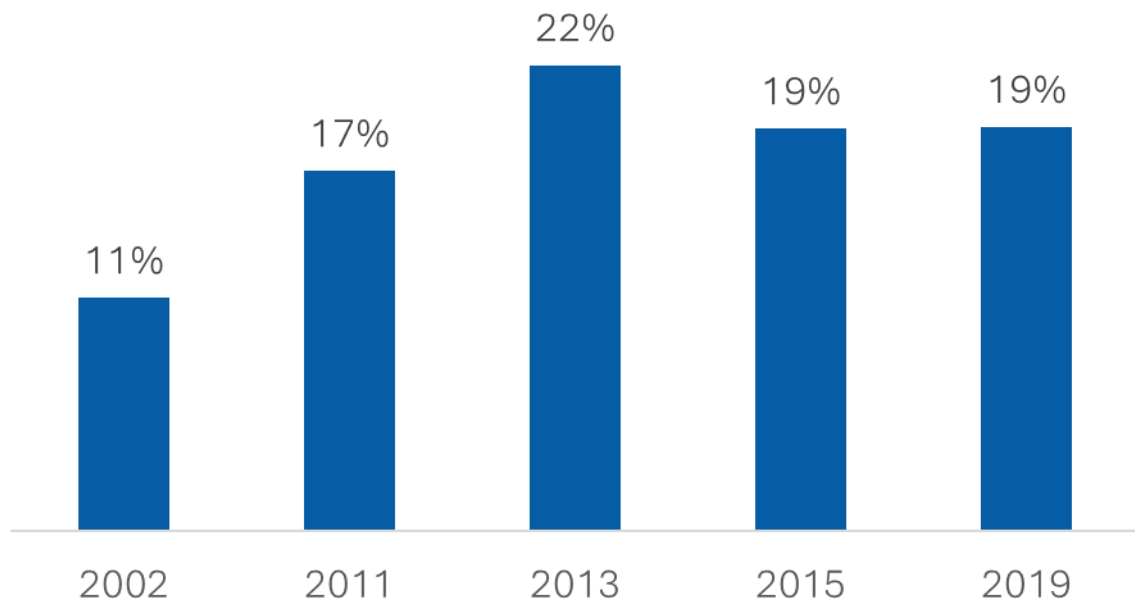
Analysis Year End
2023

Agenda Item 6.b.



Importance of a Regional System

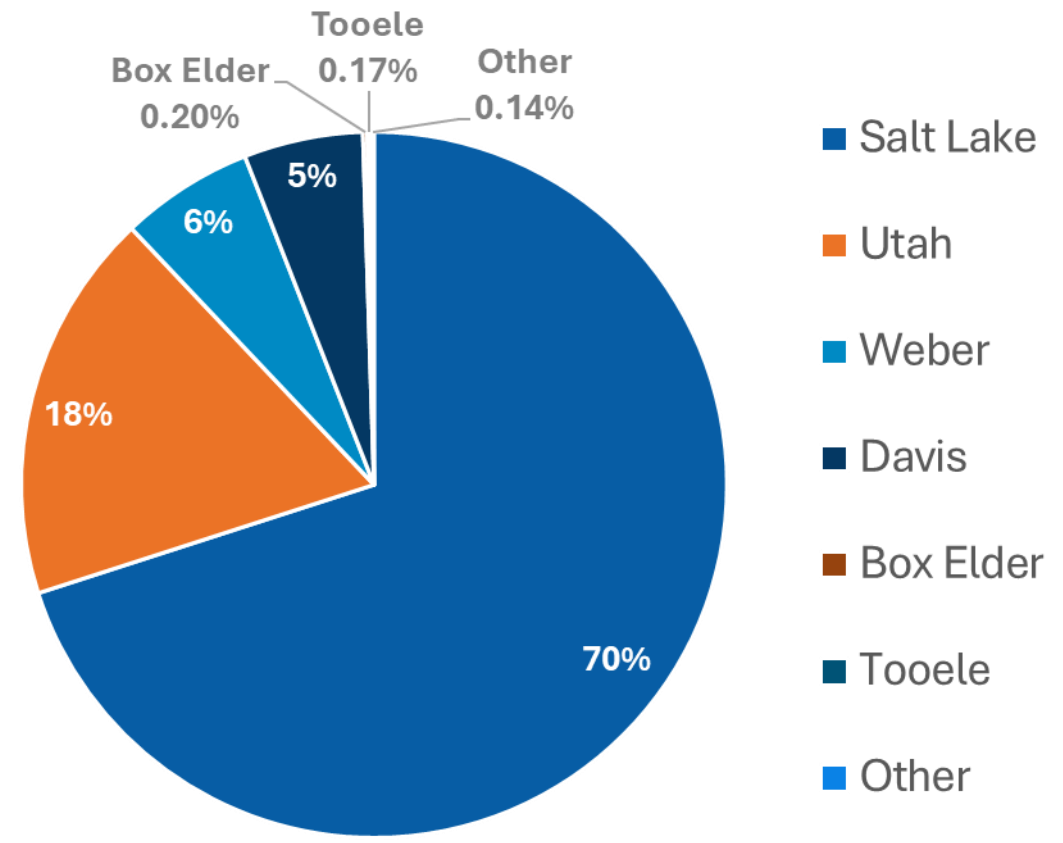
Transit trips often originate and terminate in different counties.



Inter-County transit trips as a percentage of all trips.

On-board survey data conducted every 5 years for consistency and longitudinal data.
 2024 On-board survey data currently being analyzed.

County of Destination (All transit trips)*



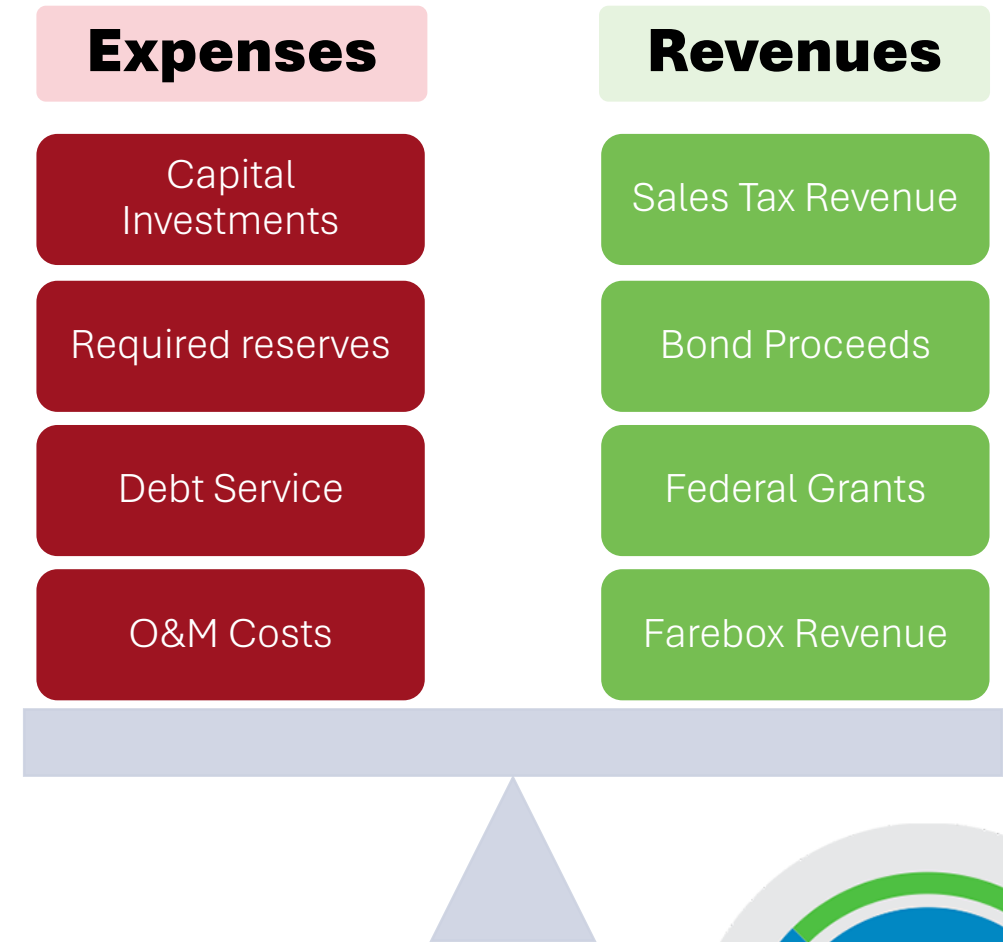
*From 2019 On-Board Survey

Geographic Economic Model (GEM)

UTA monitors the revenues received from and the level of service or capital investment provided to each county

Data is collected and analyzed in UTA's Geographic Economic Model (GEM)

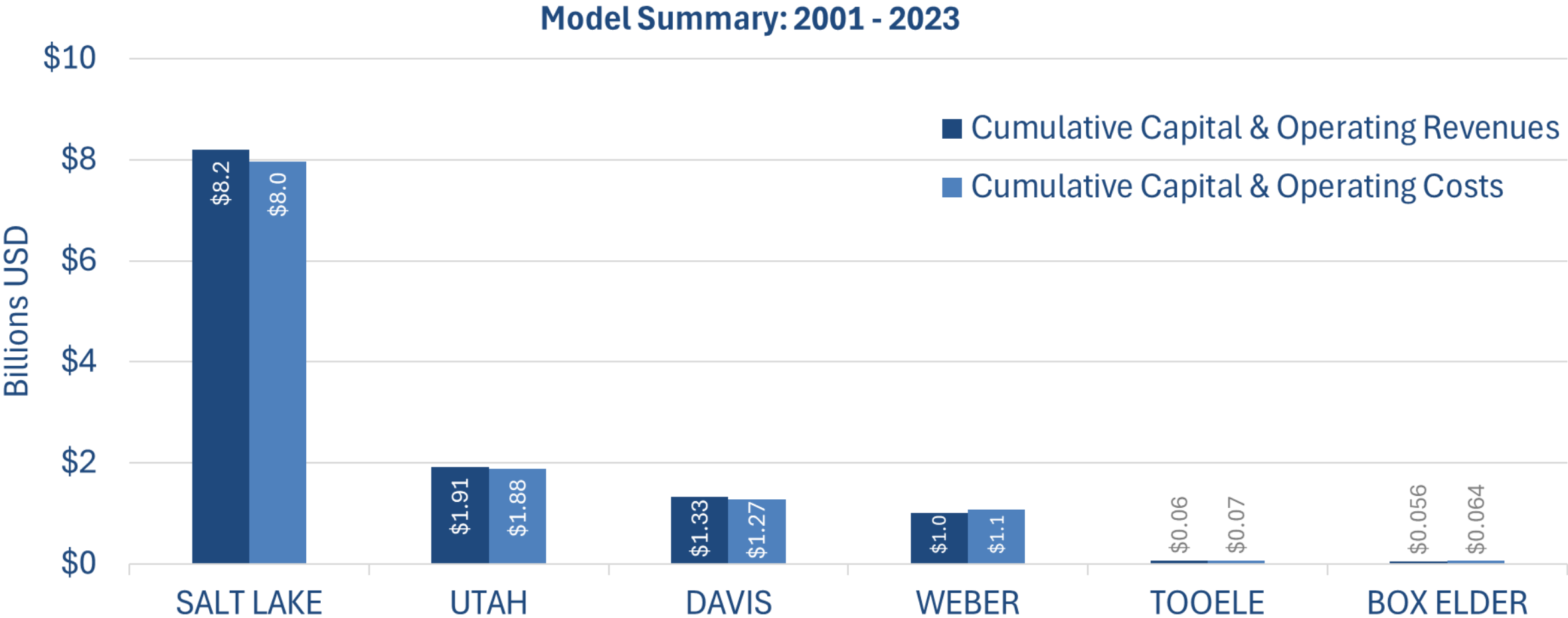
- Consensus model developed by MPOs, committees, third party consultants, capital development teams
- All transit modes are evaluated, including Paratransit, Vanpool, and microtransit services
- Independently verified by a 3rd party consulting firm



GEM: Historical Analysis 2001-2023

Salt Lake, Utah, Davis Counties = Cumulative Net Contributors
Weber, Tooele, Box Elder Counties = Cumulative Net Receivers

UTAH TRANSIT AUTHORITY



GEM: Historical Trends (2023)

- UTA monitors revenue and expense trends that develop over time
- GEM analysis informs long-term strategic work with local leaders. UTA does not adjust immediate service or capital plans based upon the GEM analysis.
- LRB Public Finance Advisors validates equity analysis – 2023 pending

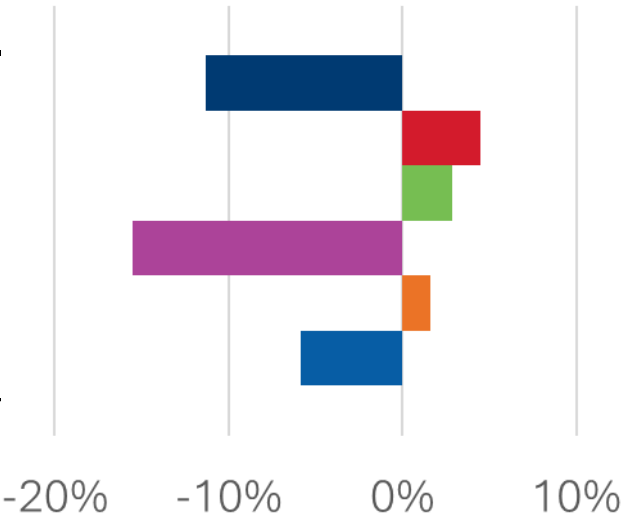
UTA Sales Tax Percentage by County

County	Preliminary 2001-2023
Box Elder	0.7%
Davis	10.5%
Salt Lake	63.0%
Tooele	0.8%
Utah	16.2%
Weber	8.9%
Total	100.0%

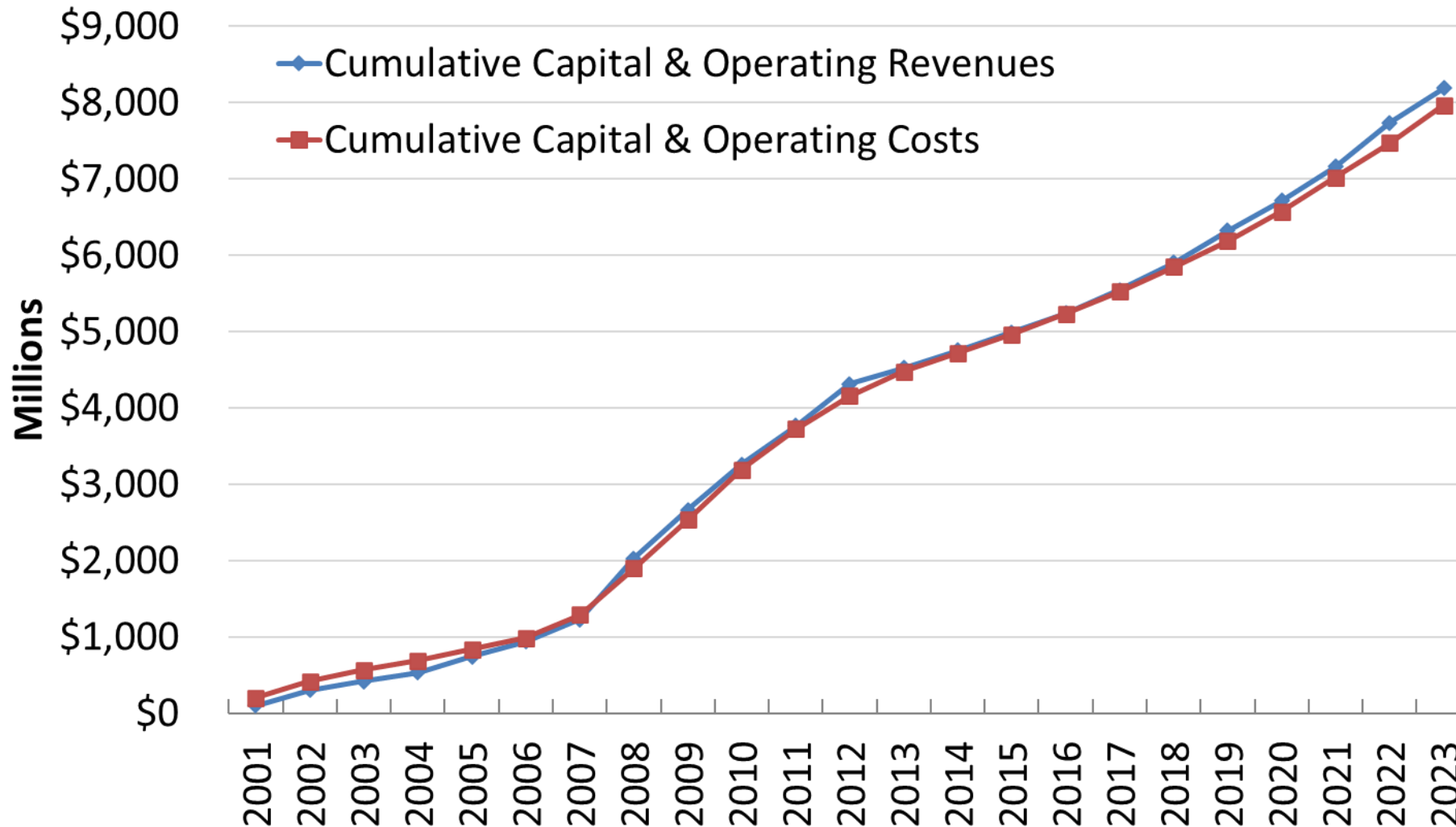


Attributed Revenue above Attributed Expense (2001 - 2023)

County	Preliminary 2001-2023
Box Elder	-11.3%
Davis	4.5%
Salt Lake	2.9%
Tooele	-15.5%
Utah	1.6%
Weber	-5.9%



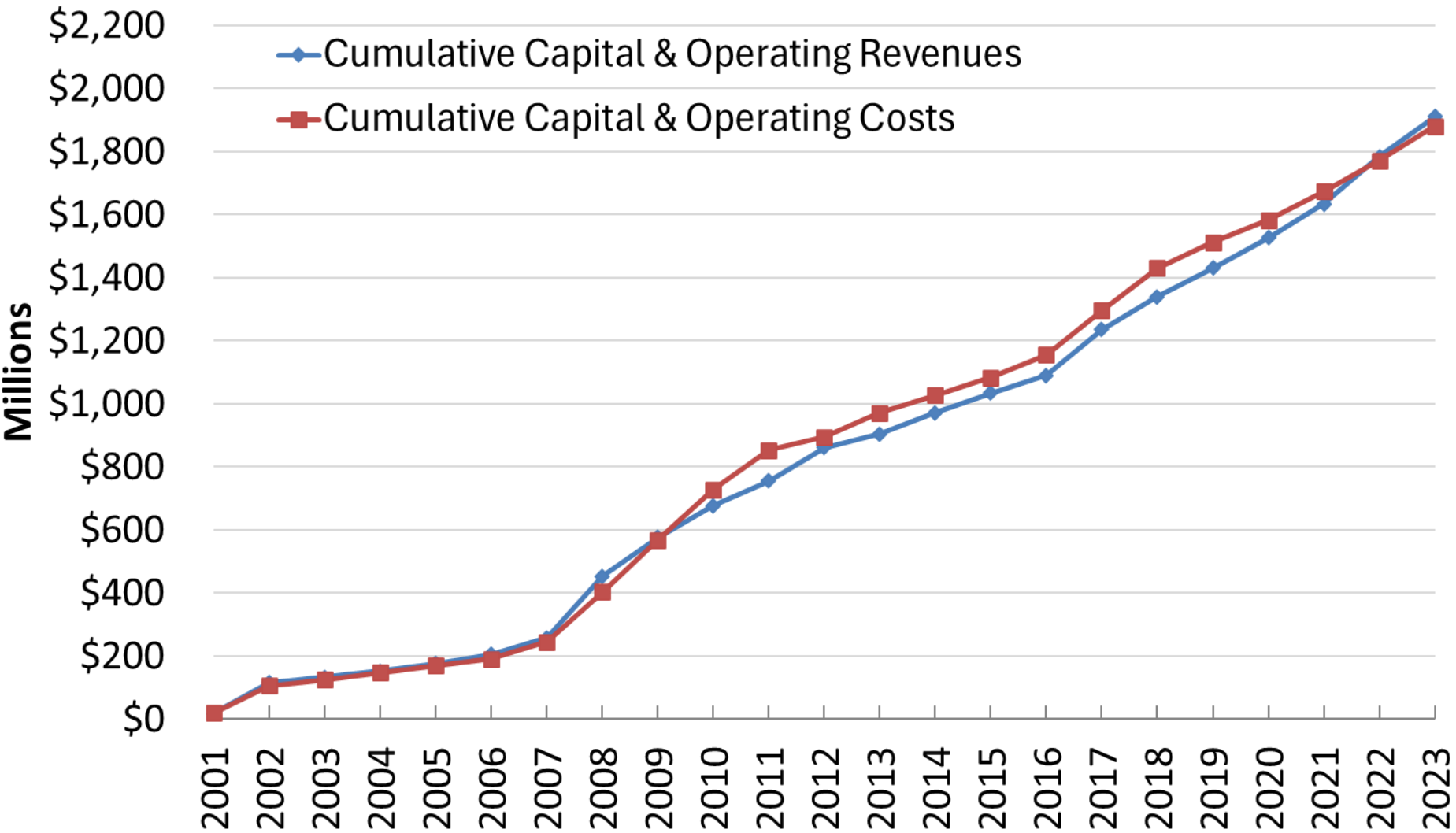
Salt Lake County



Distance between lines indicates a difference between the actual revenue generated by the county and the expenditures provided by UTA



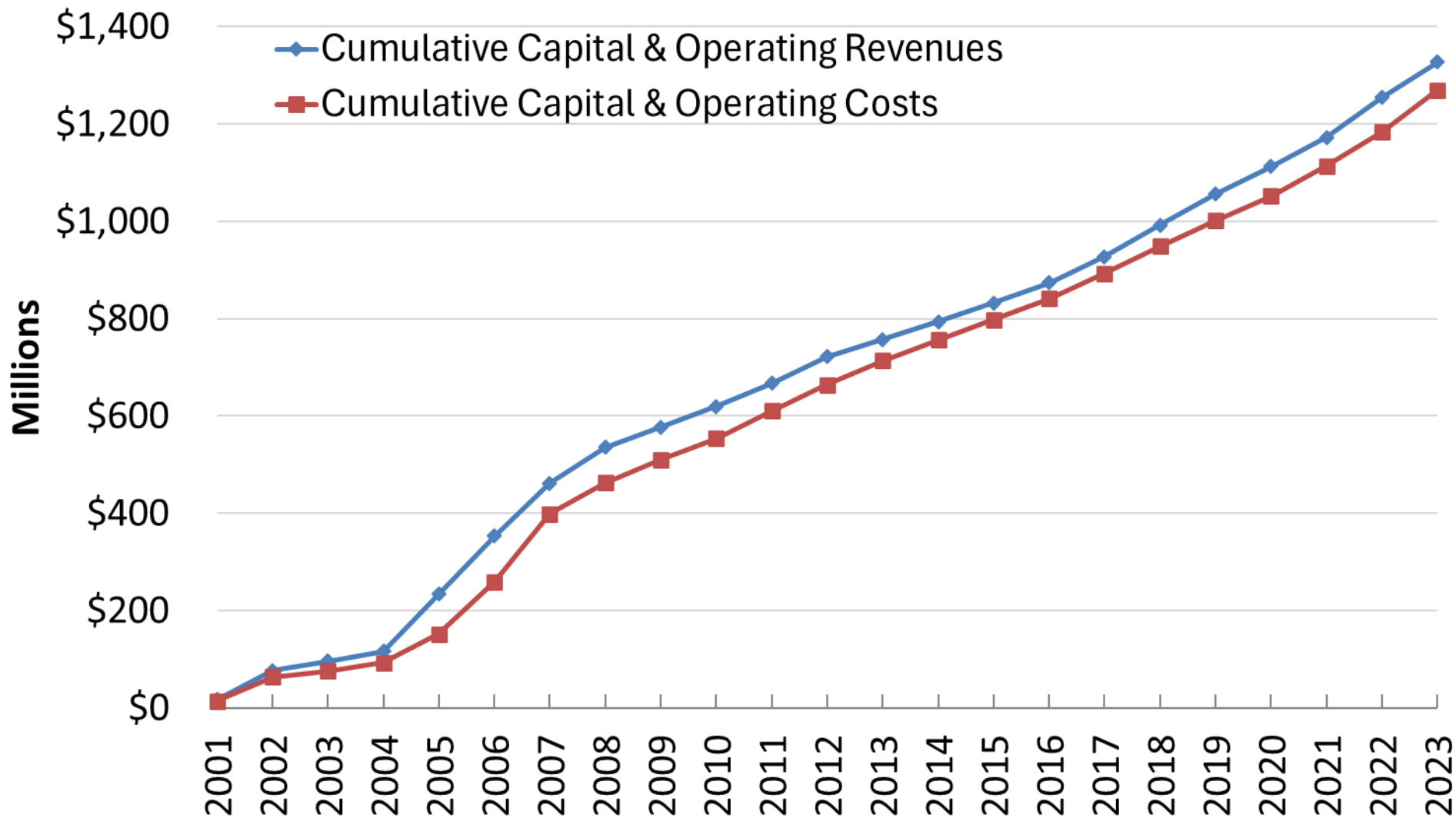
Utah County



Distance between lines indicates a difference between the actual revenue generated by the county and the expenditures provided by UTA



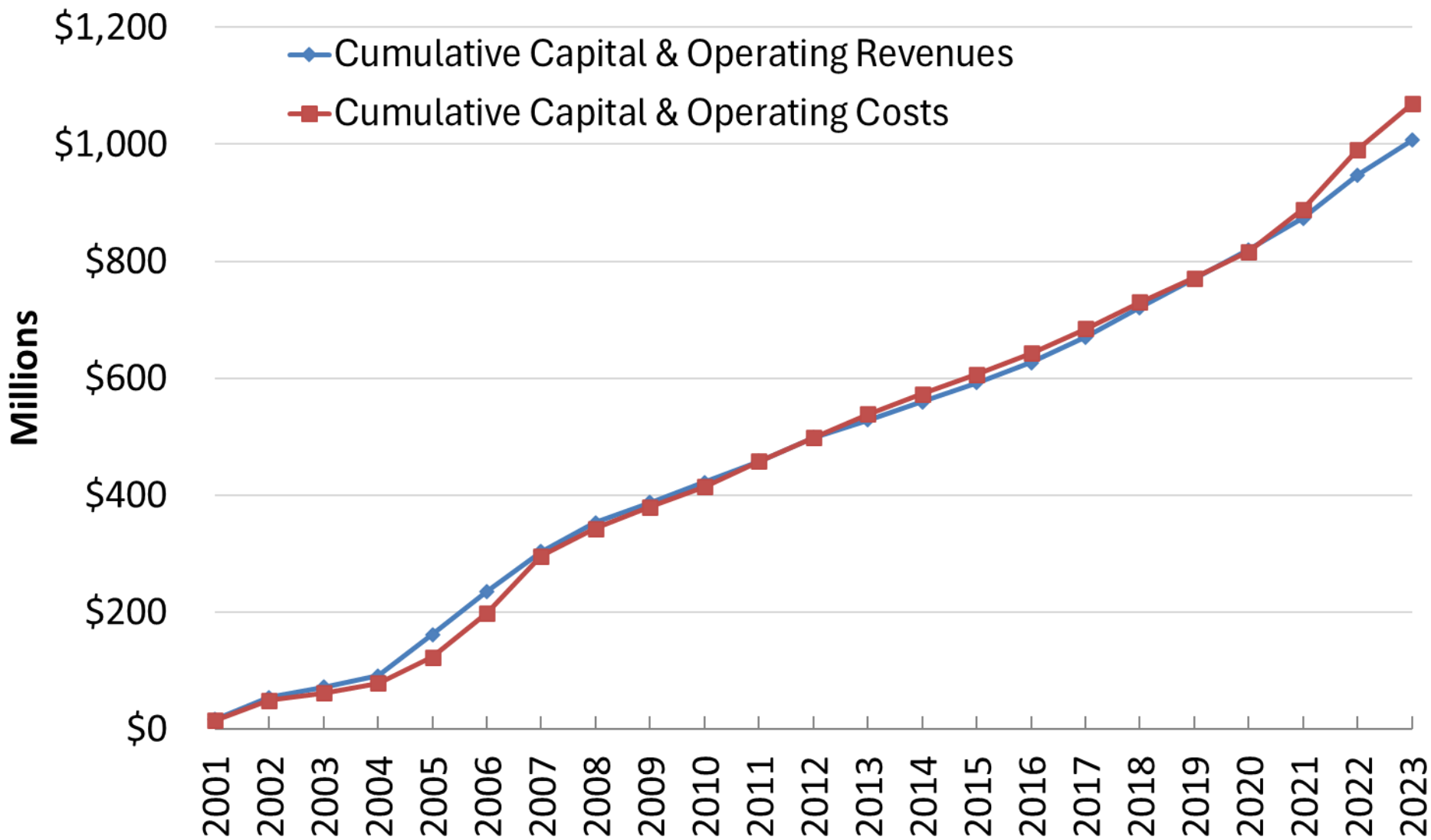
Davis County



Distance between lines indicates a difference between the actual revenue generated by the county and the expenditures provided by UTA



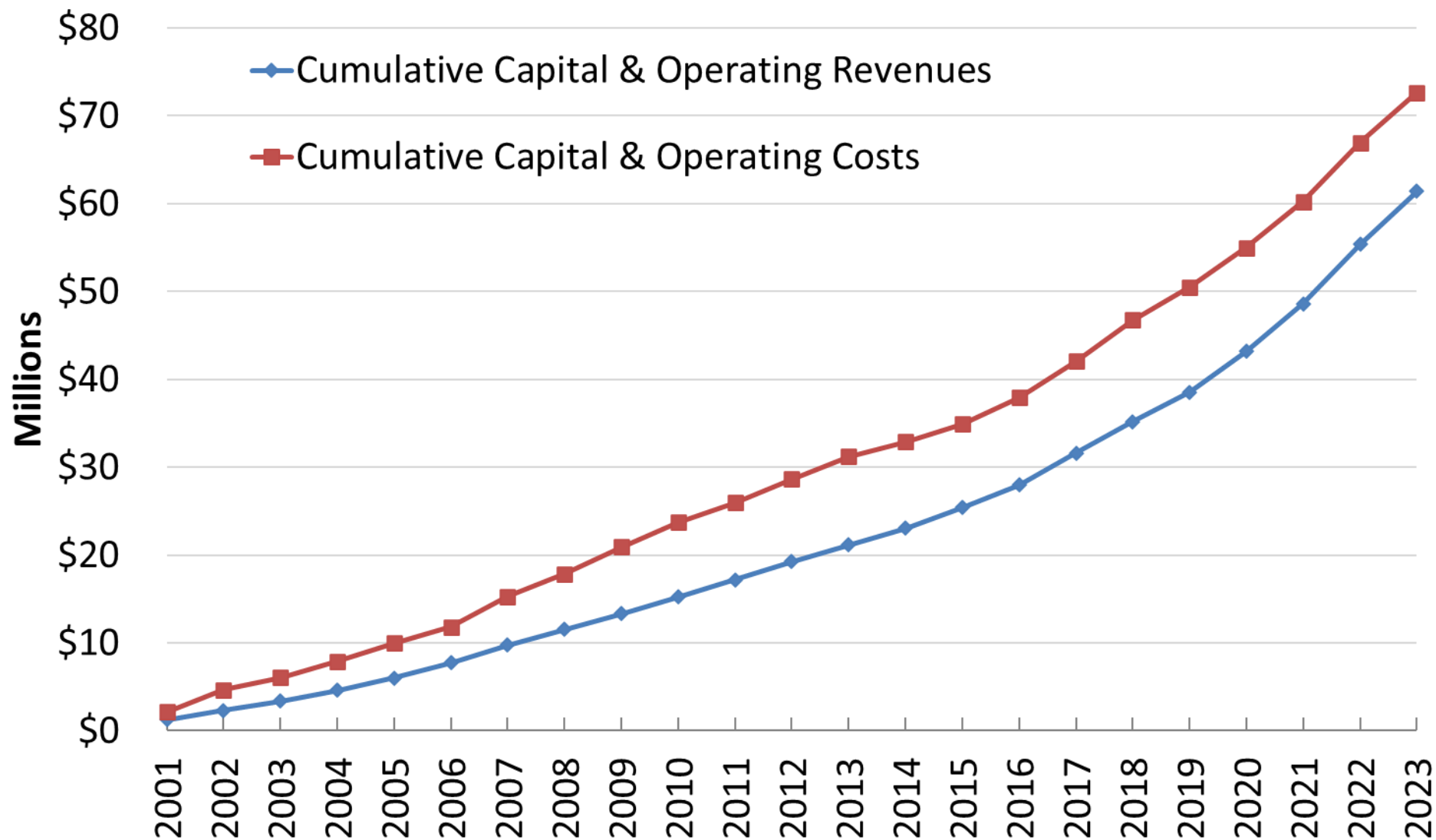
Weber County



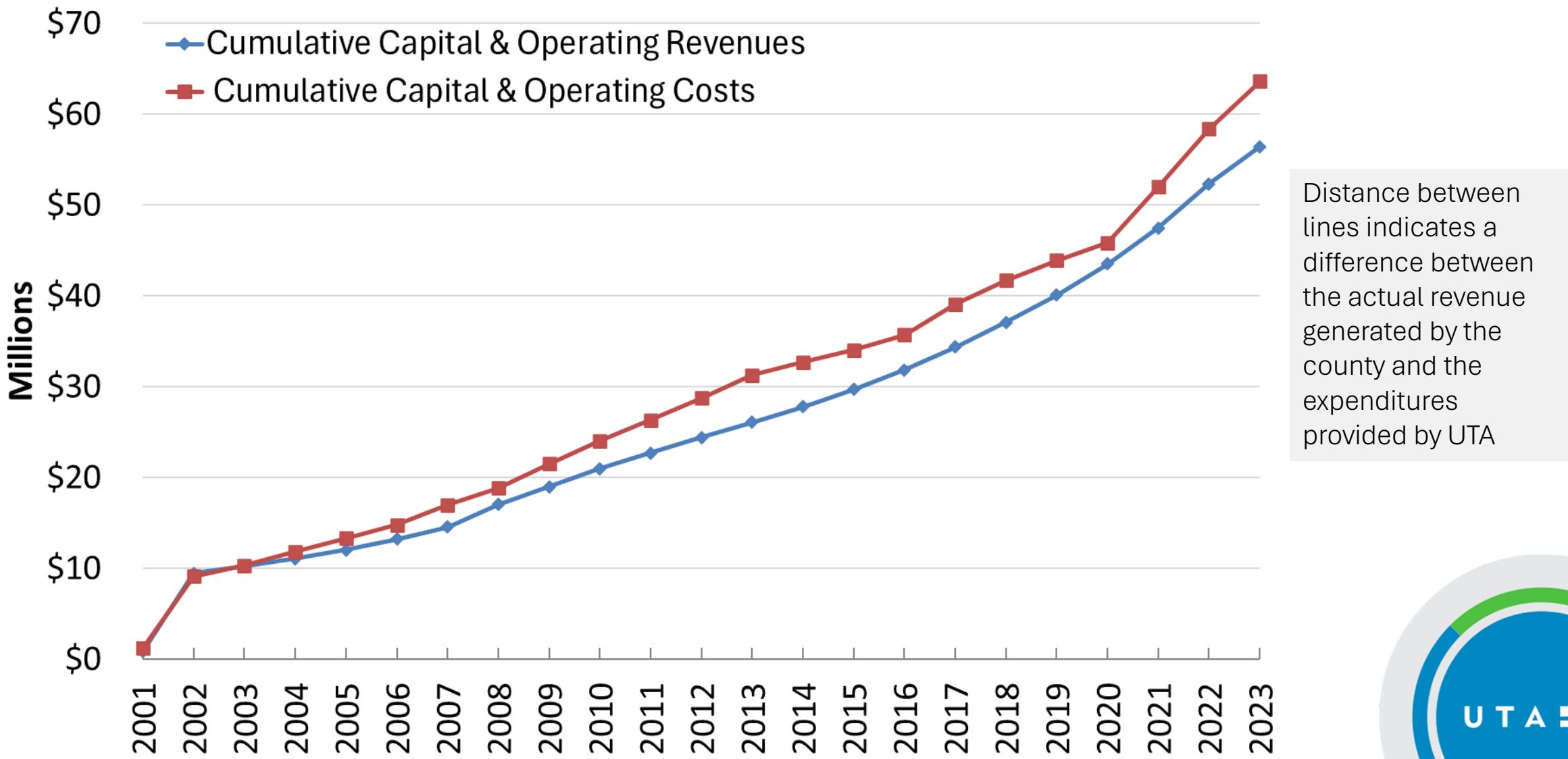
Distance between lines indicates a difference between the actual revenue generated by the county and the expenditures provided by UTA



Tooele County



Box Elder County



Questions



SERVICE PLANNING

- a. AR2024-11-01 – Resolution Approving the Proposed 2025-2029 Five-Year Service Plan and Recommending Adoption by the Authority's Board of Trustees



**AR2024-11-01 – Resolution
Approving the Proposed
2025-2029 Five-Year Service Plan
and Recommending Adoption by
the Authority’s Board of Trustees**





U T A 

2025-2029 FIVE-YEAR SERVICE PLAN

Updated Draft Review
October 2024

Agenda Item 7.a.

Five-Year Service Plan Presentation Overview

- **Purpose of the Five-Year Service Plan**
- **Five-Year Service Plan Timeline**
- **Proposed Phased Plan for April 2025-2029 Change Day**
- **Next Steps**

Purpose of the Five-Year Service Plan



Improve employee working conditions

by reducing split shifts, more consistent service throughout the day

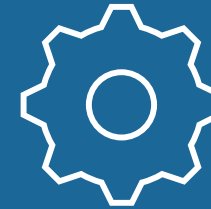


Implement Long-Range Transit Plan

and prepare for future service / projects



Respond to community feedback



Optimize the system

for more access within our current limits



Restore service

in areas where it was previously reduced



Five-Year Service Plan Timeline

**Concept
Review and
Internal
Feedback**

April/May 2024

**Draft Plan to
Board, to LAC,
Public
Engagement**

June-Sept 2024

**Final Plan
to Board
and LAC**

Oct-Nov 2024

**Plan
Adopted**

December 2024

**Service
Changes
Begin**

April 2025



Agenda Item 7.a.

Feedback Summary – Unphased Draft

- Box Elder, Weber, Davis Counties:
 - Regional Service Changes (470X, 609, 400, 417)
 - Ogden Local Changes (600, 610, 645, 604, 612)
 - Brigham City Changes (630, IMZ)
- Salt Lake County:
 - Riverton/Herriman/Draper Changes (126, 248)
 - IMZ Changes (Cottonwood Heights, Midvale, Sandy, S. Jordan, W. Jordan, Herriman, Copperton)
 - S-Line extension
- Utah County
 - Provo Airport/West Provo Changes (833, IMZ)
 - Northwest Utah County Changes (P&R Saratoga Springs, Eagle Mountain, 860, IMZ, Paratransit)
 - South Utah County Changes (823)



Feedback Summary – Key Themes

- Frequency & Travel Times
- Span of Service, weekends, hours
- More service, expanded service
- Specific geographic and route feedback
- Connections to key destinations and east-west



Definitions

- **“HOURS”**: the additional amount of operating hours needed for the planned service annually
- **“MILES”**: the additional amount of operating miles needed for the planned service annually
- **“SHIFTS”**: the additional number of work shifts needed to operate the planned service per day
- **“PULLOUTS”**: the additional number of vehicles needed to operate the planned service per day

Change Descriptions shown in red indicate revisions



Implementation

	Hours	Miles	Pullouts (vehicles)	Shifts (work shifts)
April 2025	+102K	+1.1M	+20	+47
April 2026	+151K	+2.3M	+27	+76
April 2027	+156K	+2.0M	+30	+76
April 2028	+239K	+3.0M	+25	+110
April 2029	+26K	+440K	+5	+13



UTA Five-Year Service Plan Final Draft – At a Glance				
Modified New Discontinued				
April 2025	April 2026	April 2027	April 2028	April 2029
Weber/Davis/Box Elder 417 470 626 627 628 640 642 Salt Lake 39 126 201 217 218 219 703 Utah 581 823 871	Weber/Davis/Box Elder 455 562 563 601 604 610 612 625 628 630 F638 640 645 Salt Lake 2 2A 2B 4 45 54 62 72 205 220 223 502 720 Utah 582 583 806 846 850 860 862	Weber/Davis/Box Elder 604 613 F618 F620 642 Salt Lake 17 26 31 35 39 45 47 50X 203 205 208 223 227 236 240 509 513 551 F590 Utah 584 830X 833	Weber/Davis/Box Elder 400 417 455 470 473 470X 600 609 667 Salt Lake 126 200 201 217 218 219 256 F556 Utah 585 871	Salt Lake 62 72 209 213 F264 503 504



April 2025 Service Changes

Agenda Item 7.a.



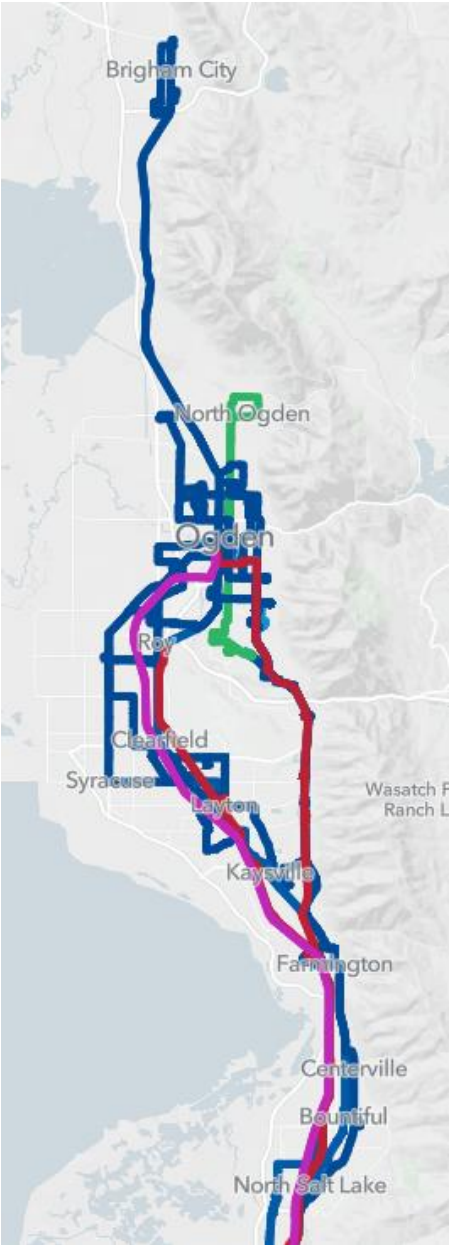
Weber/Davis/Box Elder

New Routes: 417, 642

Modified Routes: 470, 627, 628, 640

Discontinued Routes: 626

Hours	Miles	Shifts	Pullout
+5K	-1.2K	+2	-5

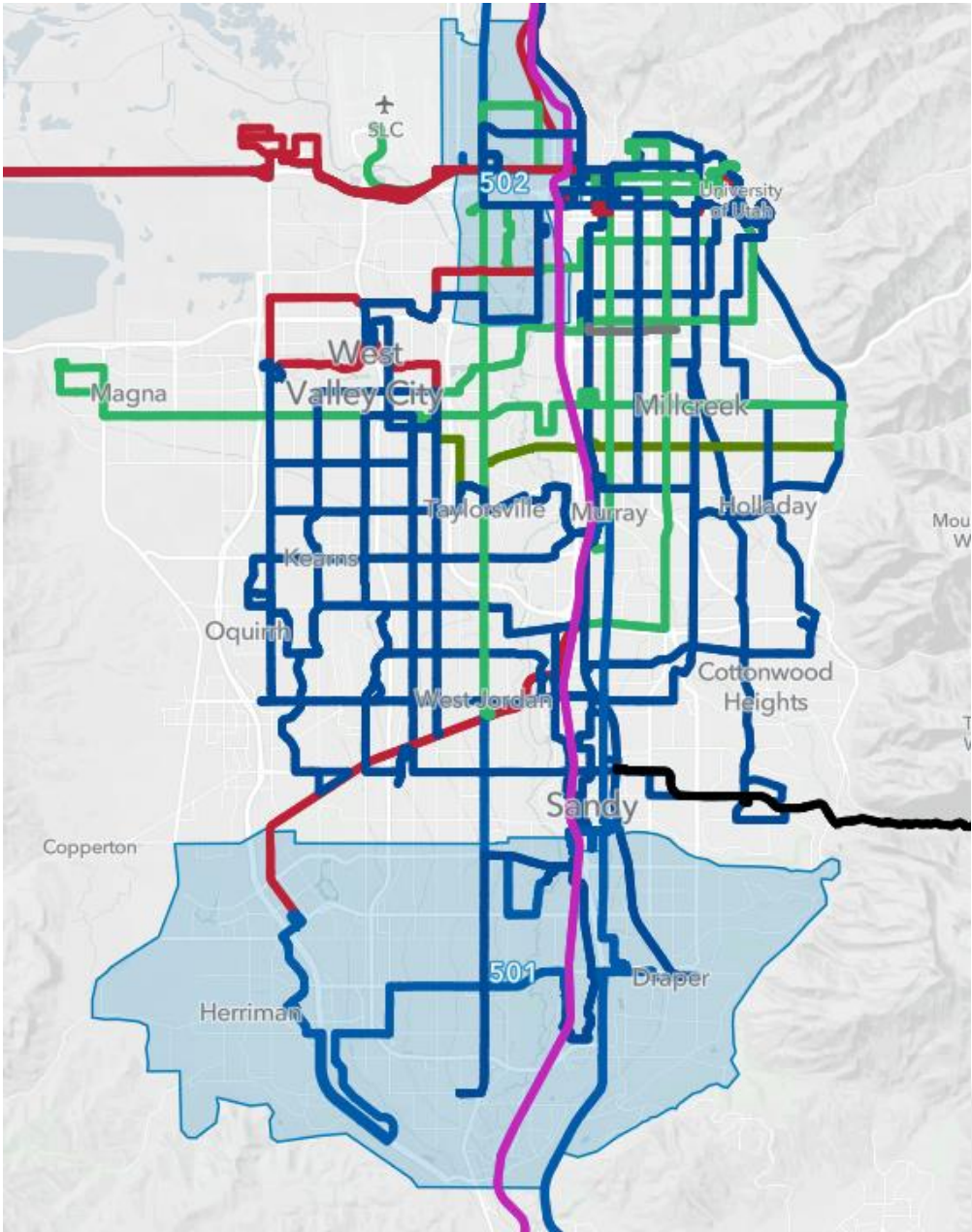


Salt Lake County

New Routes: 126, 219

Modified Routes: 39, 201, 217, 218, Red Line

Hours	Miles	Shifts	Pullout
+62K	+804K	+33	+19

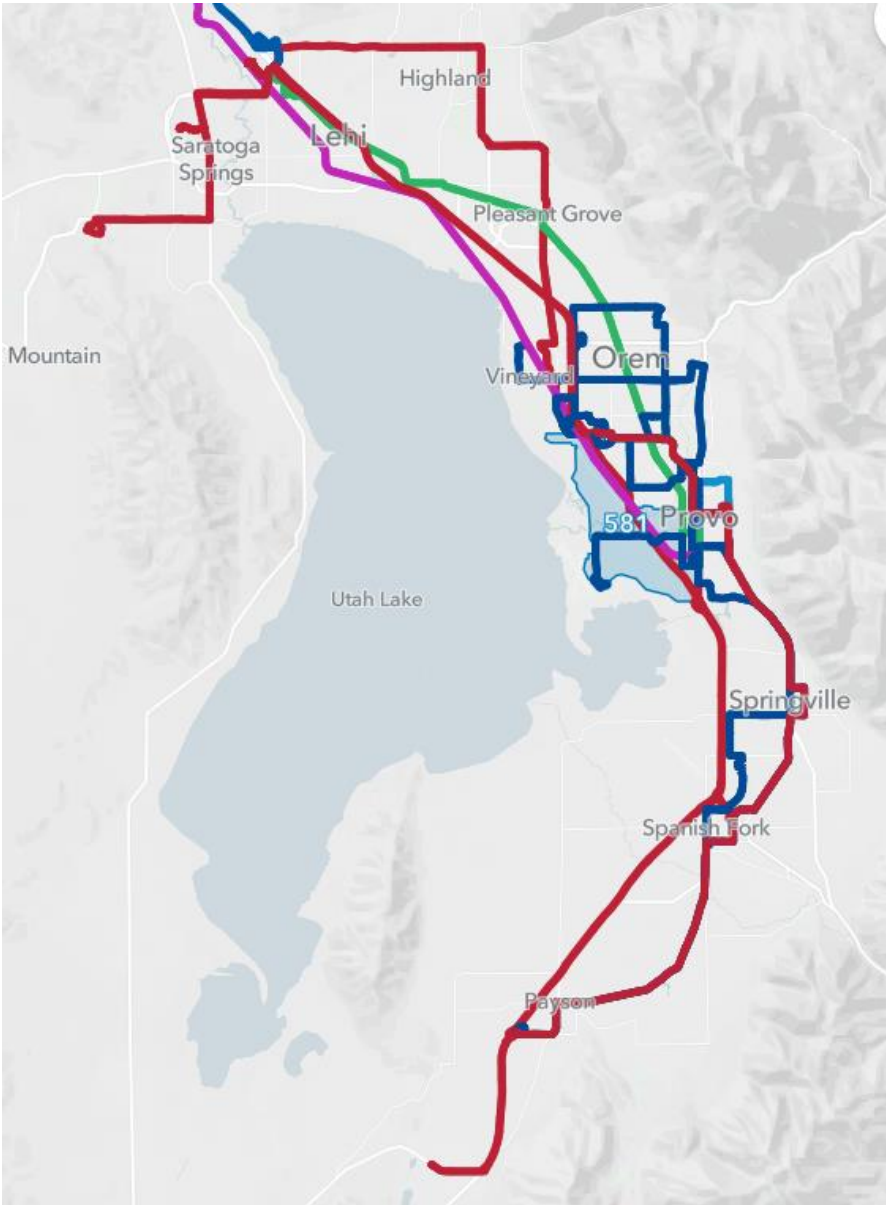


Utah County

New Services: 581, 823

Modified Routes: 871

Hours	Miles	Shifts	Pullout
+34K	+307K	+12	+6



April 2026 Service Changes

Agenda Item 7.a.



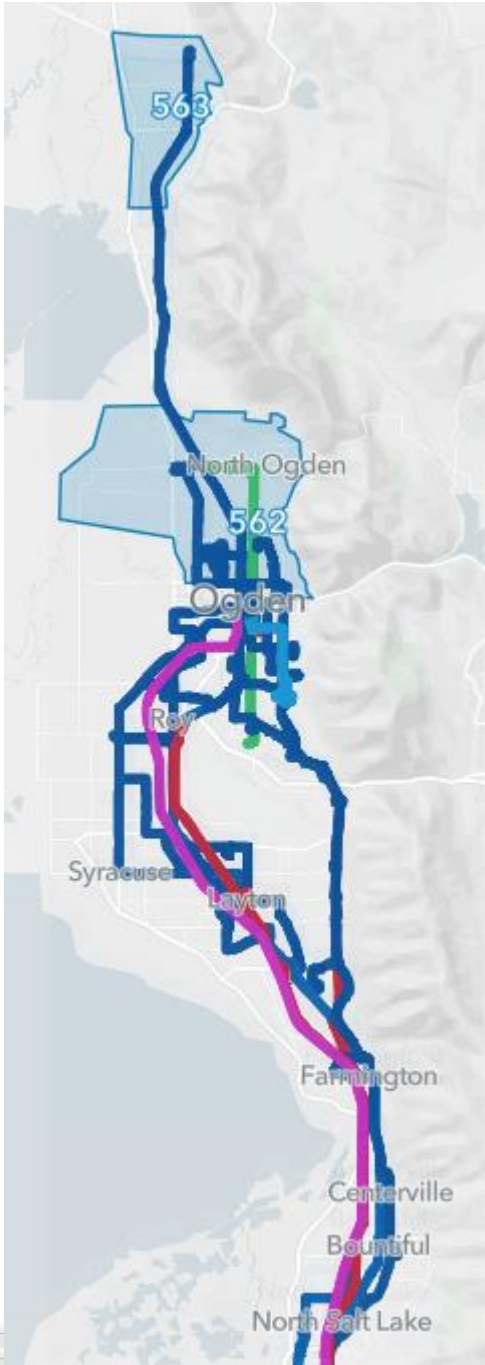
Weber/Davis/Box Elder

New Services: 562, 563, 610

Modified Routes: 455, 604, 612, 630, 640, 645

Discontinued Routes: 601, 625, 628, F638

Hours	Miles	Shifts	Pullout
+43K	+801K	+23	+3



Agenda Item 7.a.



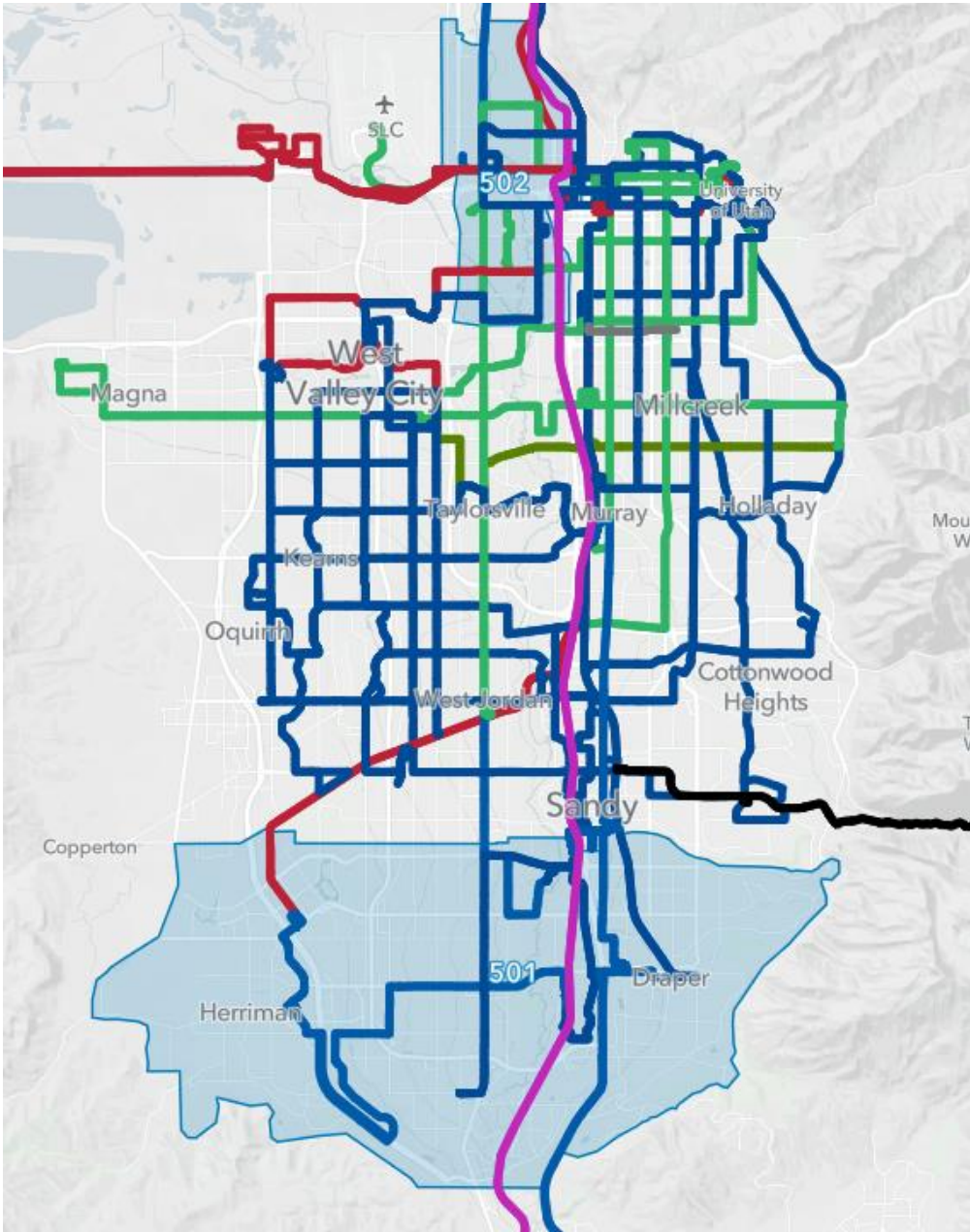
Salt Lake County

New Routes: 2A, 2B

Modified Services: 4, 45, 54, 62, 72, 205, 220, 223, 502, S-Line

Discontinued Routes: 2

Hours	Miles	Shifts	Pullout
+69K	+1.1M	+32	+16



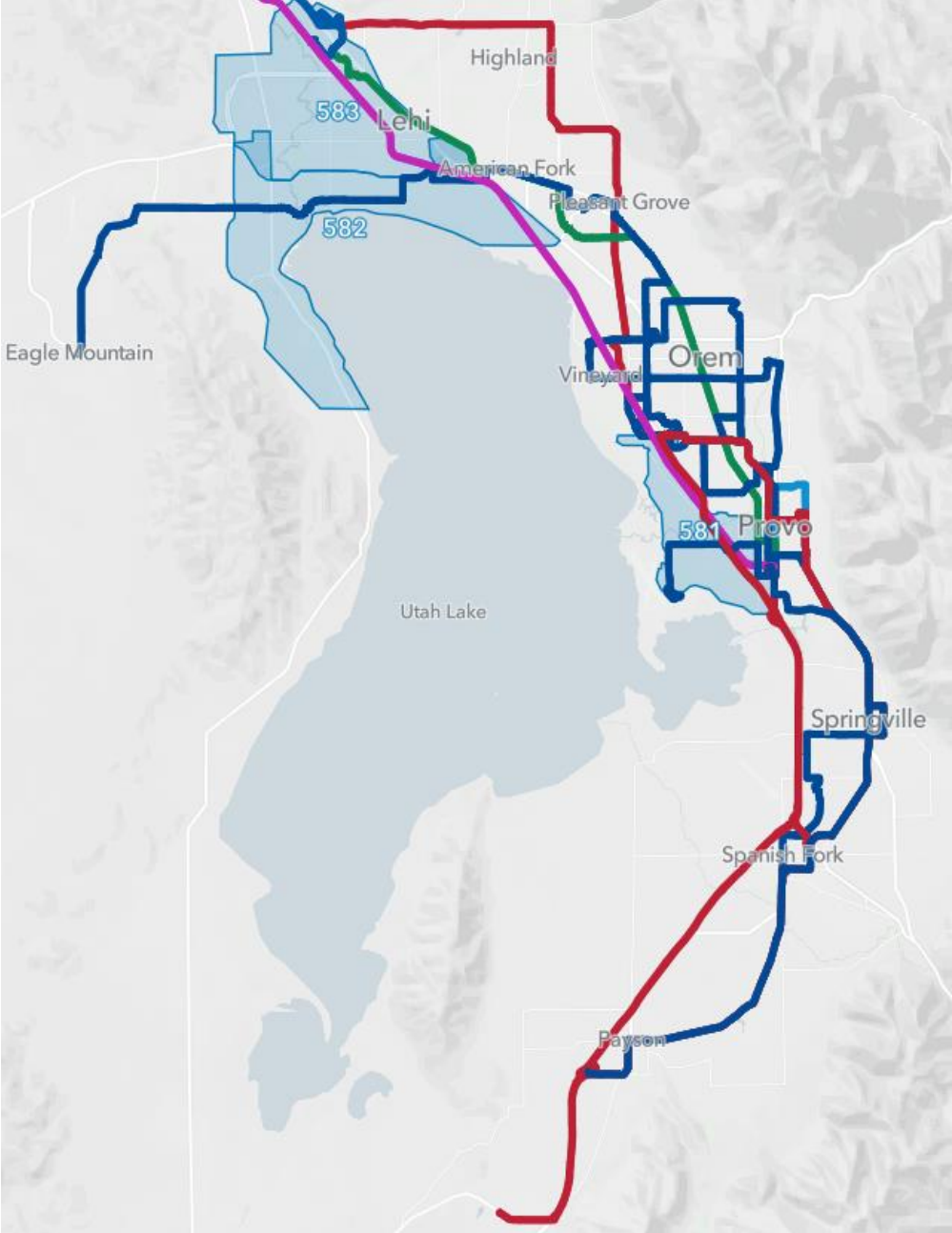
Utah County

New Services: 582, 583, 846, 860

Modified Routes: 850, 862

Discontinued Routes: 806

Hours	Miles	Shifts	Pullout
+39K	+404K	+21	+8



April 2027 Service Changes



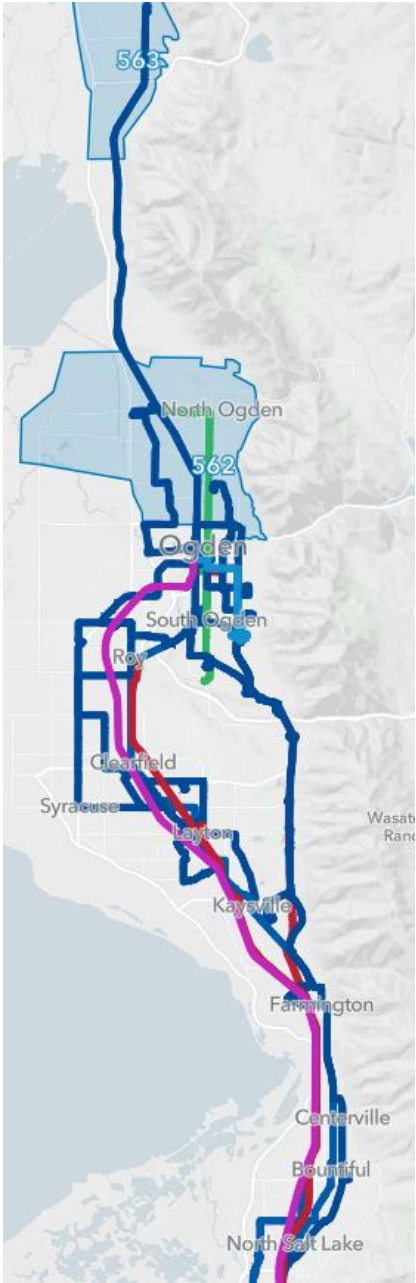
Agenda Item 7.a.

Weber/Davis/Box Elder

Modified Routes: 604, 613

Discontinued Routes: F618, F620

Hours	Miles	Shifts	Pullout
+7K	+108K	+4	-2



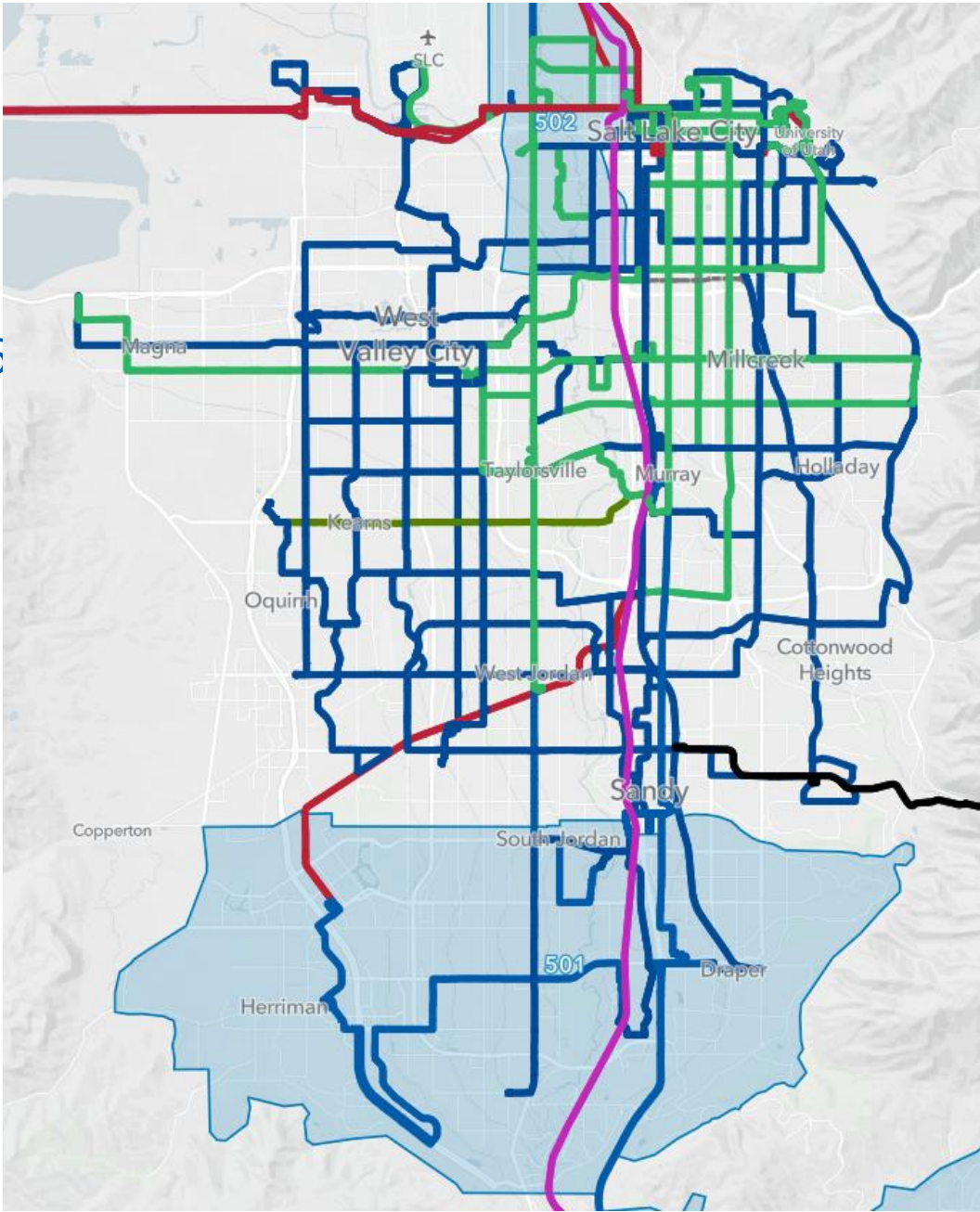
Salt Lake County

New Routes: 26, 31, MVX, 203, 208, 236

Modified Services: 17, 35, 39, 45, 47, 205, 223, 227, 240

Discontinued Routes: 509, 513, 551, F590

Hours	Miles	Shifts	Pullout
+135K	+1.6M	+66	+29

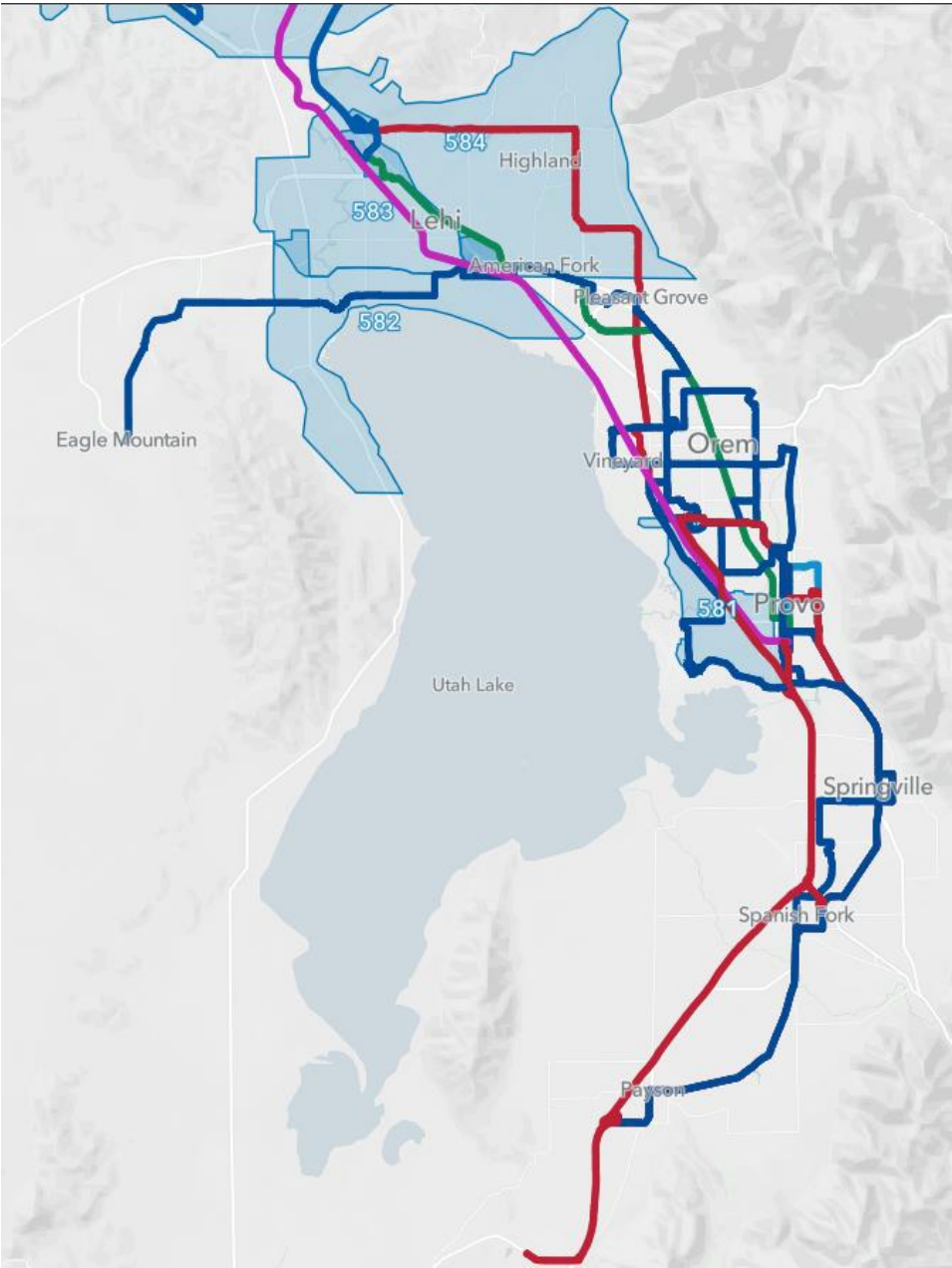


Utah County

New Services: 584

Modified Routes: UVX, 833

Hours	Miles	Shifts	Pullout
+13K	+151K	+8	+2



April 2028 Service Changes

Agenda Item 7.a.



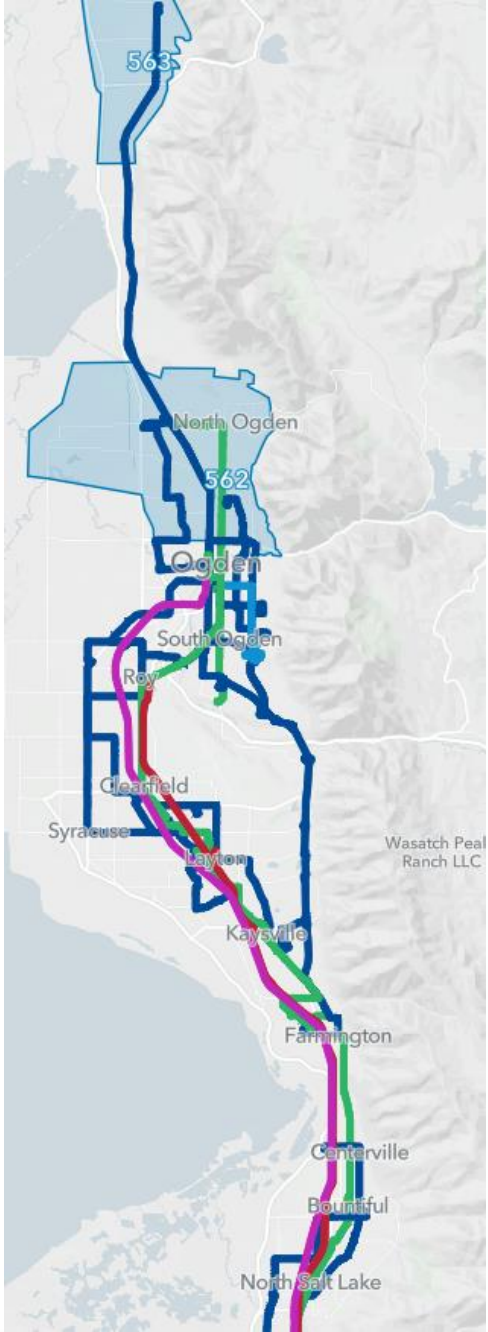
Weber/Davis/Box Elder

New Routes: 400, 470X, 600, 609

Modified Routes: 417

Discontinued Routes: 455, 470, 473, 667

Hours	Miles	Shifts	Pullout
+91K	+1.1M	+44	+9



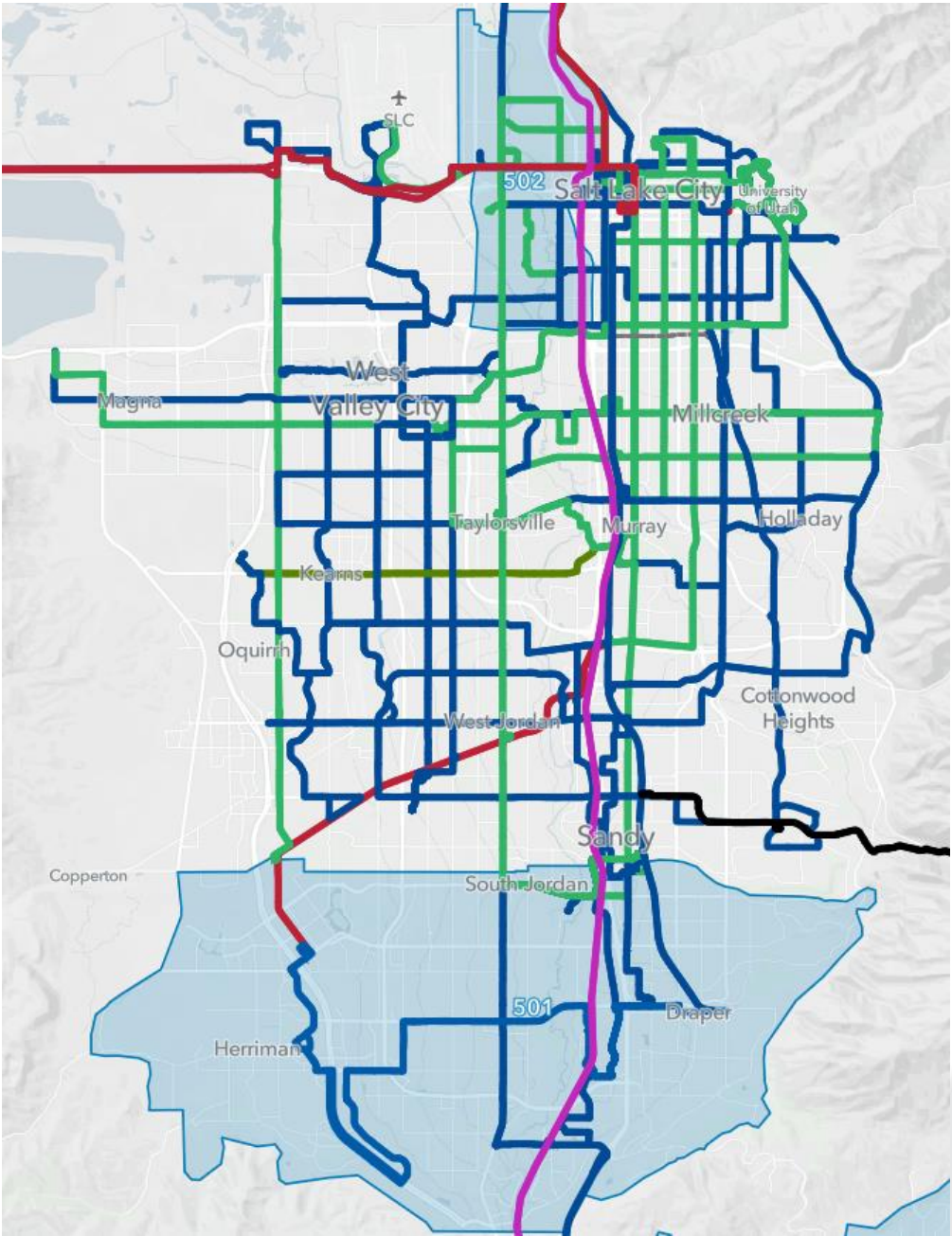
Salt Lake County

New Routes: 256

Modified Services: 126, 200, 217, 219

Discontinued Routes: 201, 218, F556

Hours	Miles	Shifts	Pullout
+131K	+1.6M	+58	+14

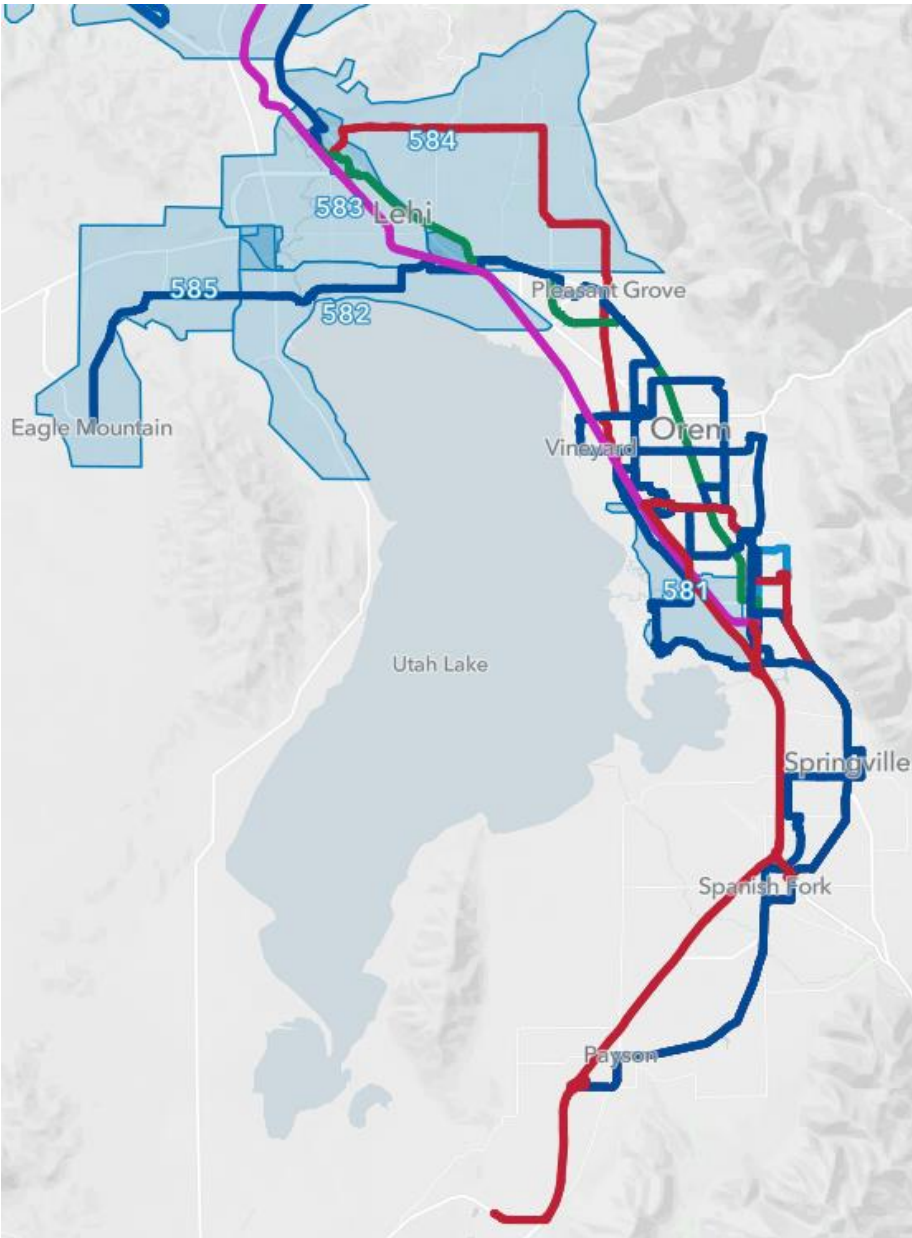


Utah County

New Services: 585

Modified Routes: 871

Hours	Miles	Shifts	Pullout
+16K	+181K	+39	+17



April 2029 Service Changes



Agenda Item 7.a.

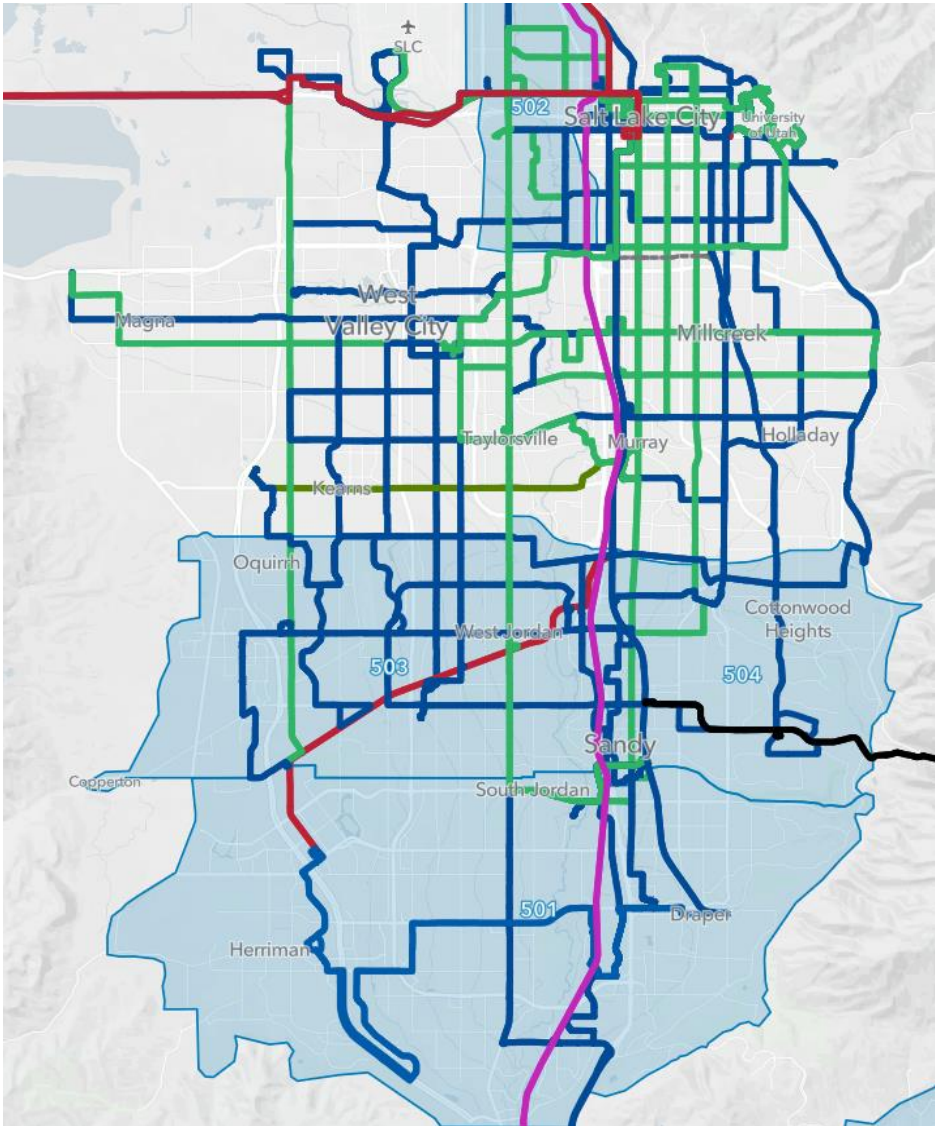
Salt Lake County

New Services: F264, 503, 504

Modified Routes: 62, 209, 213

Discontinued Routes: 72

Hours	Miles	Shifts	Pullout
+26K	+439K	+13	+5



Questions & Feedback



Recommended Action (by acclamation)

Motion to approve AR2024-11-01 – Resolution Approving the Proposed 2025-2029
Five-Year Service Plan and Recommending Adoption by the Authority's Board of
Trustees



CAPITAL PROJECTS

- a. AR2024-11-02 – Resolution Approving the Proposed 2025-2029 Capital Plan and Recommending Adoption by the Authority's Board of Trustees



**AR2024-11-02 – Resolution
Approving the Proposed
2025-2029 Capital Plan and
Recommending Adoption by the
Authority’s Board of Trustees**



Utah Transit Authority 5-Year Capital Plan 2025 - 2029

November 6, 2024



Since 2024-2028 Capital Plan Presentation

Noteworthy Accomplishments:

- Construction started on Mid-Valley Express
- Construction started on Downtown South Jordan TRAX station
- Contractor secured for S-Line Extension
- Vendor selected for Light Rail Vehicle Replacement effort
- Final designer selected on 5600 West Bus Project
- UDOT selected contractor for FrontRunner 2X project
- 5 Operator Restrooms placed in service
- 73 Bus stops constructed or enhanced in 2024 year to date



Plan Drivers



Operating safe system



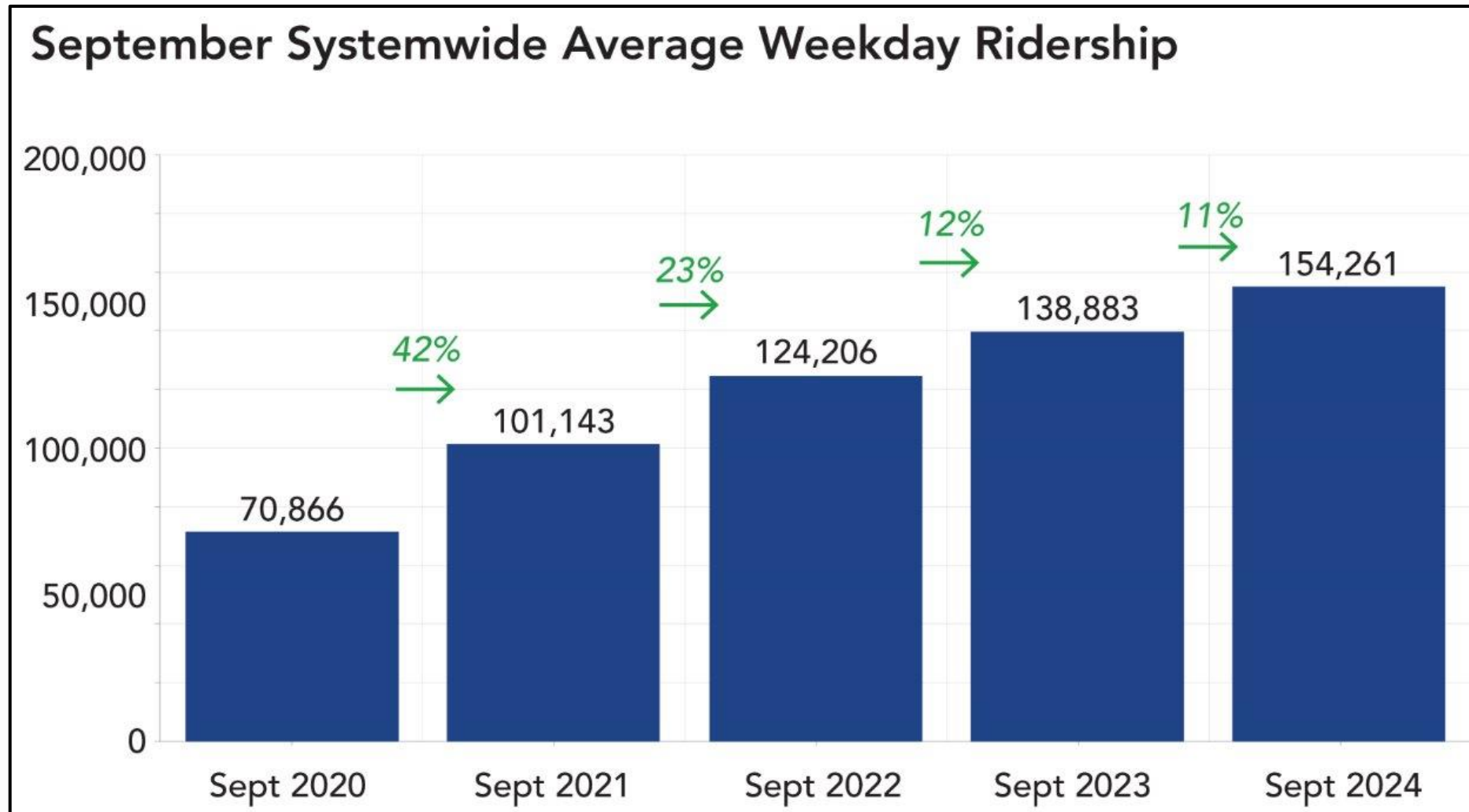
Balancing with system
expansion



Internal and External
Plan Alignments

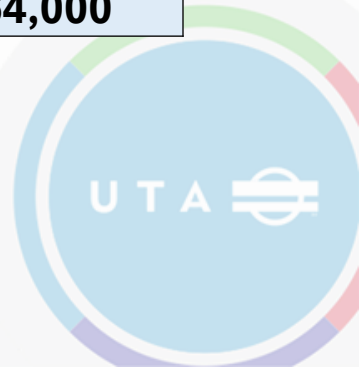


Ridership Trends (2020-2024)



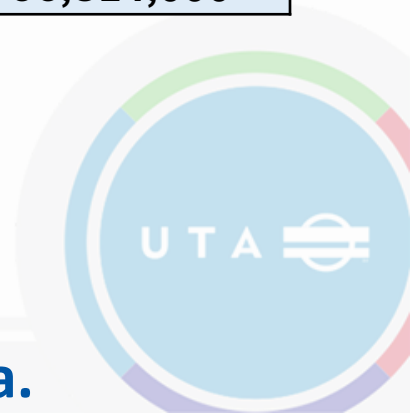
2025-2029 Capital Plan Yearly Summary

Year	Total Proposed Plan Amount	Grants	State/Local Partners	Financing	UTA Funds
2025	330,231,000	127,571,000	50,639,000	55,707,000	96,314,000
2026	265,120,000	86,944,000	42,332,000	64,035,000	71,809,000
2027	245,352,000	91,276,000	15,202,000	93,459,000	45,415,000
2028	200,405,000	28,606,000	8,093,000	112,270,000	51,436,000
2029	158,460,000	28,817,000	4,103,000	86,850,000	38,690,000
Total	1,199,568,000	363,214,000	120,369,000	412,321,000	303,664,000



2025 Capital Budget Summary

Programs/Projects	2025 Proposed Budget	2025 Grants	State/Local Partners	Financing	2025 UTA Funds
Capital Services	276,029,000	115,899,000	50,149,000	55,707,000	54,274,000
Enterprise Strategy	15,809,000	2,400,000	-	-	13,409,000
Executive Director (Safety)	1,996,000	-	-	-	1,996,000
Finance	21,211,000	5,542,000	490,000	-	15,179,000
Operations	9,700,000	3,730,000	-	-	5,970,000
People	2,145,000	-	-	-	2,145,000
Planning & Engagement	3,341,000	-	-	-	3,341,000
Grand Total	330,231,000	127,571,000	50,639,000	55,707,000	96,314,000



Major 2025 Milestones

5600 West Bus
Construction & Bus
Receipt

MVX Construction

S-Line Construction

90+ NRV's Received

Jordan River 2
Construction

OGX 4 Additional
Electric Buses

Light Rail Vehicle
Replacement Under
Contract

Mt. Ogden Admin
Building Begin
Construction

HRIS System
Implementation

50 Bus Stops
3 Restrooms

New Radio System
NTP

Two Interlocking
Upgrades (Rice & 450
East- Red Line)

New Station in South
Jordan – Daybreak
opening

Davis SLC Next Steps

Techlink Next Step

Substation Project
Completion

Major 2025 Milestones

Facilities Master Plan

25 CNG Buses

7 Grade Crossings

Automatic Passenger
Counter Upgrades

Light Rail Vehicle
Rehabilitations

Rehab 4 San Diego Bi-
Levels

Trapeze Upgrade

10-Year Capital Plan

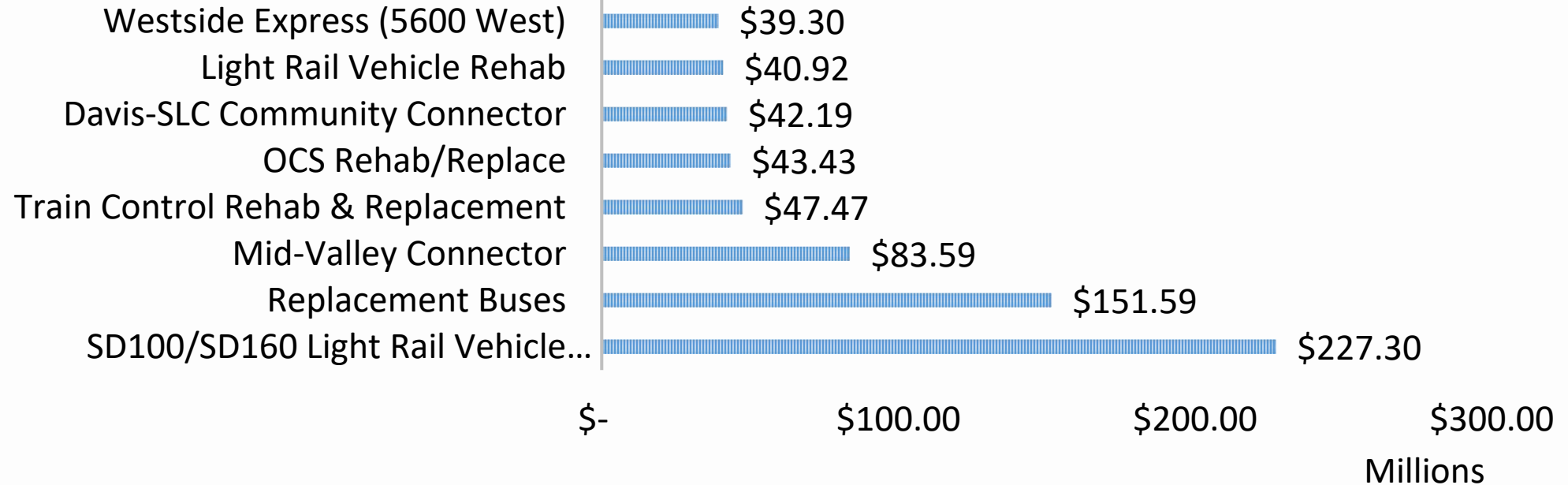
Sustainability Master
Plan

UVX Station

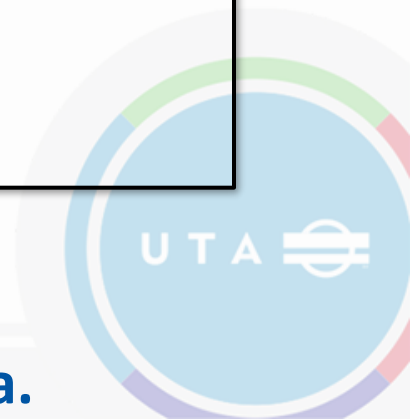
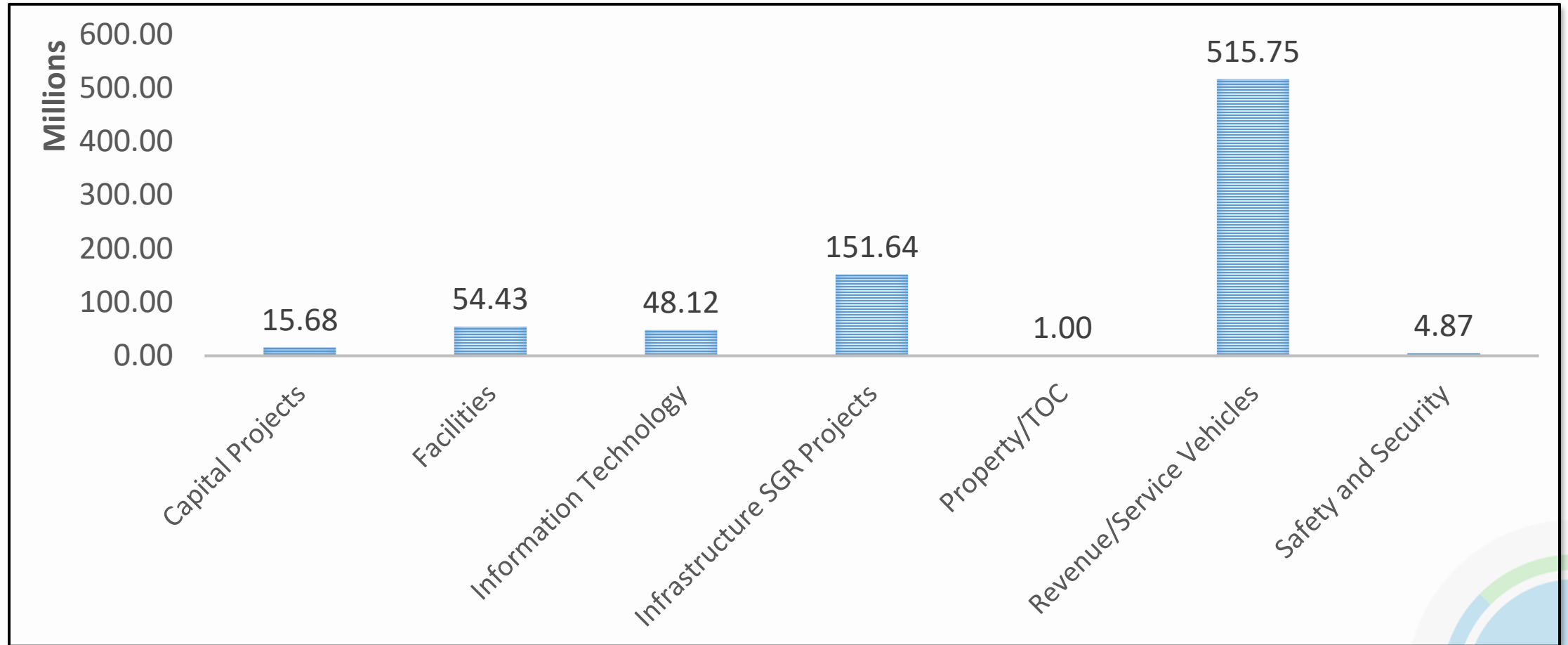
Utah County Park and
Rides



Large Projects- 2025-2029, 57% of Plan



State of Good Repair Plan Amount- \$791.48 M, 66% of Plan



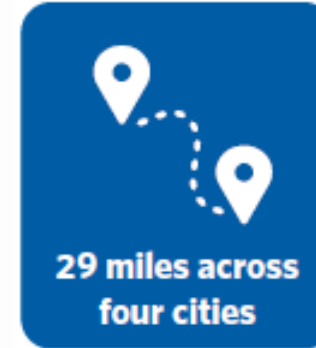
Key Project Highlights & Anticipated Deliverables



5600 West Bus Route

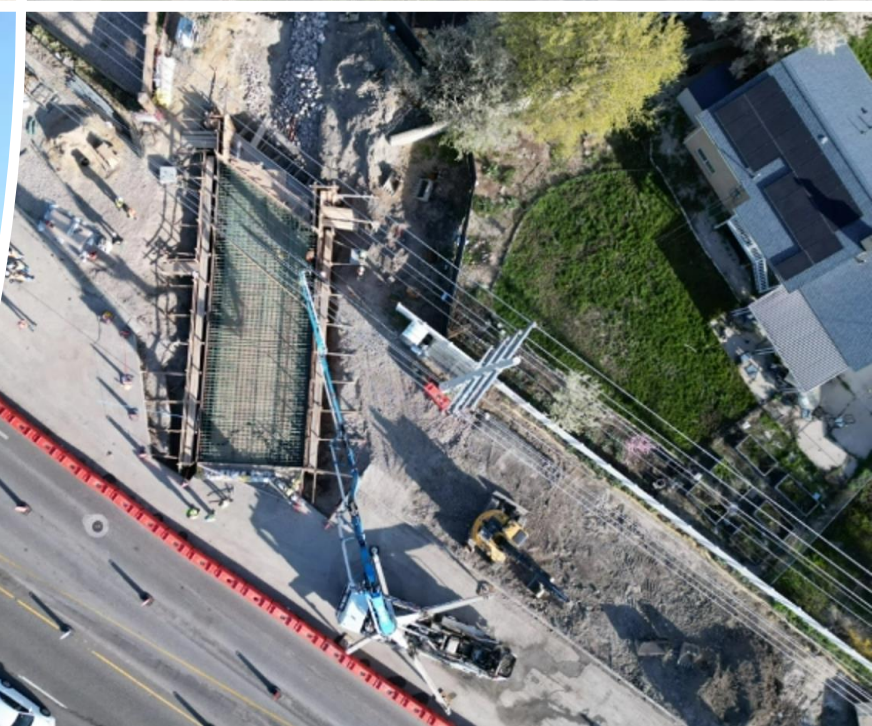
- UTA, in partnership with the Utah Department of Transportation (UDOT), has initiated an expansion of bus service in the west side of Salt Lake County, covering the cities of Salt Lake, West Valley, West Jordan, and Kearns
- This project is the transit alternative for UDOT's Mountain View Corridor project and has been identified in UTA Five Year Service Plan to address the future growth of West Salt Lake County

ELEMENTS



Mid-Valley BRT Project

- Route goes from Murray Central Station to West Valley Central Station
- Construction began March 2024 with North Jordan Canal Extension
- Construction continuing with 4700 S Walls, utility work, SLCC and stations along 2700 West
- \$18.5 M budget in 2024
- Planned \$100.7 M between 2024 & 2026



SD100 – SD160 Light Rail Replacement-

- Goal- replace 40 Light Rail Vehicles
- Current Accomplishments
 - RFP advertised, evaluated and preliminary award issued
- Awarded contract October 2024
- Total 2025-2029 Five Year Plan:
 - \$227,300,000

Agenda Item 8.a.

Next Steps

- December - Present 2025-2029 Capital Plan and 2025 Budget for adoption to Board of Trustees



Questions?



Recommended Action (by acclamation)

Motion to approve AR2024-11-02 – Resolution Approving the Proposed 2025-2029 Capital Plan and Recommending Adoption by the Authority's Board of Trustees



BUDGET AND INVESTMENTS

- a. Consultation on Agency's Tentative 2025 Budget



Consultation on Agency's Tentative 2025 Budget





2025 Tentative Budget

November 6th, 2024 Consultation



2025 Budget Highlights

Service Additions:

Supplemental Service
Bus: South Valley – S Utah County
On Demand – Provo Airport



Rail Vehicle Procurements

TRAX Ambassador Program Continuation



2025 Tentative Budget Overview

	FY 2024 Budget	FY 2025 Budget	Change	% Change
Operations	\$425,511,000	\$461,941,000	\$36,430,000	8.6%
Capital	264,540,000	330,231,000	65,691,000	24.8%
TOTAL	\$690,051,000	\$792,172,000	\$102,121,000	14.8%



2025 UTA Operating Budget Expenses by Mode

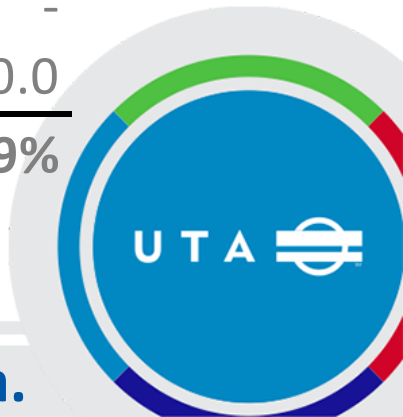
Mode	FY 2024 Adj. Budget	FY 2025 Budget	Change	% Change
Bus	\$143,838,000	\$160,181,000	\$16,343,000	11.4%
Commuter Rail	38,015,000	37,674,000	(341,000)	-0.9%
Light Rail	64,499,000	66,925,000	2,426,000	3.8%
Paratransit	29,221,000	29,991,000	770,000	2.6%
Rideshare/Vanpool	4,012,000	3,954,000	(58,000)	-1.4%
Microtransit	12,949,000	16,811,000	3,862,000	29.8%
Operations Support	64,622,000	67,899,000	3,277,000	5.1%
Administration	54,050,000	63,214,000	9,164,000	17.0%
Planning/Capital Support	13,623,000	14,292,000	669,000	4.9%
Non-Departmental	682,000	1,000,000	318,000	46.6%
Total Division	\$425,512,000	\$461,941,000	\$36,429,000	8.6%



UTA FTE Summary by Office

2024 Budget and 2025 Tentative Budget

Office	FY 2024 Adj. Budget	FY 2025 Budget	Change	% Change
Board	16.0	15.0	(1.0)	(0.1)
Executive Director	32.5	33.5	1.0	0.0
Operations	2,328.7	2,350.7	22.0	0.0
Finance	136.0	139.0	3.0	0.0
Capital Services	59.0	64.0	5.0	0.1
Planning & Engagement	84.2	100.6	16.3	0.2
Enterprise Strategy	125.0	131.0	6.0	0.0
Communications	17.5	17.5	-	-
People	94.0	97.0	3.0	0.0
Total FTE	2,892.9	2,948.2	55.3	1.9%



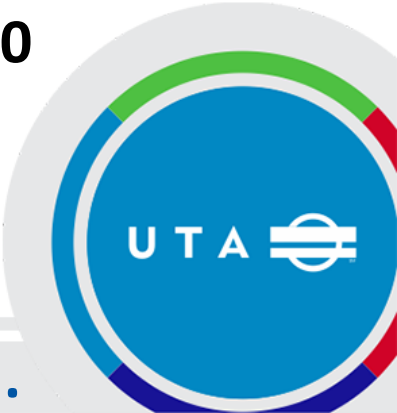
2025 Capital Budget Summary

Reporting Group	2025 Total Budget	2025 Grants	2025 State & Local	2025 UTA & Lease	2025 Bonds
5310 Projects	\$ 6,121,000	\$ 5,542,000	\$ 490,000	\$ 89,000	\$ -
Capital Projects	126,612,000	60,058,000	46,019,000	20,535,000	-
Charging Infrastructure	2,286,000	-	-	2,286,000	-
Facilities	44,566,000	12,846,000	4,100,000	22,265,000	5,355,000
Information Technology	22,975,000	2,400,000	-	20,575,000	-
Infrastructure SGR Projects	41,187,000	17,534,000	30,000	23,623,000	-
Planning	1,630,000	-	-	1,630,000	-
Property/TOC	4,213,000	540,000	-	3,673,000	-
Revenue/Service Vehicles	77,803,000	27,766,000	-	32,337,000	17,700,000
Safety and Security	2,838,000	885,000	-	1,953,000	-
Grand Total	\$330,231,000	\$127,571,000	\$50,639,000	\$128,966,000	\$23,055,000

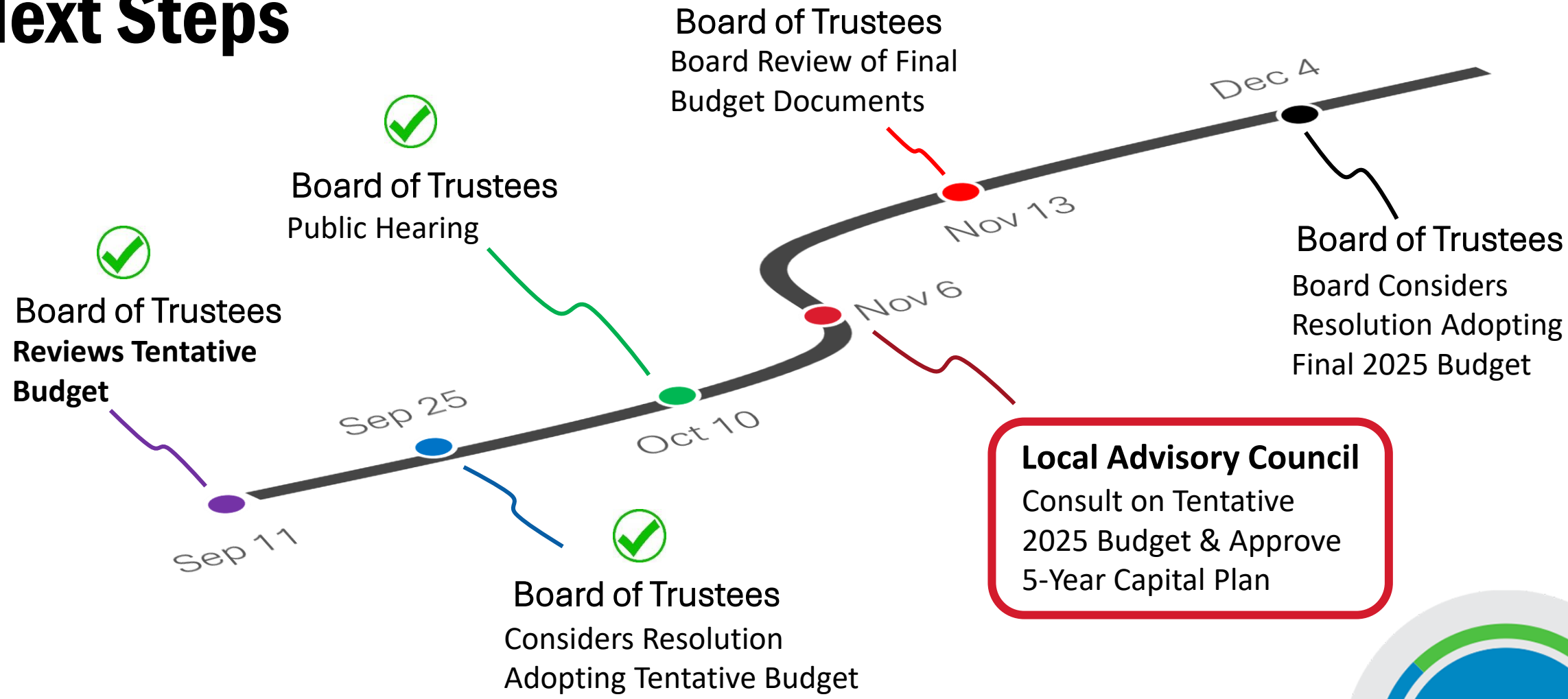


Tentative to Final Operating Budget Changes

		FTEs	Expense
Additional Staffing Request	<ul style="list-style-type: none">Operators & Administrative	10.3	\$ 555,000
Other Changes	<ul style="list-style-type: none">Electric Rate IncreasesOther Non-Personnel	- -	1,838,000 (100,000)
Net-Zero Moves	<ul style="list-style-type: none">Category Adjustments	16.0	-
TOTAL		26.3	\$ 2,293,000



Next Steps



Questions?



TRANSIT-ORIENTED DEVELOPMENT

- a. Salt Lake Central Station Redevelopment



Salt Lake Central Station Redevelopment

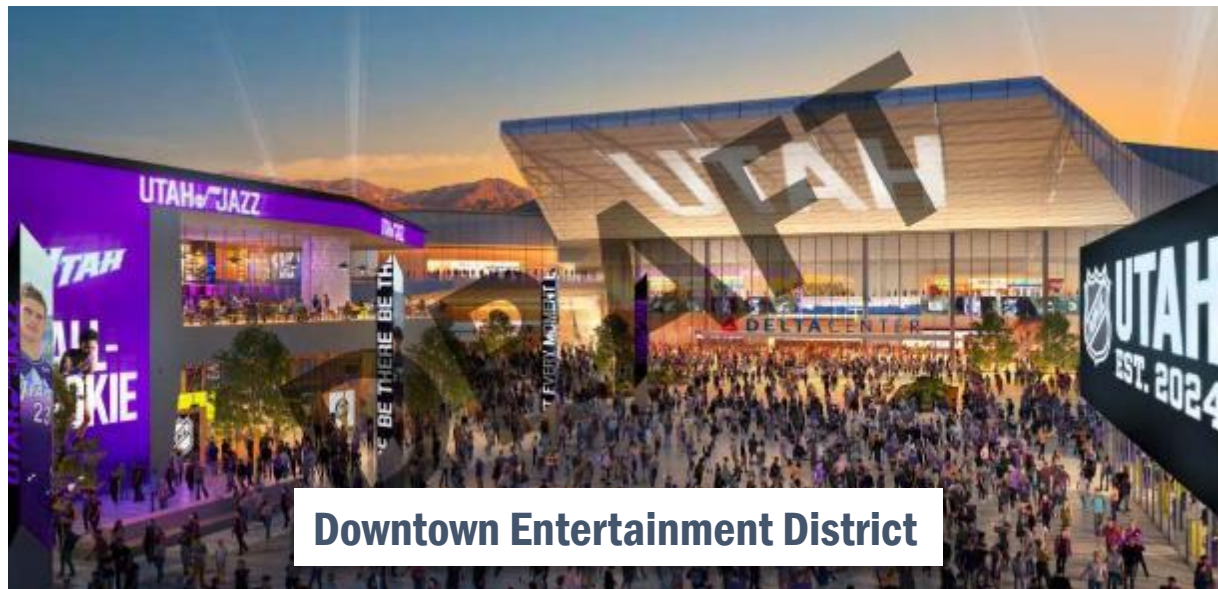
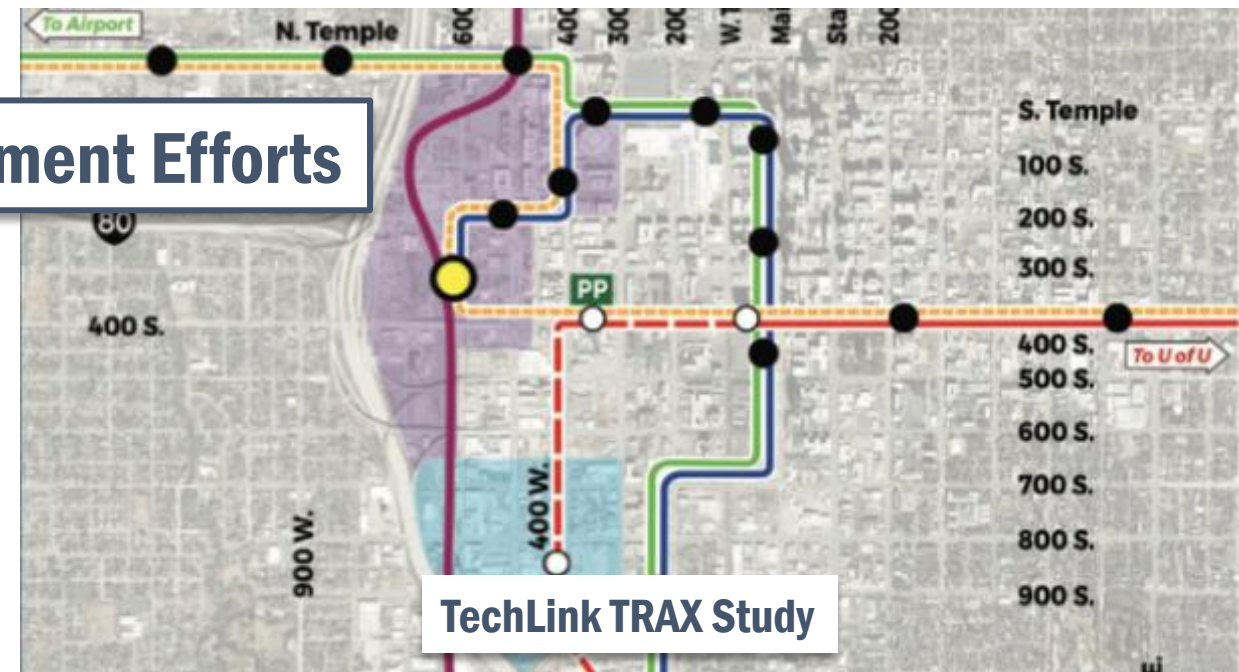


An aerial sketch of the Salt Lake Central Station Area Plan. The image shows a dense urban landscape with various buildings, including a prominent modern building with a yellow and blue facade in the foreground. The background features rolling hills and mountains. A semi-transparent text box is overlaid on the left side of the image.

Salt Lake Central Station Area Plan

- Envisions Salt Lake Central as vibrant, transit-oriented development center
- Includes mixed-use bookend building opposite Rio Grande, framing 300 S
- Building could accommodate UTA administrative workspace
- Includes significant improvements to transit rider environment

Agenda Item 10.a.



A photograph of the UT Arlington FrontLine Headquarters building, a modern multi-story structure with large windows and a white facade. The UT Arlington logo is visible on the left side of the building. A vertical white line is positioned to the right of the title.

FrontLine Headquarters

- **Seismic Assessment**
- **Building systems obsolete or reaching end of useful life**
- **Significant renovation costs**

Agenda Item 10.a.

Exploring Unique Solution

Leverage workspace need to deliver:

- Improved transit-rider environment
- Economic catalyst in distressed area
- Support for other community development efforts
- Improved transit-gateway experience

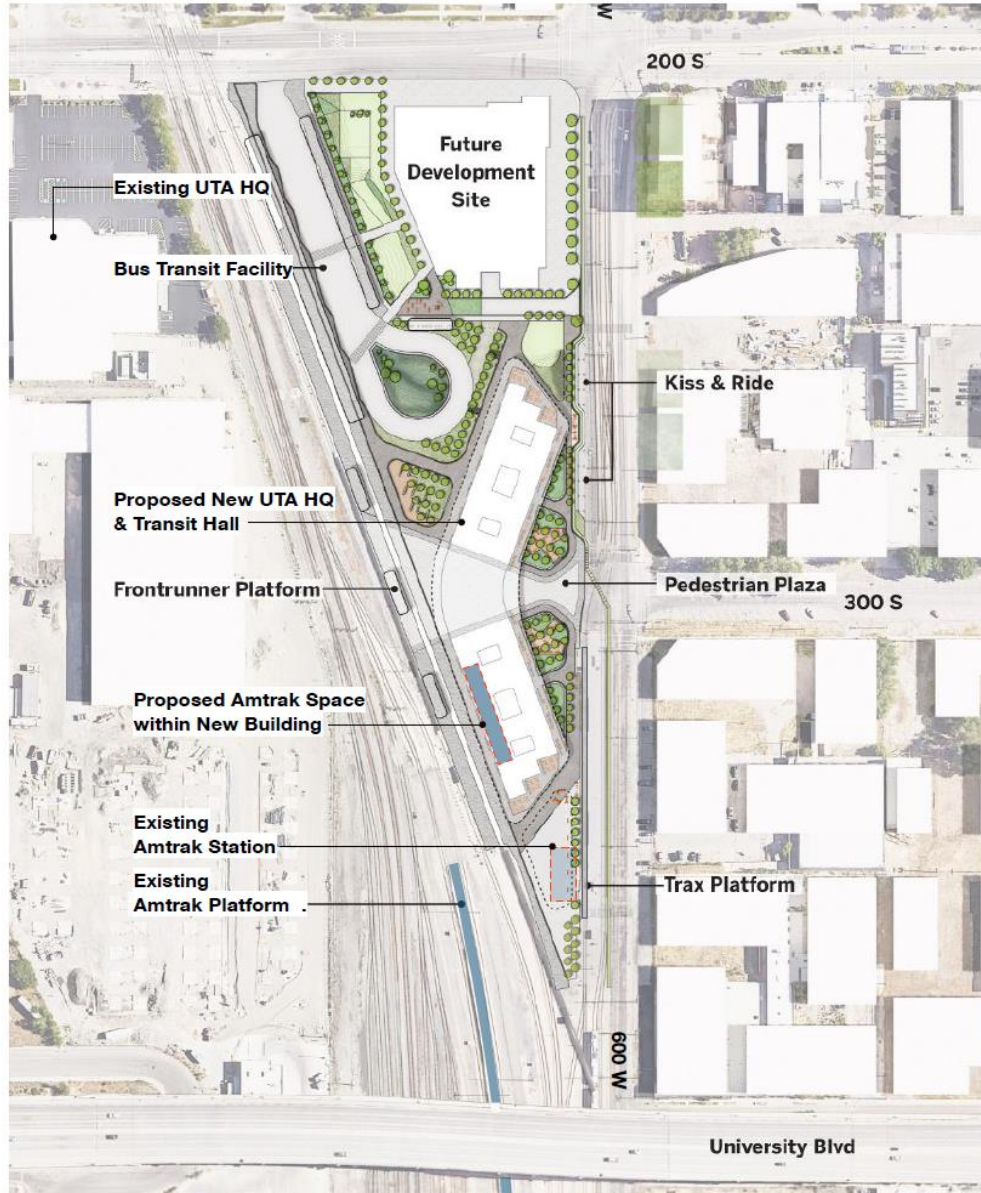
Strategize funding scenario to:

- Utilize TOD assets
- Explore alternative funding sources
- Avoid impact to UTA operations and other facility priorities
- Provide return to UTA

Agenda Item 10.a.



Site Plan & Aerial View from NW





Agenda Item 10.a.

Transit Hall

Amtrak TRAIN INFORMATION

Number	Train	TO	From	Status	Platform
191	CRESCENT	NEW ORLEANS	PHILADELPHIA	ON TIME	5
2163	REGIONAL	BOSTON	NEWPORT NEWS	BOARDING	6
2163	ACELA EXPRESS	RICHMOND	BOSTON	ON TIME	7
2170	REGIONAL EXPRESS	BOSTON	NEW YORK	ON TIME	8
649	ACELA EXPRESS	WASHINGTON	PHILADELPHIA	ON TIME	9
649	KEYSTONE	WASHINGTON	PHILADELPHIA	ON TIME	9
6493	N.J. TRANSIT	HARRISBURG	ATLANTIC CITY	ON TIME	7
UNATTENDED	BAGS WILL BE CONFISCATED BY AMTRAK POLICE. THANKS FOR YOUR COOPERATION.				

SIGNAGE

TOWER SOUTH





Agenda Item 10.a.

An architectural rendering of a modern transit station at dusk. The station features a multi-story glass and steel structure with illuminated interior levels. A covered walkway with white columns runs along the front, and a tram is visible on the tracks to the right. Pedestrians are shown walking on the sidewalk. The word "Benefits" is overlaid in large white text.

Benefits

Utah Transit Authority

- Long-term administrative workspace solution
- Enhanced agency visibility and perception
- Achieve organizational excellence

Community

- Improved transit-rider environment
- Economic catalyst in distressed area
- Support other community development efforts
- Improved transit-gateway experience

Agenda Item 10.a.



Project Delivery

Self-Development

- Guide transit-related improvements
- Ensure viable, long-term investment
- Reduce costs and increase return
- Control outcome

Avoid impact to service and capital needs

- New building costs comparable to FLHQ renovation costs
- Utilize TOD assets and revenue
- Continue assessment and strategy to meet other facility needs

Agenda Item 10.a.

DISCUSSION

- a. Open Dialogue with the Board of Trustees

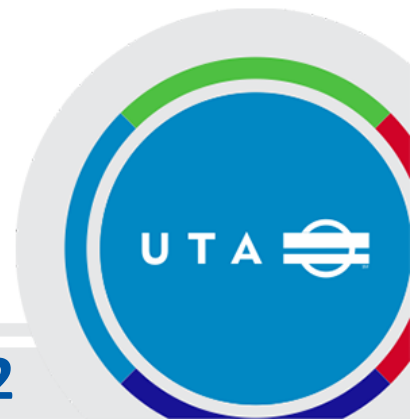


Open Dialogue with the Board of Trustees



REPORTS AND OTHER BUSINESS

- a. AR2024-11-03 – Resolution Giving Notice and Setting Regular Meetings Dates for the Authority’s Local Advisory Council for Calendar Year 2025
- b. Executive Director Report
 - Operator Recruitment Update
 - Light Rail Vehicle Contract
 - Ridership Update
 - Quiet Zone Status
 - Chief of Staff – Kim Shanklin
- c. Audit Committee Report
- d. Next Meeting: Wednesday, February 19, 2025 at 1:00 p.m.



**AR2024-11-03 – Resolution
Giving Notice and Setting Regular
Meeting Dates for the Authority’s
Local Advisory Council for
Calendar Year 2025**



Local Advisory Council

Proposed 2025 Meetings

- Wednesday, February 19, 2025, 1:00 p.m.
- Wednesday, May 7, 2025, 1:00 p.m.
- Wednesday, August 27, 2025, 1:00 p.m.
- Wednesday, November 5, 2025, 1:00 p.m.



Recommended Action (by acclamation)

Motion to approve AR2024-11-03 – Resolution Giving Notice and Setting Regular Meeting Dates for the Authority’s Local Advisory Council for Calendar Year 2025



Executive Director Report: Operator Recruitment Update





Moving Utahns to a Better Quality of Life



Strategic Initiative: Deploy Operator Staffing Strategies

Strategies:

- Deployed a recruitment marketing application strategy
- Shifted from service unit to UTA Agency view
- Designed personas for successful operator - enhancing quality of hire
- Evaluated capacity of equipment, trainers, and service needs
- Improved forecasting and aligned staffing model to 5-year service plan
- Significant improvements to operator schedules has helped with both recruitment and retention.



Executive Director Report: Light Rail Vehicle Contract



Executive Director Report: Ridership Update



Executive Director Report: Quiet Zone Status



Executive Director Report: Chief of Staff – Kim Shanklin



Audit Committee Report



**Next Meeting: Wednesday,
February 19, 2025 at 1:00 p.m.**



ADJOURN

