

UTA Board of Trustees Meeting

July 23, 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



Consent Agenda

- a. Approval of July 9, 2025, Board Meeting Minutes
-

Recommended Action (by acclamation)

Motion to approve the consent agenda.



Reports



Executive Director Report

- Update on Bond Sale
- UTA Commendation – Operator Patrick Randall



Update on Bond Sale



UTA Commendation – Operator Patrick Randall



Strategic Plan Minute: Exceeding Customer Expectations – Launch Qualtrics





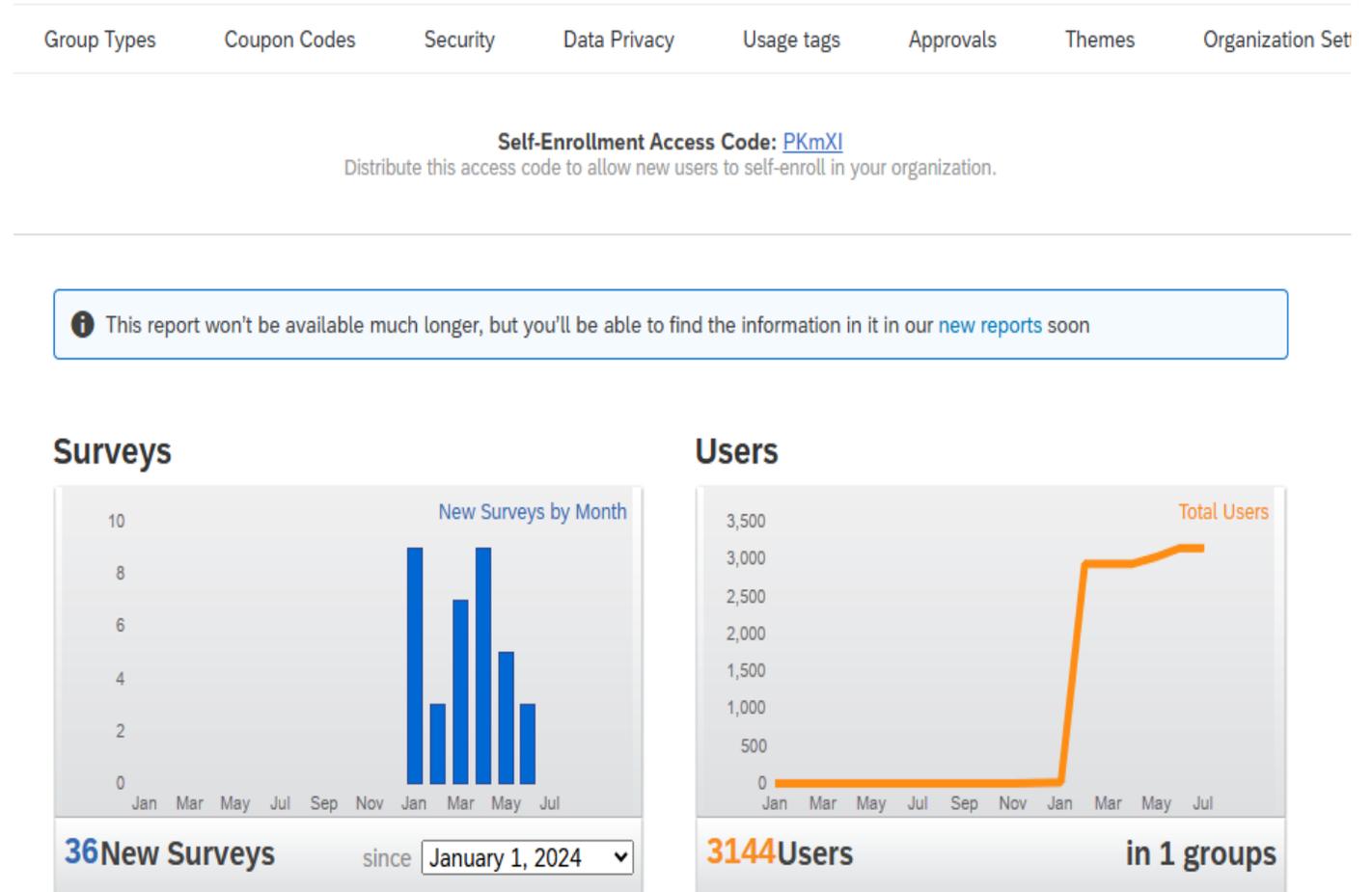
Exceeding Customer Expectations



Strategic Initiative: Launch Qualtrics

Highlights:

- Launch Employee Experience
- Design and final testing of Employee Exit Survey
- Design Customer Experience Module and Change Day 2024 and 2025 using TextIQ (Qualitative Analysis)
- Access best practices in survey design and analysis



Discretionary Grants Report



Agenda

- Grant Applications Not Selected – none to report
- Proposed Grant Applications
- Grant Applications Awaiting Selection – none to report
- Discretionary Grants/Appropriations Selected – none to report



Grants Update – July 2025

Proposed Grant Applications	Request	Match	Match Source	Due Date
FFY25 FTA Bus and Bus Facilities 25 Diesel Vehicles & Workforce Training	\$21.3M	\$3.8M	UTA	7/14/25
FFY25 FTA Low & No Emission 24 Compressed Natural Gas Vehicles & Workforce Training	\$20.5M	\$ 3.6M	UTA	7/14/25
Davis County – FY2025 3 rd Quarter Funds Davis Salt Lake Community Connector	\$6M	\$1.5M	CMAQ	8/1/25

*CMAQ – Congestion Mitigation Air Quality





Federal Transit
Administration

Grant Programs Highlights!

FTA Bus and Bus Facilities

- Capital projects to purchase buses
- Match 85/15 for ADA Accessible Vehicles
- Match 80/20 Workforce Related Training
- UTA is Applying for 25 Diesel Buses & Workforce Training



FTA Low and No Emission Program

- Capital project to purchase Low Emission Vehicles
- Match 85/15 for Low Emission Vehicles
- Match 80/20 Workforce Related Training
- UTA is Applying for 24 CNG Buses & Workforce Training



Grant Program Highlights!

Davis County 3rd Quarter Funds



Davis
C O U N T Y

Funding Information

- Funding allows support for Bus Stations and Construction
- The required match is 20%

Project Information

- Davis Salt Lake Community Connector
- 26-mile route
- Connects Farmington FrontRunner Station to Research Park
- Offers 15-minute service throughout the day and 30-minute intervals in early morning/late evening
- Current estimated cost: \$73 million



Questions?



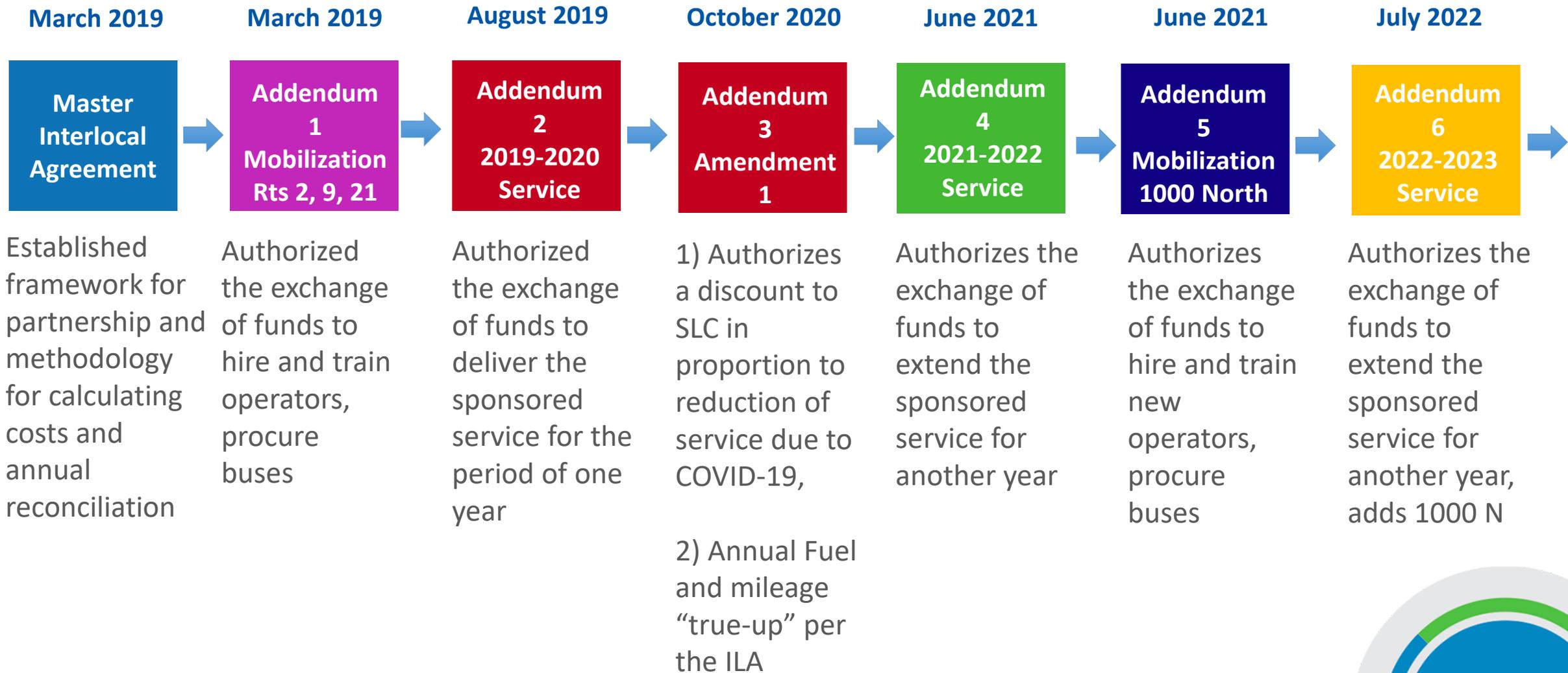
Resolutions



R2025-07-02

**Resolution Authorizing Execution of
Addendum 9 to the Salt Lake City
Transit Master Plan, Interlocal
Agreement for 2025-2026 Frequent
Transit Network Routes**





May 2023

Sept. 2024

July 2025

**Addendum
7
2023-2024
Service**



**Addendum
8
2024-2025
Service**



**Addendum
9
2025-2026
Service**

Authorizes the exchange of funds to extend the sponsored service for another year

Authorizes the exchange of funds to extend the sponsored service for another year

Authorizes the exchange of funds to extend the sponsored service for another year





Addendum 9 – 2025-2026 Service

Miles & Service

455,873 miles City Sponsored Service

Fuel

\$3.05/gallon

4.95 gallons/mile

Financial

2.2% inflation rate

Based on 2023 NTD costs/mile

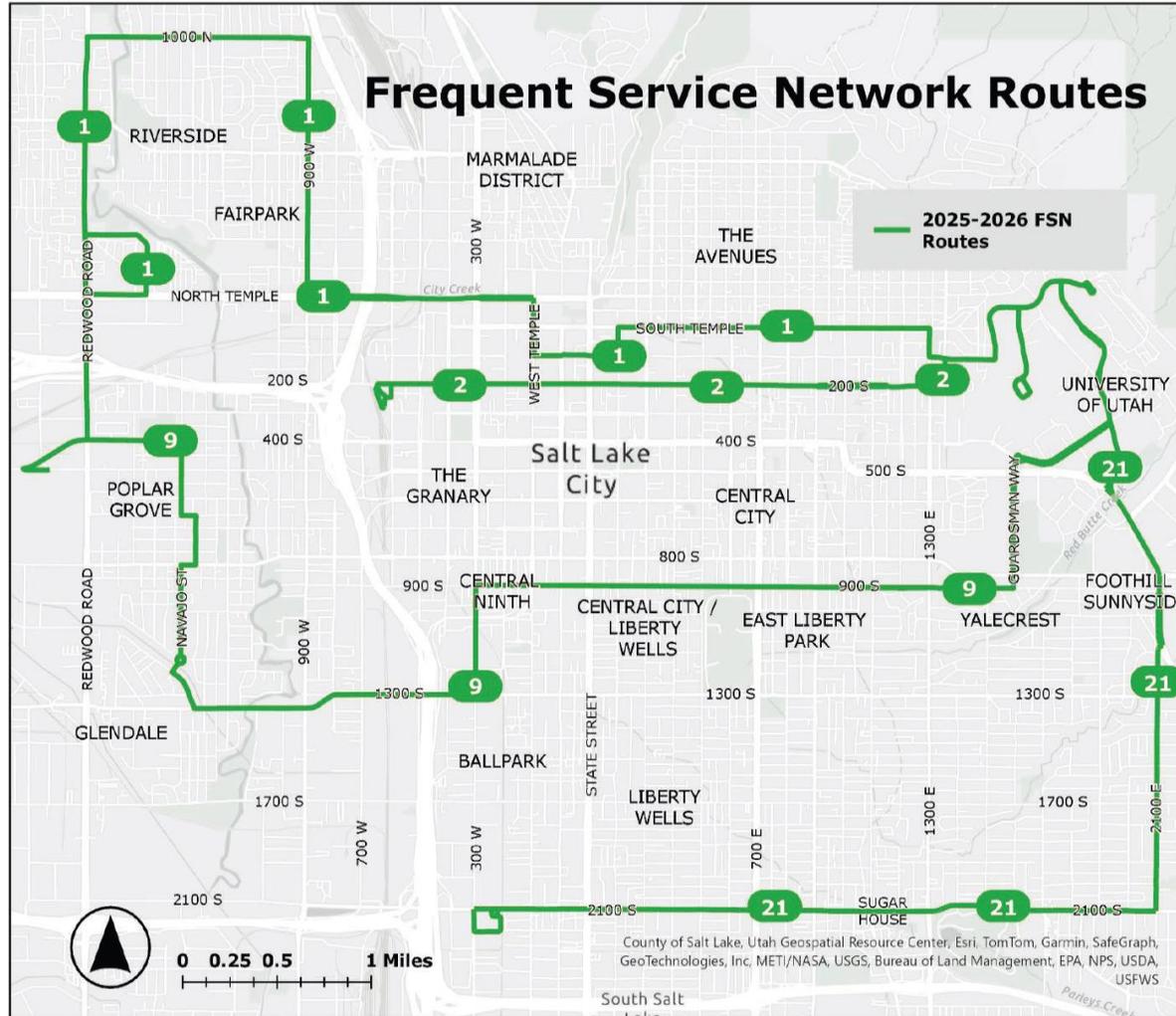
\$49,306 actual vehicle lease rate 10

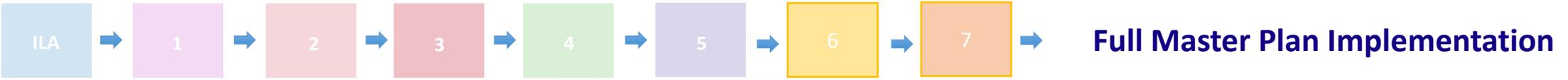
\$43,845 actual vehicle lease rate 4

\$787,208 Paratransit

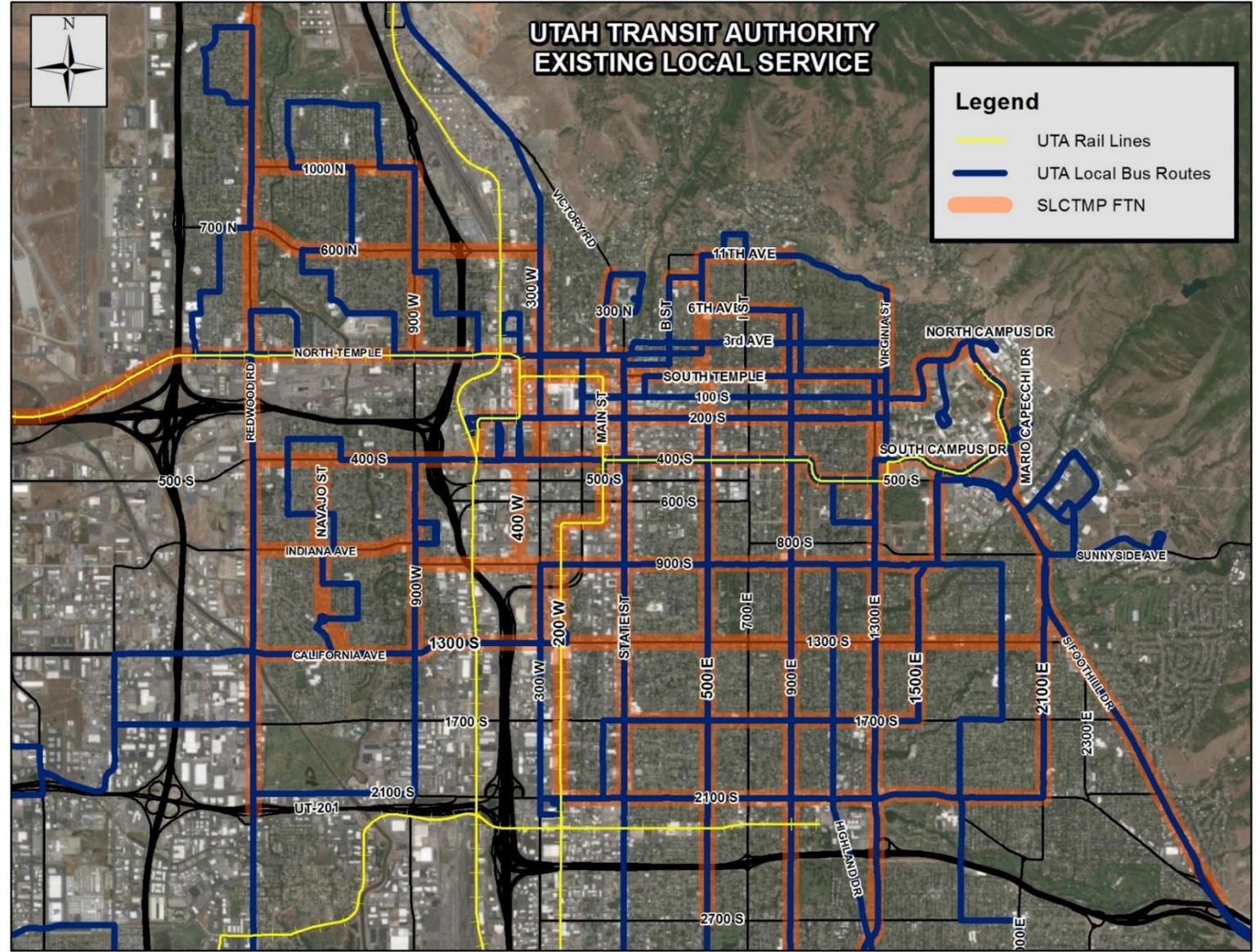
Total Amount (Addendum 9):

\$6,277,036





- Twenty-year agreement
- Goal is full implementation of the Salt Lake City Transit Master Plan



Recommended Action (by roll call)

Motion to approve R2025-07-02 - Resolution Authorizing Execution of Addendum 9 to the Salt Lake City Transit Master Plan, Interlocal Agreement for 2025-2026 Frequent Transit Network Routes, as presented.



Contracts, Disbursements, and Grants



Contract: Low Voltage Power Supply Kits (KB Rail Canada Inc.)

Recommended Action (by acclamation)

Motion to approve the contract with KB Rail Canada Inc. for Low Voltage Power Supply Kits, as presented.



Contract: Hand-Held Radios (Motorola Solutions, Inc.)

Recommended Action (by acclamation)

Motion to approve the contract with Motorola Solutions, Inc. for Hand-Held Radios, as presented.



Contract: UTA Retirement Plan Pension Payroll and Tax Services (Nottingham Trust)

Recommended Action (by acclamation)

Motion to approve the contract with Nottingham Trust for UTA Retirement Plan Pension Payroll and Tax Services, as presented.



Change Order: Cooperative Agreement for Installation, Maintenance, and Operation of a Connected Vehicle System (CVS) for Bus Operations Third Order (UDOT)

Recommended Action (by acclamation)

Motion to approve the Third Order on the Cooperative Agreement with UDOT for Installation, Maintenance, and Operation of a Connected Vehicle System for Bus Operations, as presented.



Disbursement: Settlement of Claim for Bair Creek Culvert Repair (Union Pacific Railroad Company)

Recommended Action (by acclamation)

Motion to approve the disbursement to Union Pacific Railroad Company for the Settlement of the Claim for Bair Creek Culvert Repair, as presented.



Service and Fare Approvals



Fare Agreement: Education Pass Agreement (Salt Lake Community College)

Recommended Action (by acclamation)

Motion to approve the Fare Agreement with Salt Lake Community College for an Education Pass agreement, as presented.



Fare Agreement: Education Pass Agreement (Westminster University)

Recommended Action (by acclamation)

Motion to approve the Fare Agreement with Westminster University for an Education Pass agreement, as presented.



Fare Agreement: Education Pass Agreement (Charter School Consortium)

Recommended Action (by acclamation)

Motion to approve the Fare Agreement with the Charter School Consortium for an Education Pass agreement, as presented.



Fare Agreement: Education Pass Agreement Modification No. 3 (Salt Lake School District and Salt Lake Education Foundation)

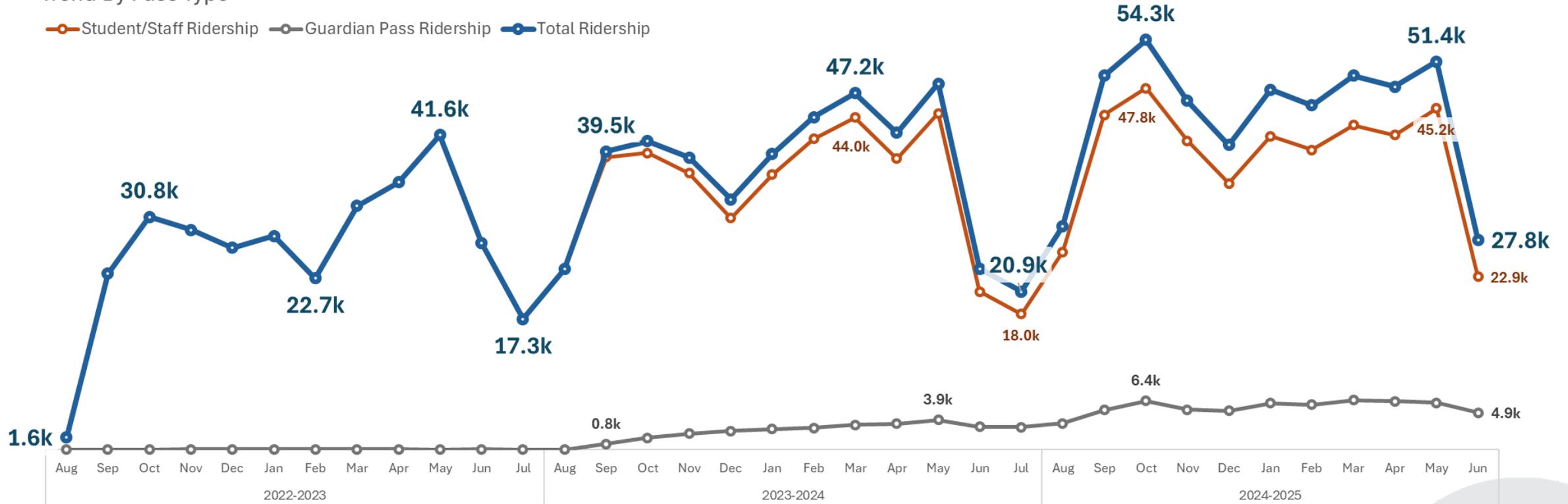


Salt Lake City School District

Salt Lake City School District Monthly Ridership

Trend By Pass Type

○ Student/Staff Ridership
 ○ Guardian Pass Ridership
 ○ Total Ridership



Recommended Action (by acclamation)

Motion to approve Modification 3 to the Education Pass Fare Agreement with the Salt Lake School District and Salt Lake Education Foundation, as presented.



Fare Agreement: Funding for Salt Lake School District Passes - 2025-2026 (Salt Lake City Corporation)

Recommended Action (by acclamation)

Motion to approve the Fare Agreement with the Salt Lake City Corporation for funding for Salt Lake School District Passes for 2025-2026, as presented.



Discussion Items



Proposed Capital Plan and Budget Amendments:

- 2025-2029 Five-Year Capital Plan First Amendment
- 2025 Capital Budget First Amendment



Summary of Budget Requests

- Discuss proposed amendments to 2025-2029 Five Year Capital Plan and 2025 Capital Budget
 - Incorporate recent UTA Bond Offering Funds into 2025 Capital Budget and 2025-2029 Five Year Capital Plan
 - Affected Projects:
 - SD100/SD160 Light Rail Vehicle Replacements
 - Mt Ogden Admin Building Expansion
- Advance discussion to Local Advisory Council for consultation on Aug 27th, 2025



SD100/SD160 Light Rail Vehicle Replacements

- Request 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

- Request 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*



Goals of Budget Amendment Process

- Goal:
 - Amended 2025-2029 Five Year Capital Plan
 - Amended 2025 Capital Budget
- Steps to get there:
 - Discussion with Board (7/23/2025)
 - Consultation with Local Advisory Council (8/27/2025)
 - Final Board Approval (9/24/2025)



2025-2029 Five Year Capital Plan Overview

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
SD100/SD160 LRV Replacement (Net Change- Current Plan to Proposed)	67,000,000	(7,578,000)	(59,570,000)	(3,447,000)	26,997,000	23,402,000
Mt Ogden Admin Bldg Expansion (Net Change- Current Plan to Proposed)	-	(1,746,000)	15,500,000	2,738,000	-	16,492,000
Overall Net Change- (Current Plan to Proposed)	67,000,000	(9,324,000)	(44,070,000)	(709,000)	26,997,000	39,894,000



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



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



Next Step

- Local Advisory Council Consultation (8/27/2025)



Questions?



Safety and Security Report – Utah State Safety Oversight Program





Utah Department of Transportation

Rail Transit State Safety Oversight (SSO) Program

Report to UTA Board of Trustees

July 2025

Peter Jager, P.E., PTOE, State Safety Oversight Program Manager

Overview



1. Utah DOT State Safety Oversight (SSO) Program
2. 2024-25 Capital Projects
3. 2024-25 Program Highlights
4. Upcoming Activities

Utah SSO Program

- ⑩ Required by FTA since 1995, updated in 2015
- ⑩ TRAX Light Rail and the Sugar House Streetcar (S-Line)
- ⑩ 49 CFR Part 674 requires:
 - ⑩ Legal independence from UTA
 - ⑩ Enforcement authority
 - ⑩ SSOA and contractor training plan
 - ⑩ Involvement with and oversight of UTA capital projects



Utah SSO Program

- Oversight activities include:
 - Regular meetings with UTA staff
 - Conducting scheduled audits and as-needed special assessments
 - Approving primary UTA safety and emergency preparedness plans
 - Adopting UTA investigations of accidents
 - Verifying UTA progress in correcting safety deficiencies.
 - **Risk Based Inspection Program (New in 2024)**



Rail Transit State Safety Oversight Program Procedures & Standards

Version 14 - Final
November 2021

Utah Department of Transportation
Jim Golden, State Safety Oversight Program Manager
4501 South 2700 West
Salt Lake City UT 84114
(801) 360-0052
jimgolden@utah.gov

2024-25 Capital Projects : South Jordan Downtown New Station Oversight



- ⑩ UDOT's SSO program successfully aided with the final stages and opening of the new TRAX light rail station on Grandville Ave. in downtown South Jordan, adjacent to the new Bees Ballpark .

2024 Program Highlights: Inspections and Special Audits

- ⑩ In August 2024, UDOT conducted a full audit of the Light Rail program, as required by the FTA on a triennial basis.
- ⑩ 23 Findings of non-compliance were identified and corrective action plans created. 15 have been closed to date.



2024-25 Program Highlights: Inspections and Special Audits

- ⑩ In October of 2024, the Risk Based Inspection program was approved by the FTA and implemented by UDOT.
- ⑩ This is a new program mandated by the FTA. Implementation and data gathering are underway.
- ⑩ Monthly data reports from multiple departments are used to determine where to focus inspections.



2024-25 Program Highlights: Event Investigation

- ⑩ In 2024 UDOT tracked 28 UTA accident investigations that met UDOT or FTA mandated reporting criteria.
- ⑩ Most of these events involved collisions between a train and an automobile at a grade crossing or intersection.



Planned Activities for 2025: Continued Oversight of Future Expansion

- ⑩ UDOT SSO will continue to provide safety oversight of the S-Line extension and future expansions.



Planned Activities for 2025: Hours of Service Audit



- ⑩ Fall 2025: UDOT will conduct its annual hours of service audit to ensure compliance with FRA requirements.

Thank You



Questions or comments?

pjager@utah.gov

801-910-2191

5600 W Old Bingham Highway Station Area Plan



Key Project Goals

- Encourage variety of housing types and densities
- Create true mixed-use areas and sense of place/destination
- Build off existing amenities like Mountain View Corridor and Bingham Creek Regional Park
- Reimagine Old Bingham Highway as multi-modal
- Promote various mobility options
- Establish connections to surrounding neighborhoods and amenities



Plan Vision

- Create a vibrant entertainment hub designed to attract regional visitors
- Prioritize mixed-use development with a long-term, 30-year vision.
- Establish a pedestrian-focused, commercial Main Street with direct access to Bingham Creek Regional Park
- Reimagines Old Bingham Highway as a multi-modal corridor
- Transition into Daybreak with residential community on the south



UTA Property

- Key connection point between employment-related uses and suburban residential
- Redevelopment of UTA parcel may accommodate relocation of Jordan School District (JSD) Warehouse to facilitate West Jordan City Center Development
- Shared parking between JSD employees and TRAX users



Draper Town Center Station Area Plan



Project Vision

- Walkable, active main street on Pioneer Road
- Nexus of trail connections
- Mixed-Use town center on city site
- Significant residential density on UTA site
 - Up-to-5-story buildings
- Flexible repurposing of IFA site
- Improved Trax Station Access



Agenda Item 10. d.



Project Vision (Continued)

- Rezoning of some areas around the station to allow and encourage transit-oriented community
- Preservation of the scale of Draper's historic downtown, south and west of the transit-oriented area, including encouragement of compatible new development
- Quality transitions to established residential neighborhoods and historic resources
- Connectivity improvements throughout the area



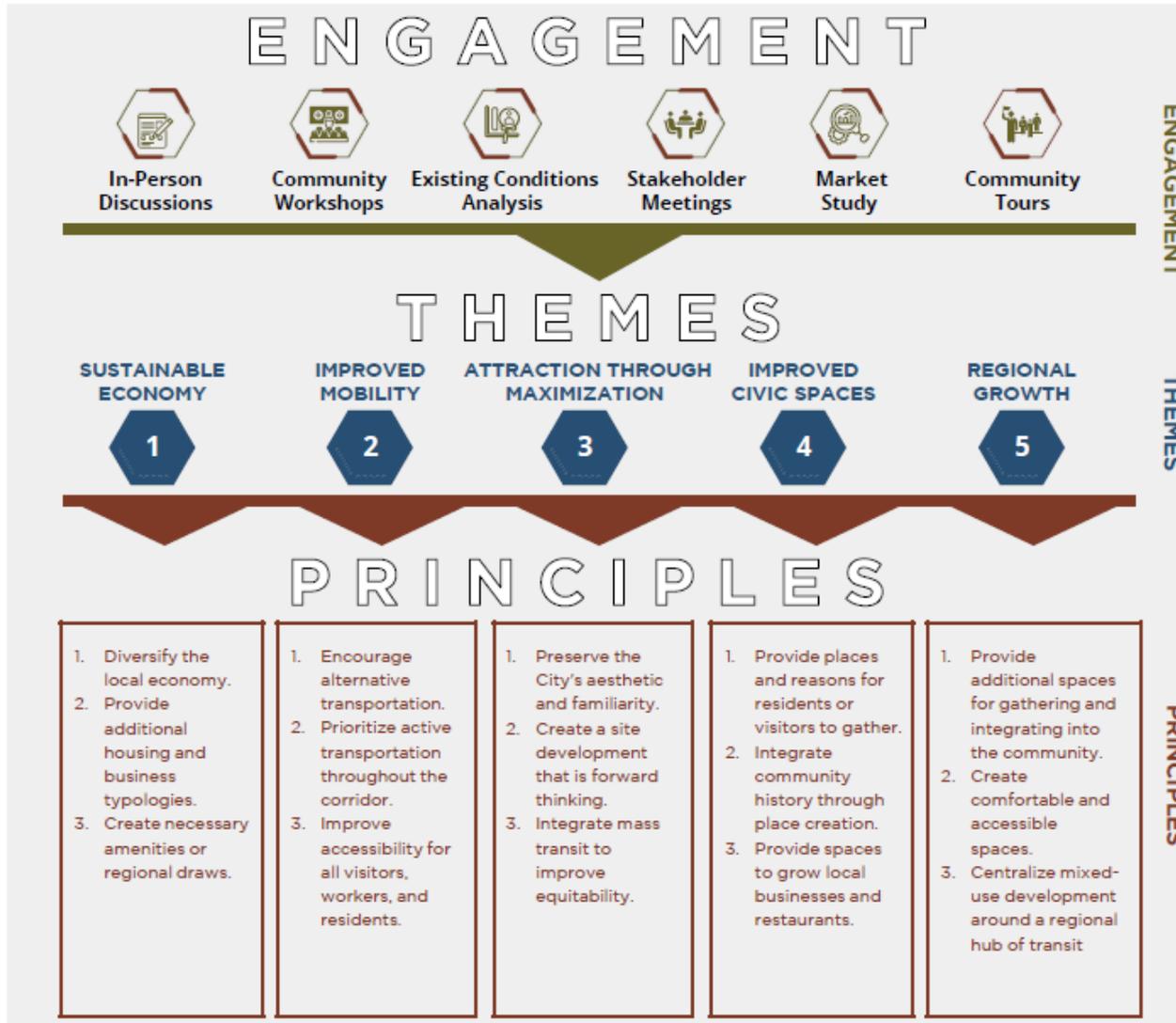
UTA Property

- Focus on multifamily residential with access to Town Center Trax Station
- Shared parking structures
- Ground floor retail fronting 12300 South
- Improved connectivity
 - Walkable streets
 - Continuation of canal trail
- Central open space



Roy Station Area Plan





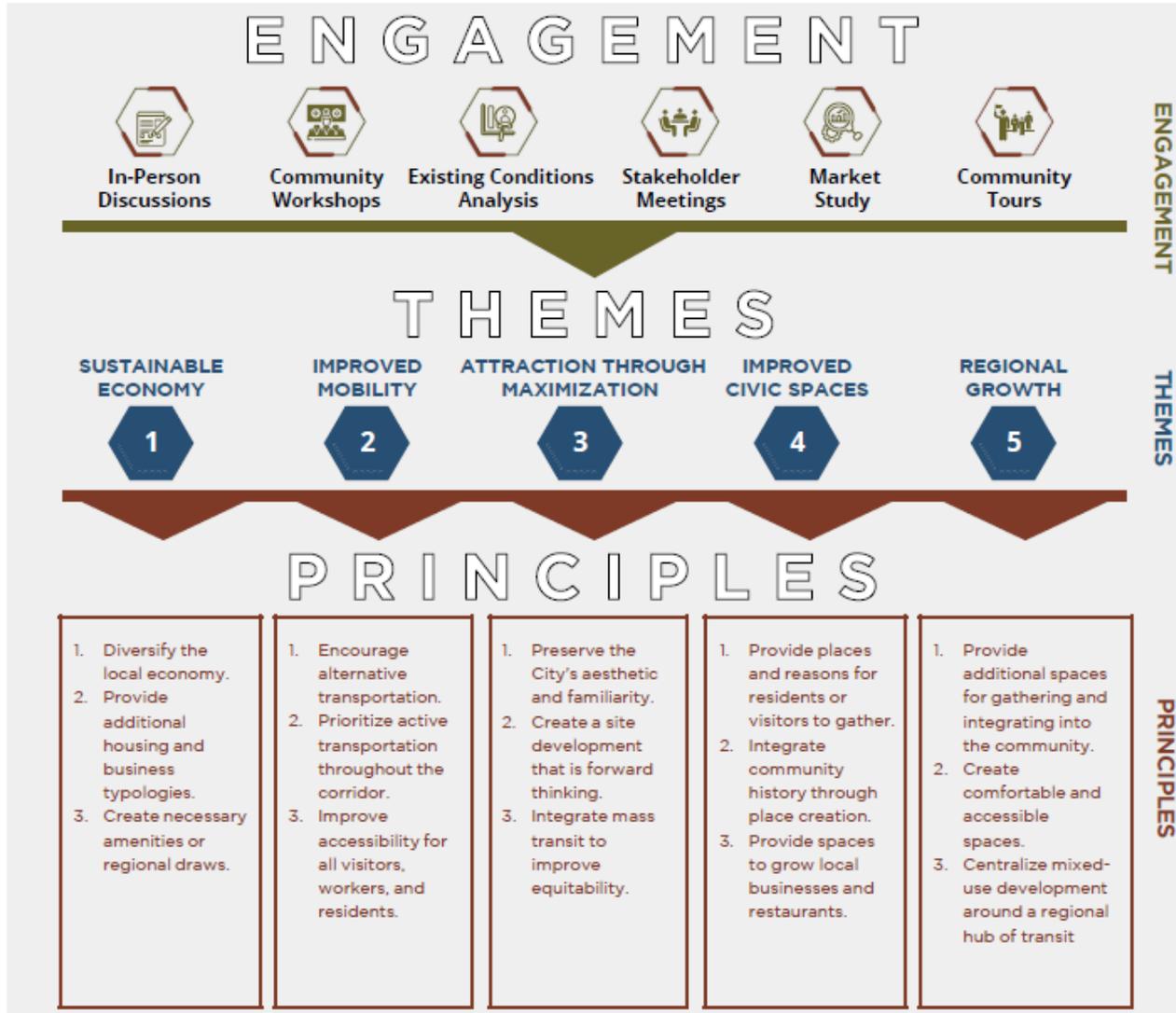
Key Themes

- Sustainable economy
- Improved mobility
- Attraction through maximization
- Improved Civic Spaces
- Regional Growth

Stakeholders

- City officials
- Adjacent Landowners
- Property Developers
- Utah Transit Authority
- Utah Department of Transportation
- Wasatch Front Regional Council
- Union Pacific Railroad Company





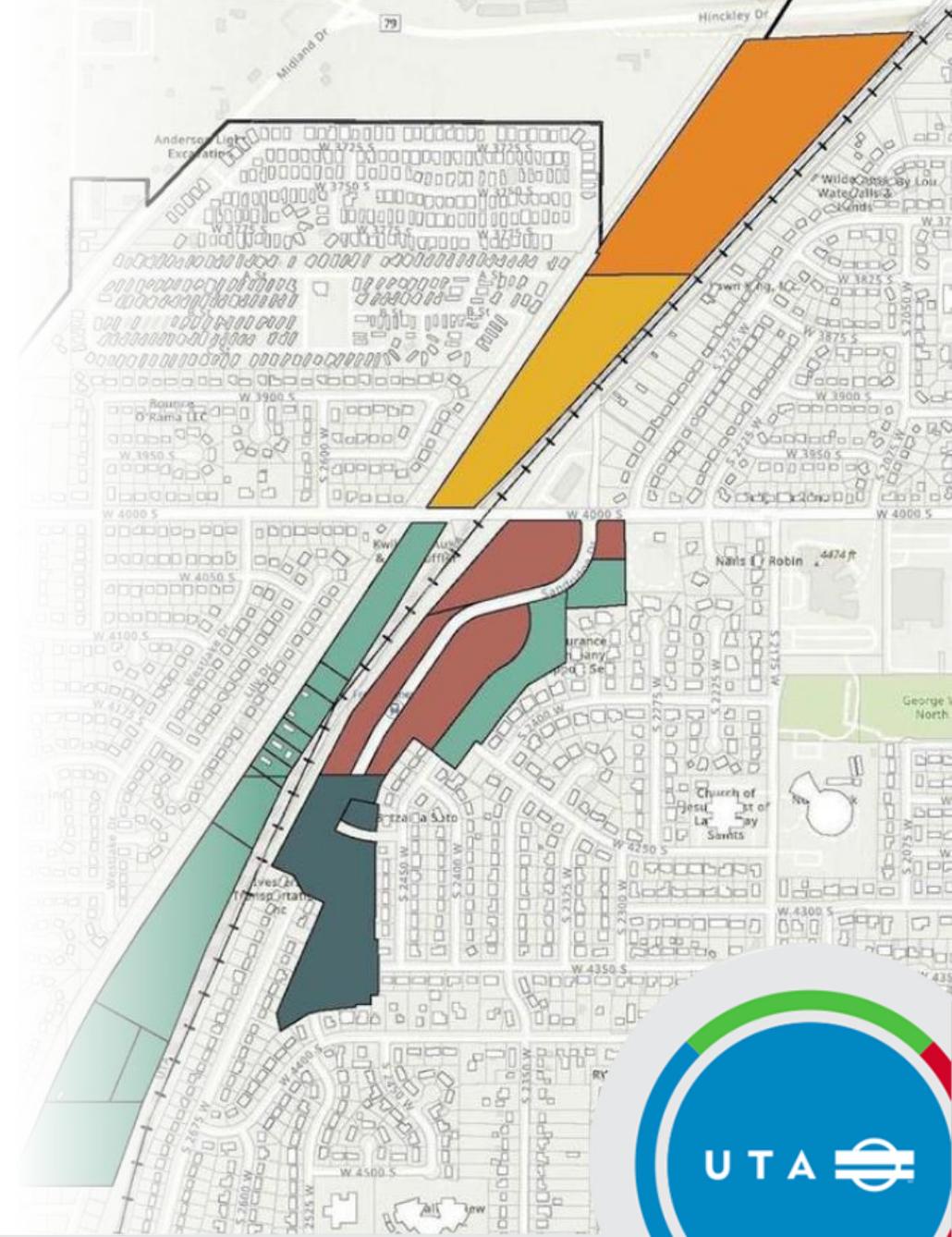
Highlighted Principles

- Diversify local economy
- Provide additional housing and business typologies
- Encourage alternative transportation
- Preserve City's aesthetic
- Integrate community history
- Grow local businesses and restaurants
- Centralize developments around regional transit hub



Plan Vision

- Thriving, mixed use and walkable district
- Regional destination
- Opportunities for employment, living, and recreation
- Increased number of jobs, retail space, and housing available in the station area



UTA Property

- Preserves station platform and bus loop.
- Recommends a variety of multi-family housing types and commercial space.
- Provides connections into existing neighborhoods.
- Park & Ride stalls to be integrated into the development
 - Parking analysis required to ensure sufficient supply.

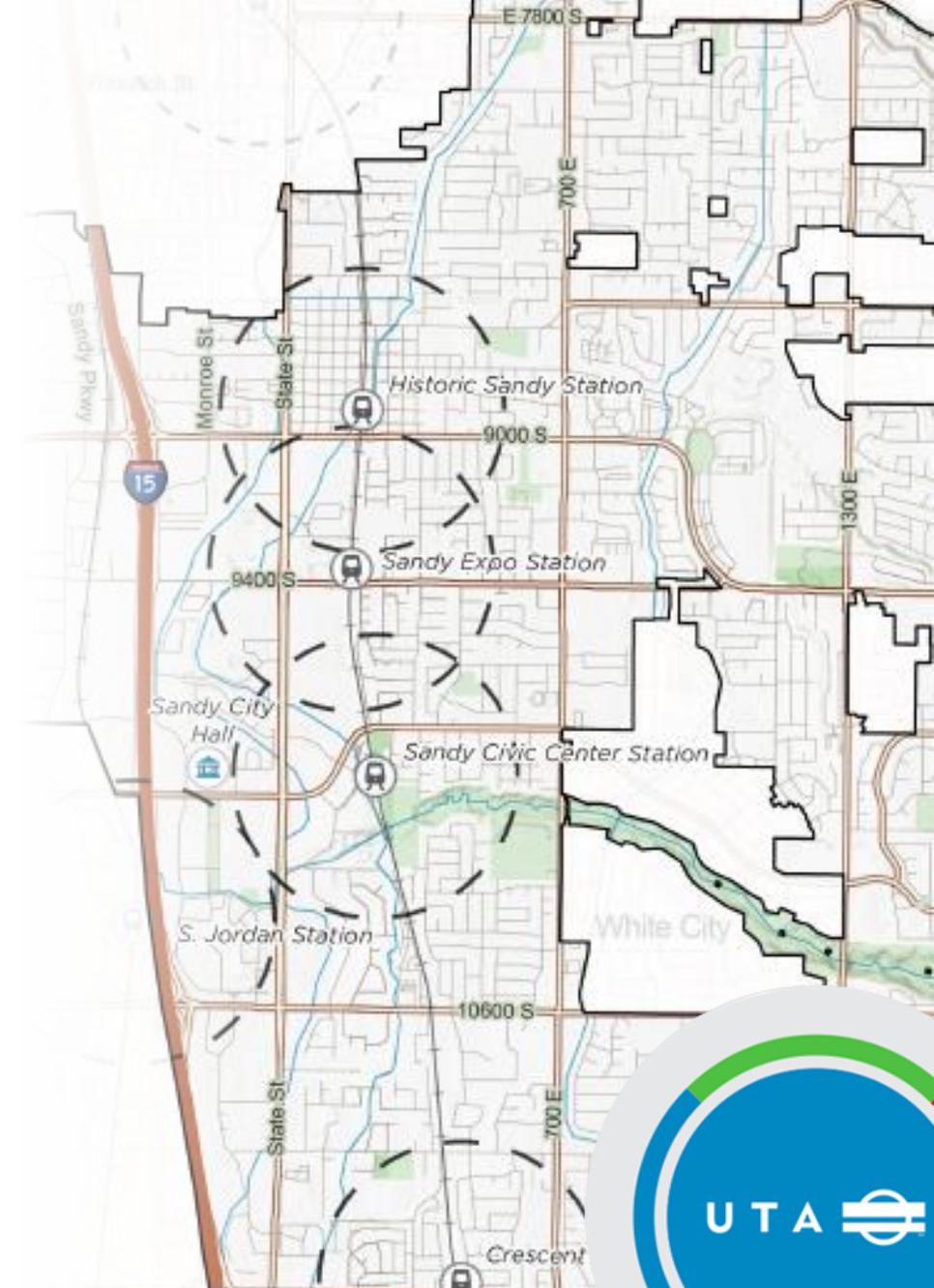


Sandy City Station Area Plans

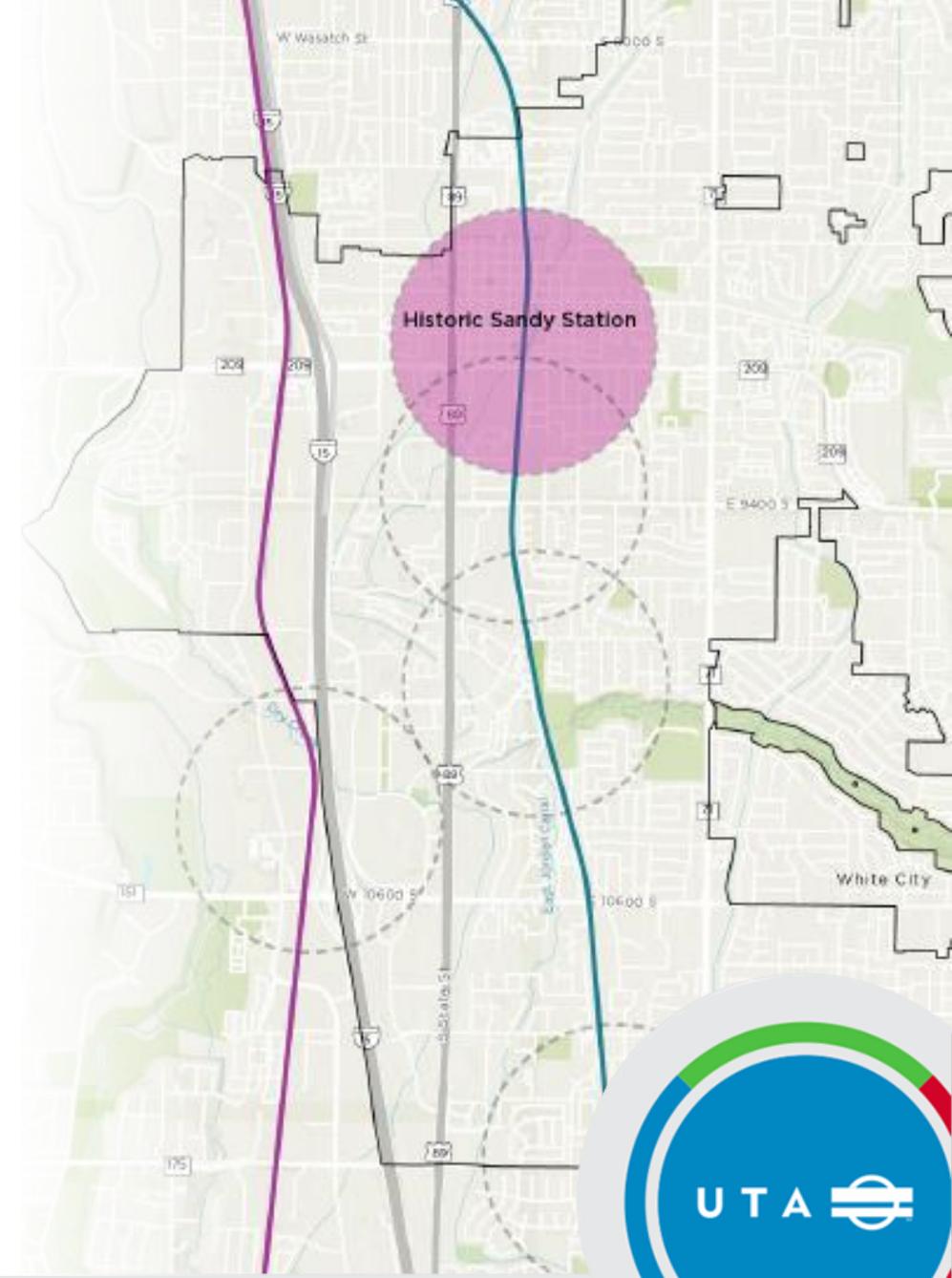


Key Strategies

- 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



Historic Sandy Station Area Plan



Agenda Item 10. f.



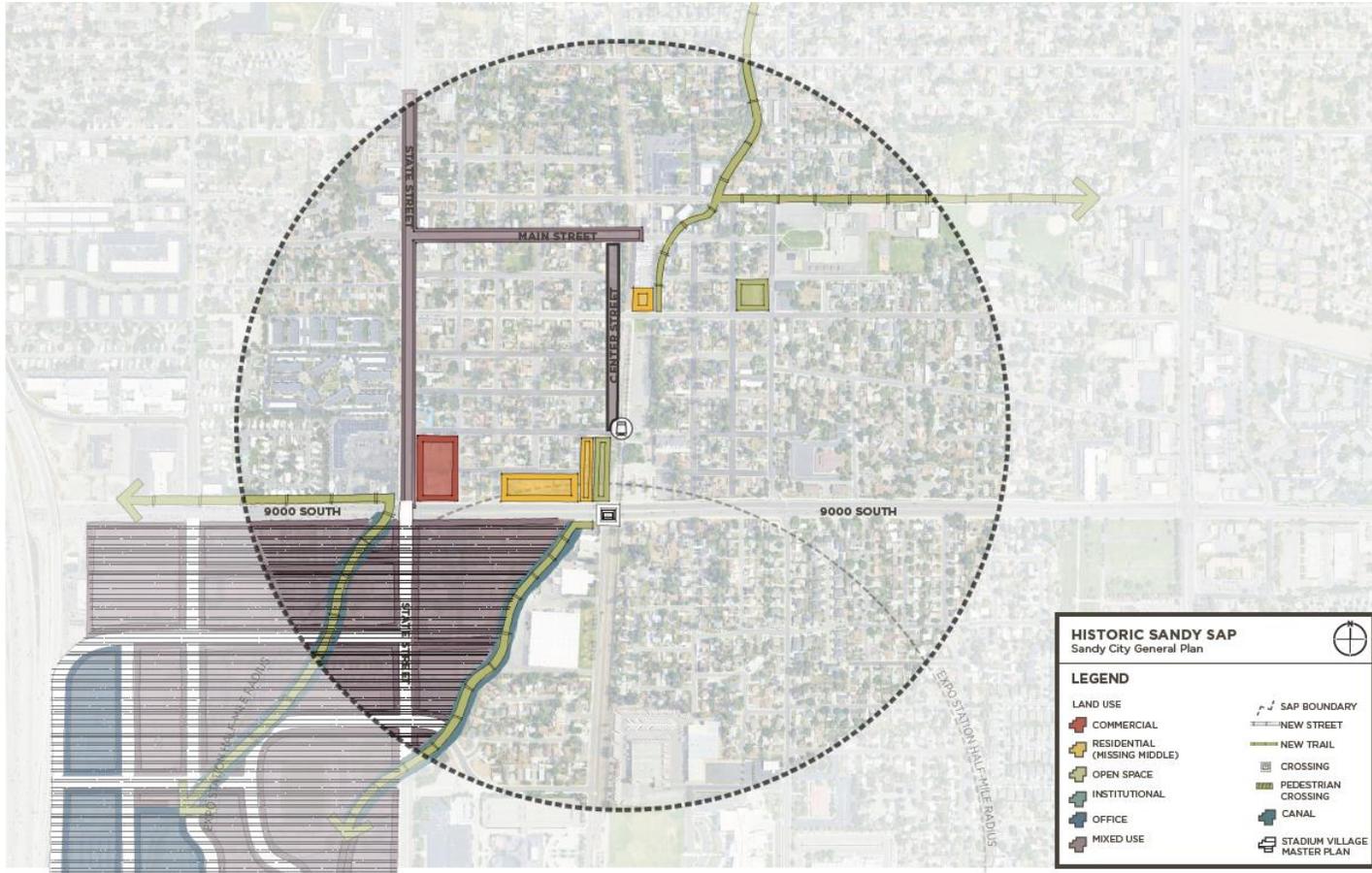
Plan Vision & Goals

- Celebrate the past and energize the neighborhood's future
- Optimize redevelopment and infill opportunities consistent with the historic character of the area
- Utilize safety design principles for pedestrian comfort

Plan Elements

- Additional housing adjacent to station
- Two additional parks with enhanced tree canopy
- Neighborhood-scale mixed-use
- Increased access to services
- Enhanced active transportation connections to Union Park, Bicentennial Park, East Jordan Canal Train and other areas



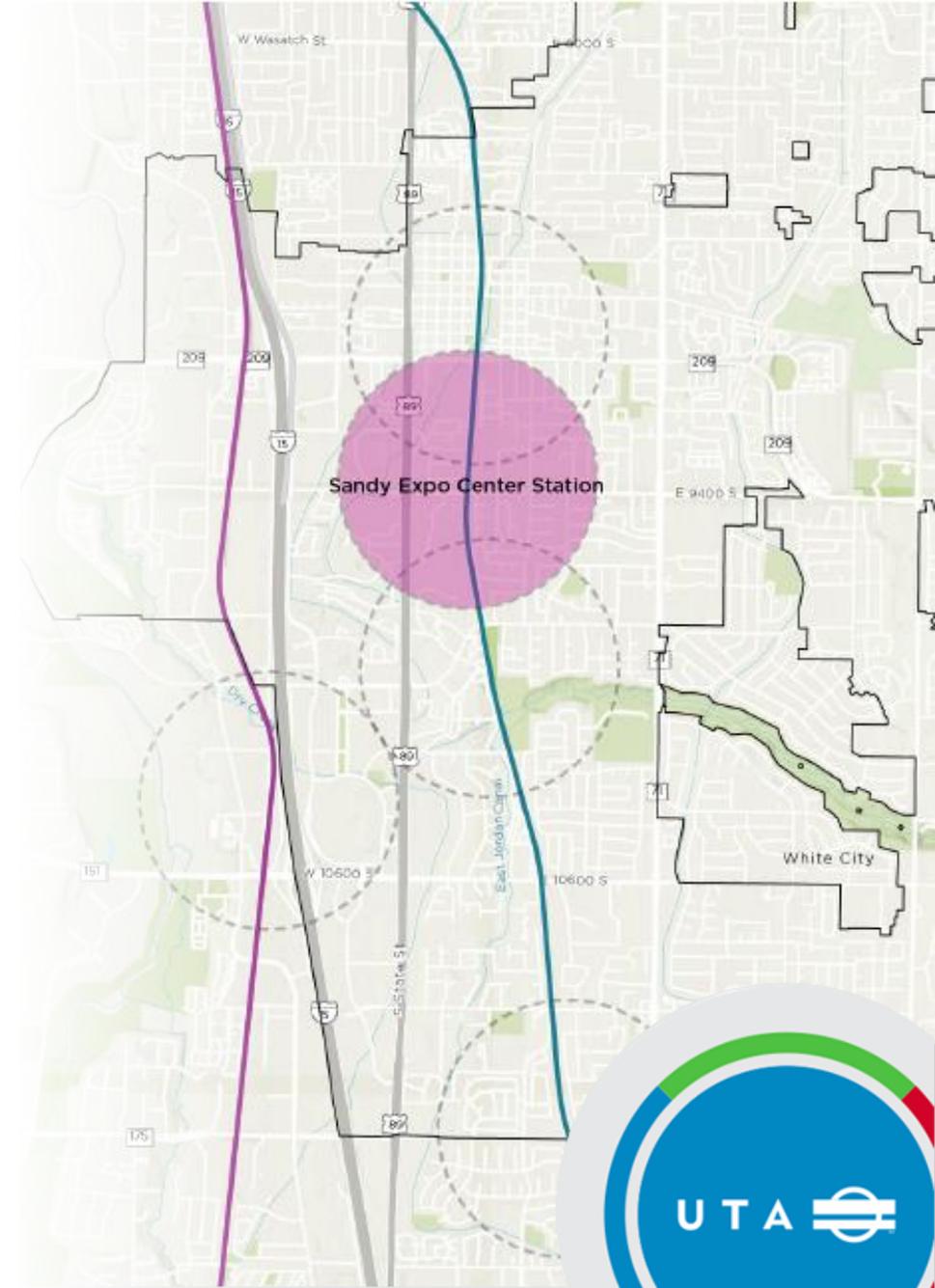


UTA Property

- Approximately 7 acres
- Limited redevelopment potential
 - Ridership comes largely from surrounding residential development
 - Bus service utilizes much of the parking on the weekend in the winter
- Overflow parking lot could be redeveloped to provide “missing middle” housing



Sandy Expo Center Station



Plan Vision & Goals

- Primary gateway into the community
- Hub of premier entertainment
- Follow the Cairns District recommendations (Stadium Village)

Plan Elements

- Envisioned to be Sandy's downtown and major international destination
- Stadium Village Master Plan Implementation
- Redevelop part of Jordan Commons and Expo Center surface parking
- Relocate Canyons School District Offices
- Pedestrian infrastructure overhaul on 9400 S



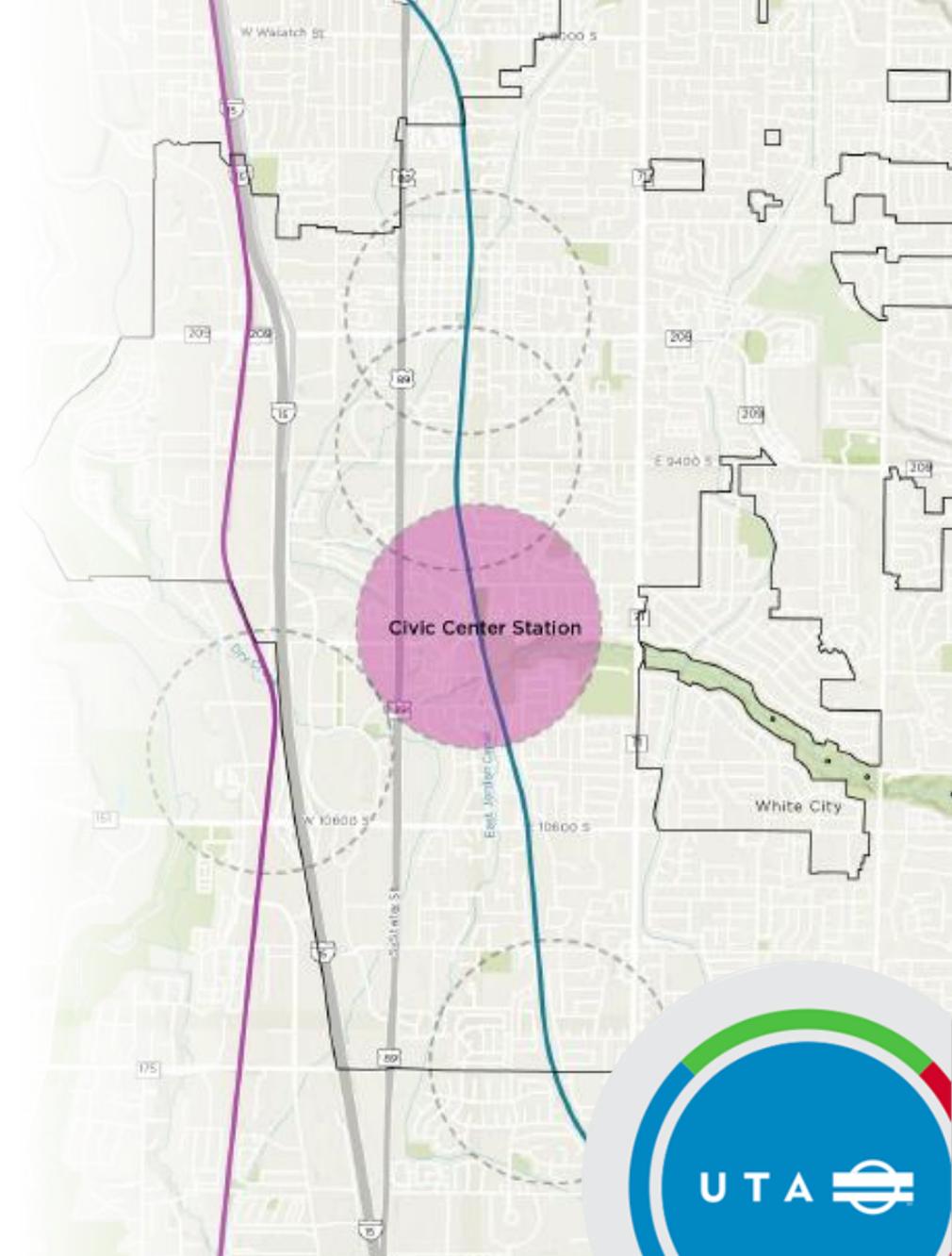


UTA Property

- One of a few stations without associated parking or bus service
- No UTA-involved development potential
- Located within walking distance of several trip generators



Sandy Civic Center Station



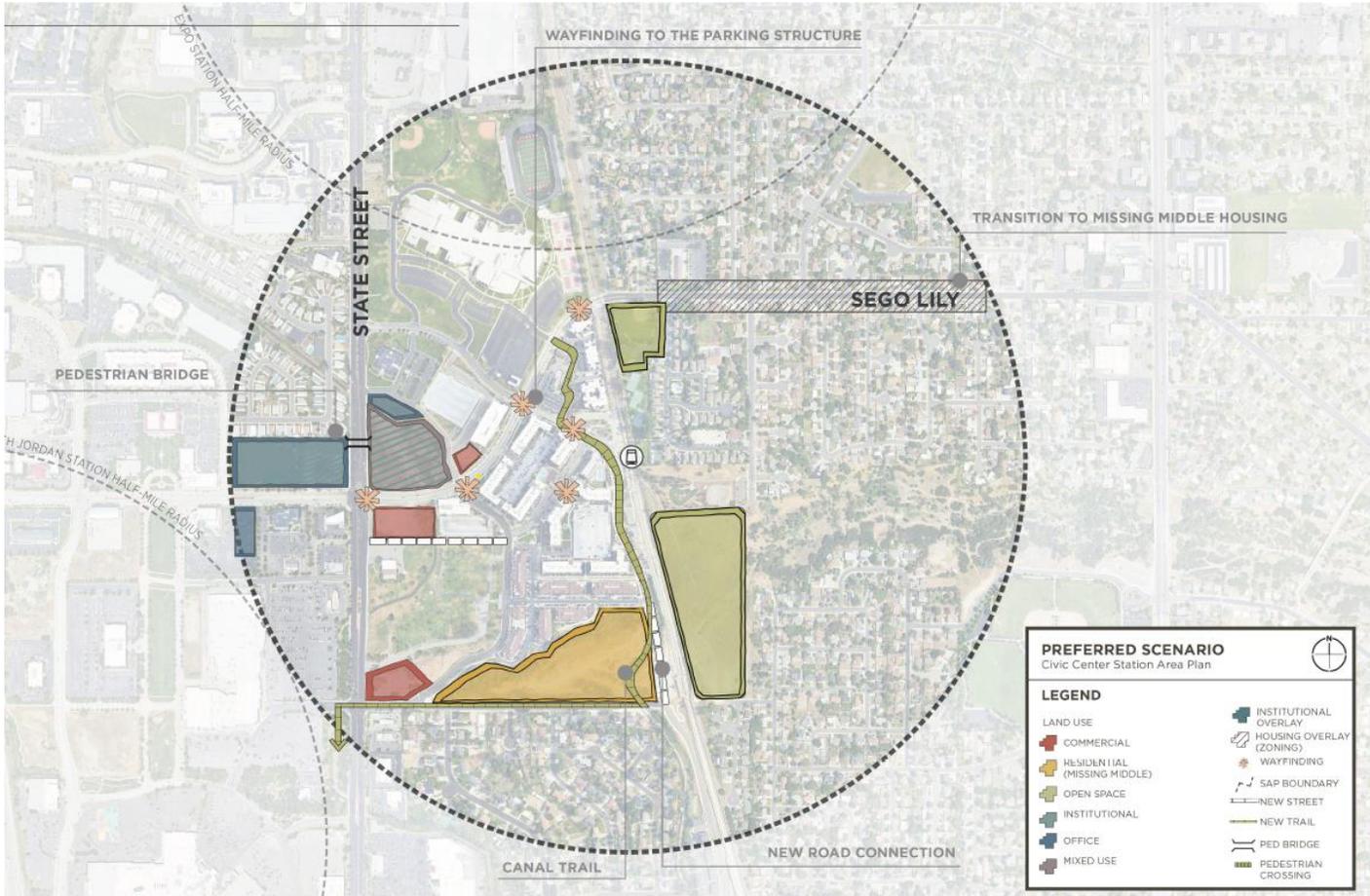
Plan Vision & Goals

- Follow the Cairns District vision
- Expand upon the existing TOD into broader station area
- Optimize access to the unique mix of parks and open space

Plan Elements

- Create bike-pedestrian connection to South Jordan FrontRunner Station
- Encourage developments that combine residential, commercial, and office spaces
- Encourage additional civic and institutional uses





UTA Property

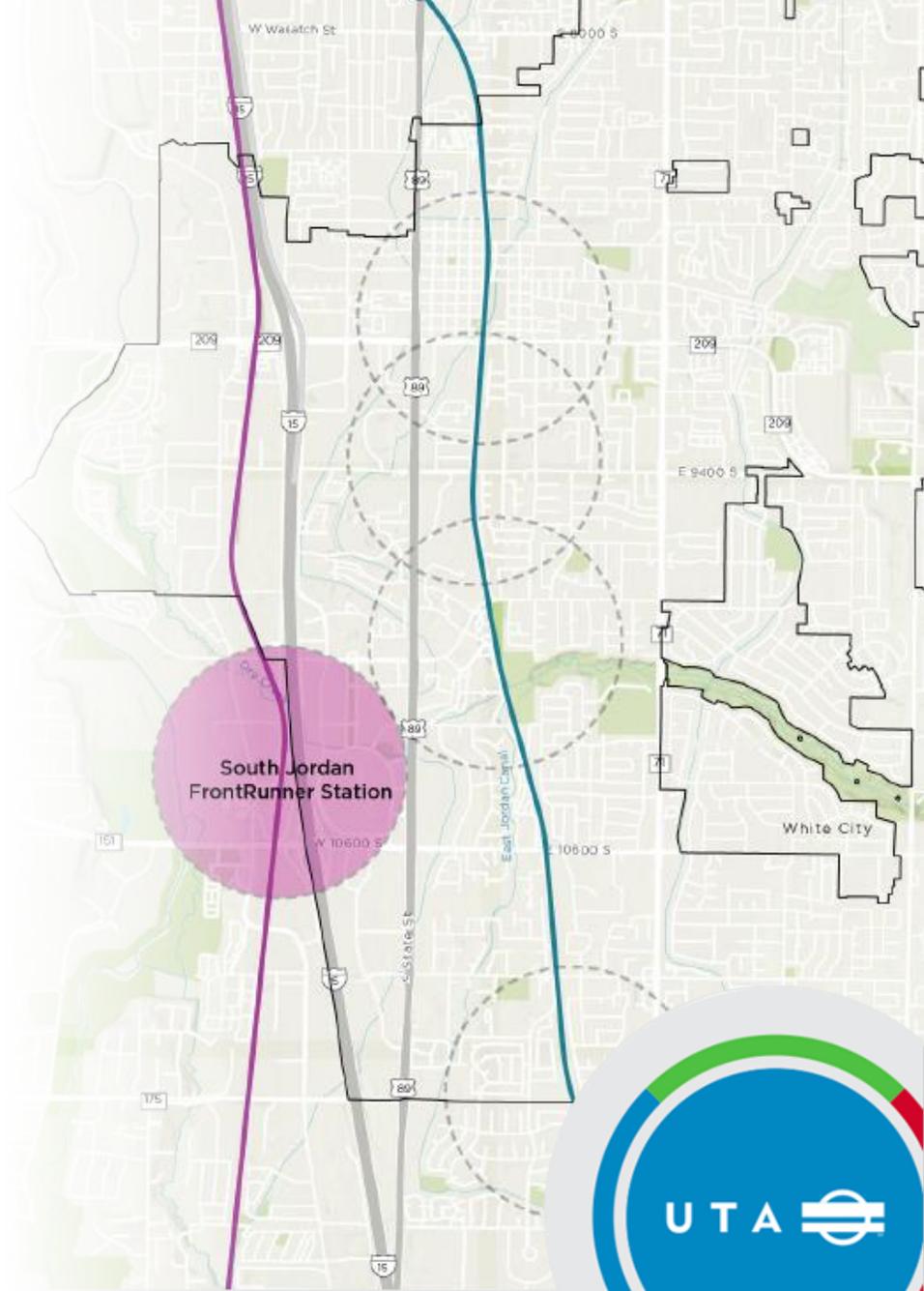
- Subject to existing Master Development Agreement
- Existing parking structure
- Served by TRAX blue line, Route 201, and 2 Flex routes
- 7.07 acres of vacant land on the east corners of State Street and Sego Lily

Plan Elements

- Preferred Concept shows mixed use on northern parcel and commercial on southern
- Potential new hotel and additional commercial on UTA property



South Jordan FrontRunner Station



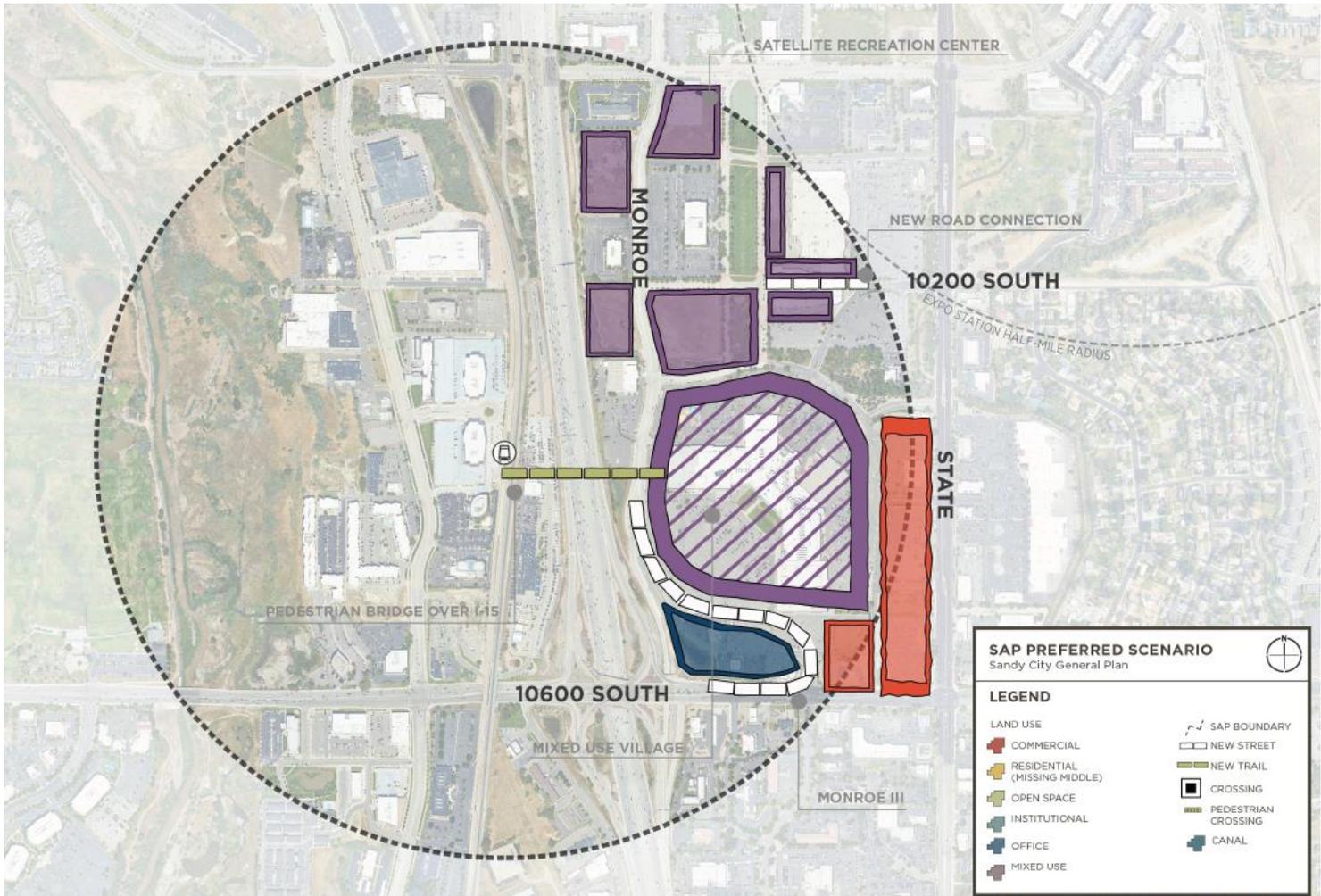
Plan Vision & Goals

- Southern anchor of The Cairns
- Support Sandy's economic growth
- Enhance quality of life for residents and visitors

Plan Elements

- Bike-pedestrian connection from Civic Center TRAX Station to FrontRunner
- Increased housing availability and type
- Areas for people to gather and engage in community activities
- Potential pedestrian bridge over I-15 and Monroe



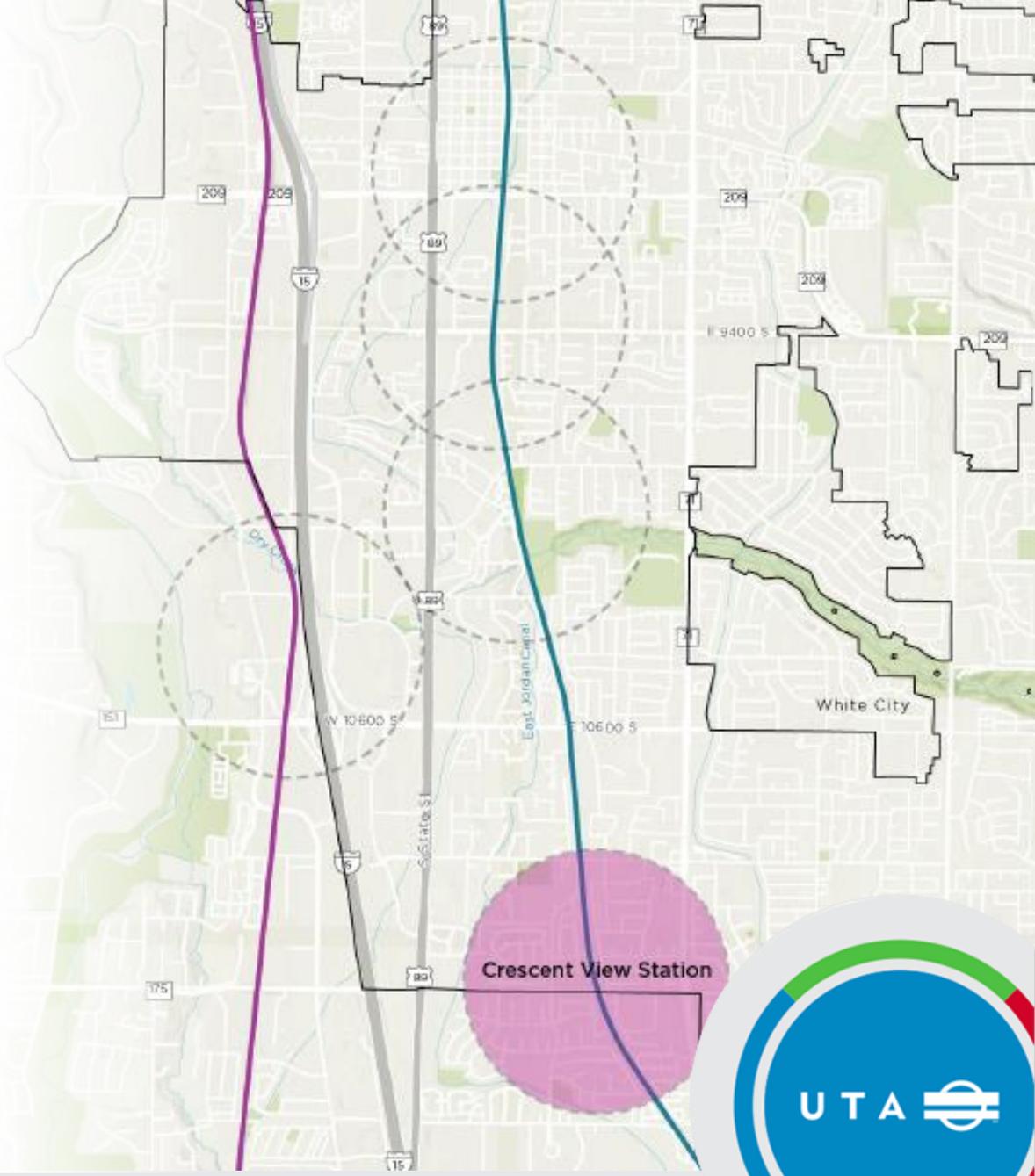


UTA Property

- No UTA property on Sandy side of station area
- Existing UTA-involved TOD on west side of I-15 in the South Jordan TOD area
- Parking is in a shared structure



Crescent View Station



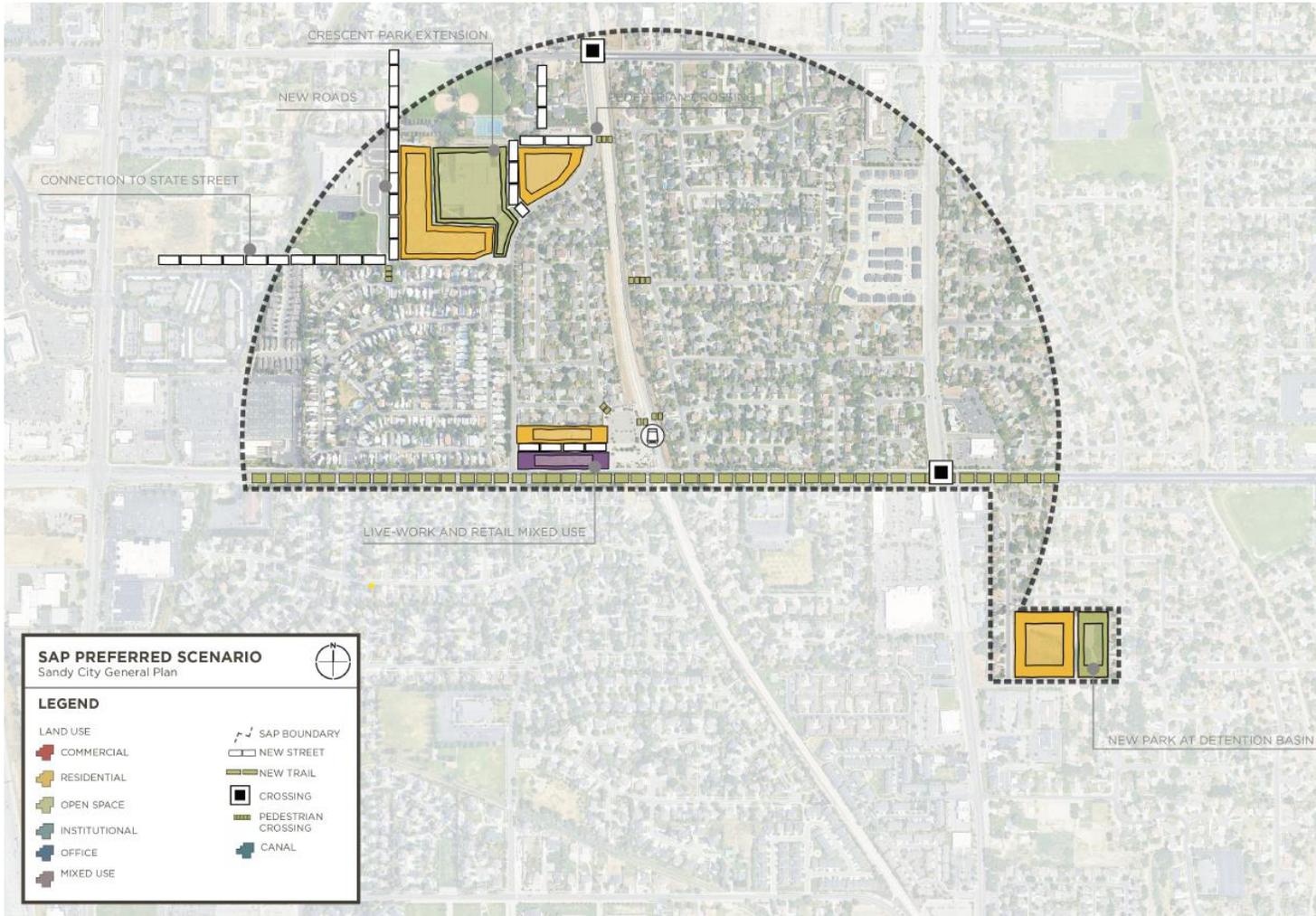
Plan Vision & Goals

- Support established residential neighborhoods
- Feeder station with improved connections to parks and services
- Northern half of station area resides in Sandy, southern half in Draper

Plan Elements

- Increase multimodal connections through the neighborhood to the station platform
- Opportunities for infill housing at an appropriate scale
- Increase access to services with infill opportunities on 11400 S



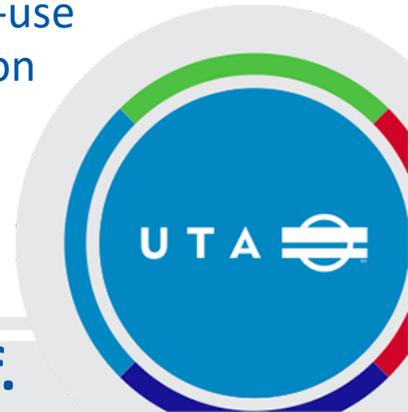


UTA Property

- 5.04 acres
- Pedestrian access platform is currently limited
- Offers a park and ride lot and bicycle lockers

Plan Elements

- Parking analysis for right-size parking
- Preferred scenario for UTA property:
 - Street facing mixed-use
 - New road connection to station
 - Additional housing



Other Business

- a. Next Meeting: Day, August 13th, 2025, at 9:00 a.m.



Closed Session

(postponed to future meeting)



Adjourn



Break

