

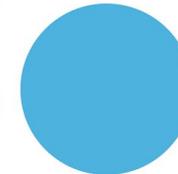
UTA Local Advisory Council Meeting

February 18, 2026

CALL TO ORDER AND OPENING REMARKS



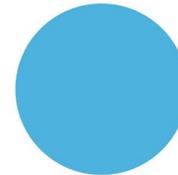
PLEDGE OF ALLEGIANCE



SAFETY FIRST MINUTE



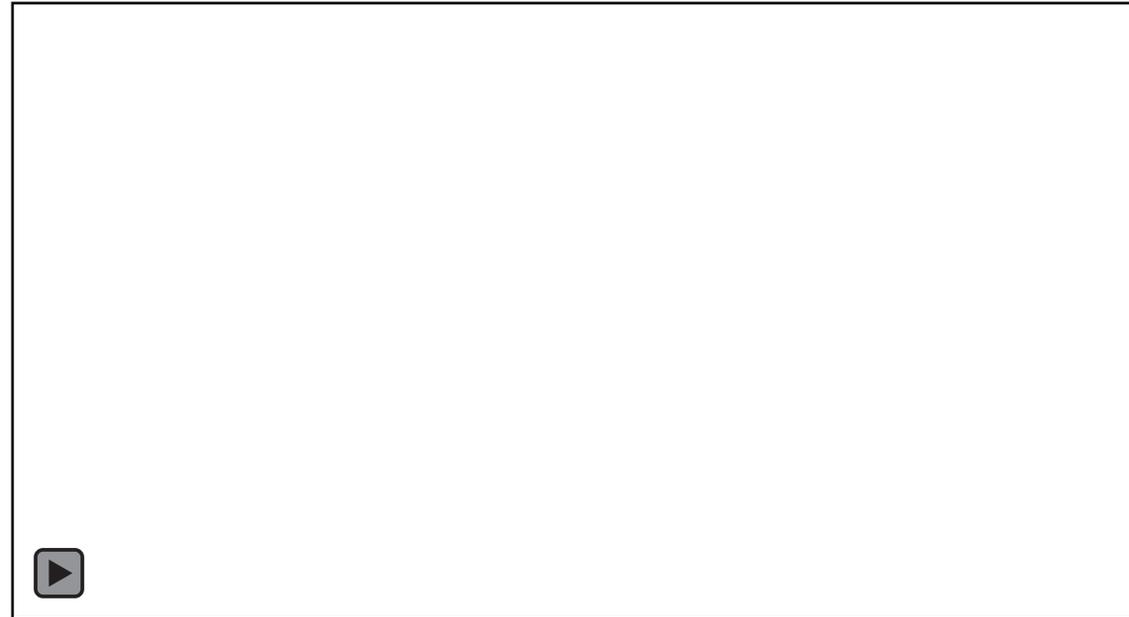
PUBLIC COMMENT



PUBLIC COMMENT

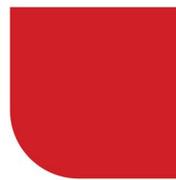
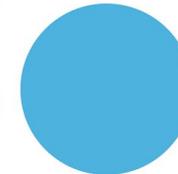
- Live comments are limited to 3 minutes per commenter
- One person's time may not be used to extend another person's time
- Live comments may be heard from in-person attendees as well as Zoom attendees
- For comments via Zoom, use the “raise hand” function in Zoom to indicate you would like to make 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 body for review in advance of the meeting

PUBLIC COMMENT



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

OATH OF OFFICE

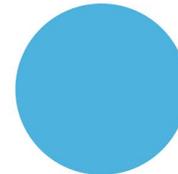


Oath of Office: New UTA Local Advisory Council Members and Alternatives

- a. Oaths of Office: UTA Local Advisory Council
 - Member Paul Binns
 - Member Brad Frost
 - Member Russ Porter
 - Alternate Member Lynn Jacobs



CONSENT



Consent Agenda

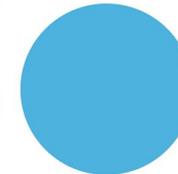
- a. Approval of the November 5, 2025 Local Advisory Council Meeting Minutes
 - b. Constituent and Customer Service - 2025 Annual Report
-

Recommended Action (by acclamation)

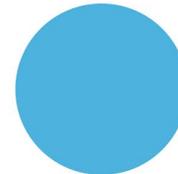
Motion to approve the consent agenda.



DISCUSSION



Legislative Update on Senate Bill 197



Open Dialogue with the Board of Trustees



RESOLUTIONS



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



2026 UTA Local Advisory Council Officers

- In 2025, Resolution AR2025-02-01 established a succession of officers for 2026 by appointing:
 - ✓ Natalie Hall as Chair
 - ✓ Neal Berube as Second Vice-Chair (Mayor Berube has left the Council)
 - ✓ A new nominee for Second Vice-Chair to be elected by the Council
- The Council May nominate and elect a new Vice-Chair and Second Vice-Chair

Recommended Action (by acclamation)

Motion to approve AR2026-02-01 Appointing Council Officers for the Year 2026, amended to include _____ as Vice-Chair, and _____ as 2nd Vice-Chair.



TRANSIT ORIENTED DEVELOPMENT



Consultation on Central Point and South Salt Lake City Station Area Plan (“South Salt Lake Downtown Connect”)



Central Pointe and South Salt Lake City Station Area Plan

(“South Salt Lake Downtown Connect”)

Prior Action: UTA Board of Trustees Review, January 28th 2026



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**
- **Adopt zoning to make vision implementable by right**

UTA Approval Requirements

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



Project Vision

Vibrant Community

- Downtown South Salt Lake
- Creativity and Entrepreneurial Energy

Lively Districts

- Human-centric, safe places
- Blend of housing, business, and dining

Connected Network

- Multimodal connections between neighborhoods and region



Project Goals

1. Emphasize identity of Downtown South Salt Lake
2. Encourage transit-supportive land use
3. Create walkable, bikeable neighborhood with convenient transportation options
4. Reconfigure Central Pointe as regional, multi-modal hub
5. Manage traffic/parking and promote other transportation options



Project Goals

6. Generate economic opportunities and enhance existing markets
7. Promote entrepreneurship
8. Increase housing availability and affordability
9. Create spaces that encourage community interaction
10. Promote safety and reduce opportunity for crime



Project Goals (transportation-related)

1. **Maximize value of transit**
 - Seamless connection between TRAX and S-Line
 - Expanded bus service
 - Transit-oriented and equitable development
2. **Improve station accessibility for all modes**
3. **Make Central Pointe the *central point***
4. **Align station area development with “Our Next Move” Goals**



Concept Plan



300 W

TRAX

Temple S

City Boundary
Plan Area

Main St

State St

2100 S

S-Line

2400 S

400 W

Utopia Ave

Utopia Ave

Bowers Wy

Haven Ave

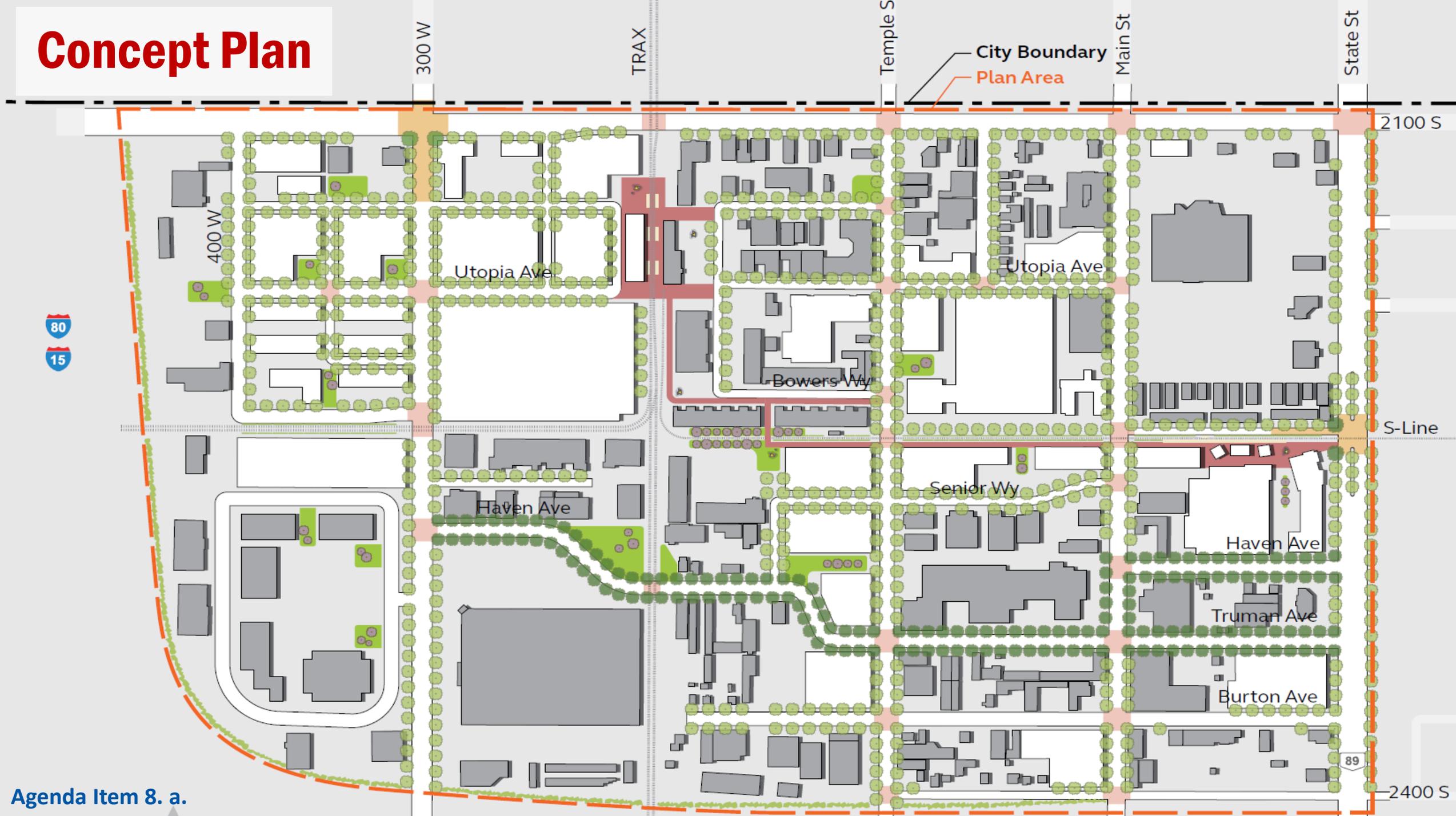
Senior Wy

Haven Ave

Truman Ave

Burton Ave

89



UTA Property

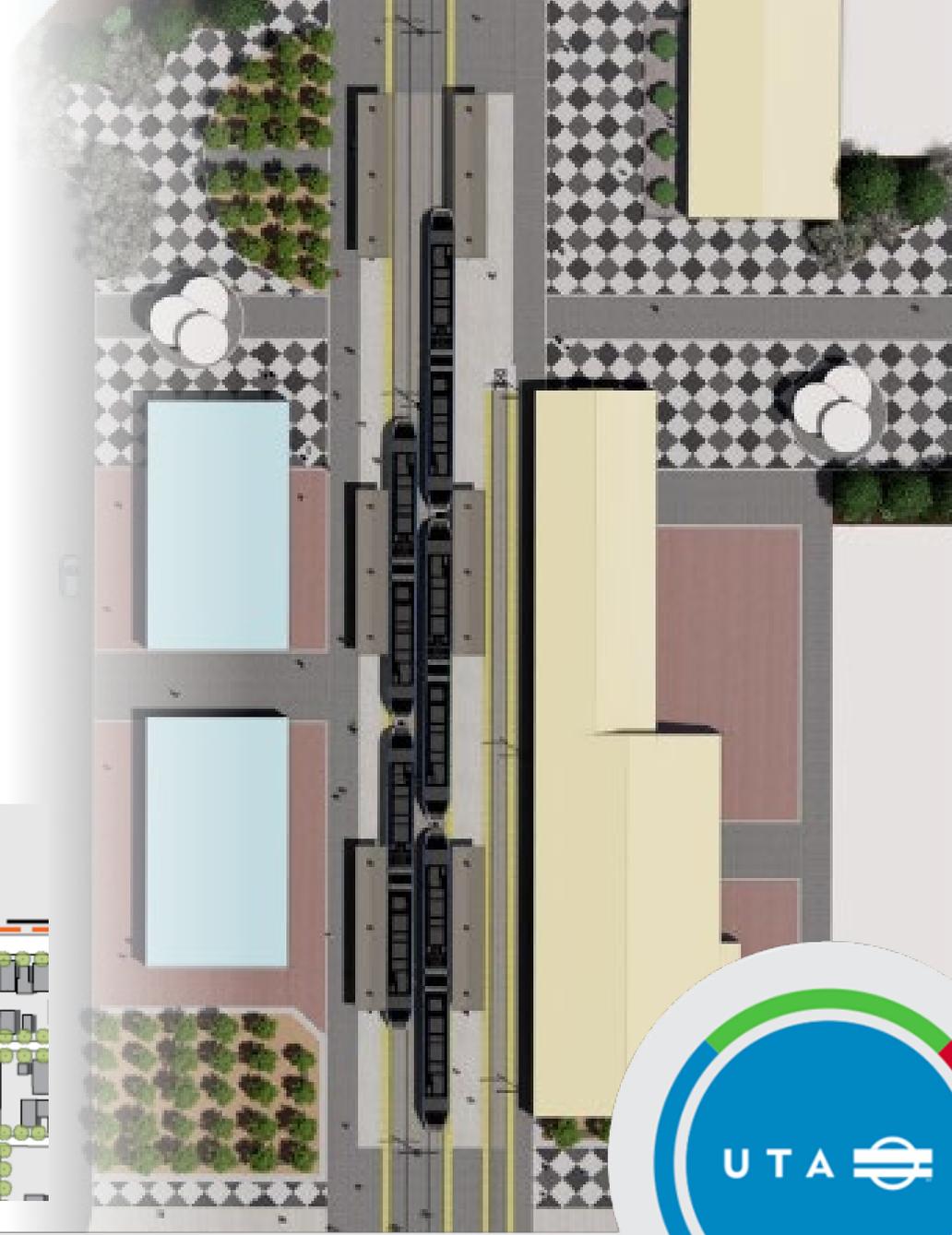
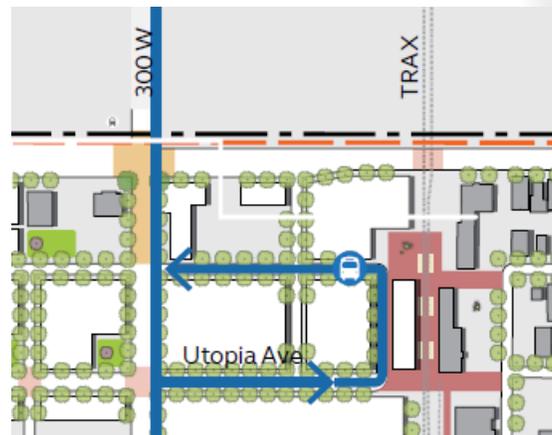
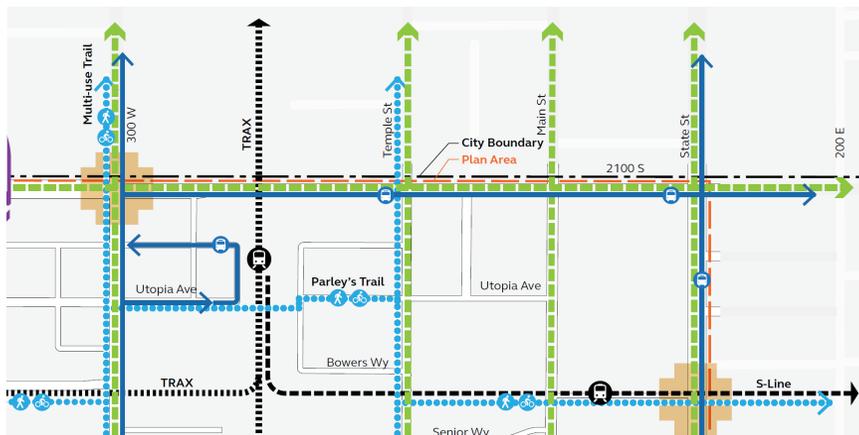
UTA owns minimal property in the station area

- Partnering required for proposed development and station improvements

Proposed platform reconfiguration:

- Consolidated, side-loading TRAX platforms
- Integrated S-Line platform
- Improved pedestrian crossings at Utopia and Commonwealth

New streets used for bus circulation and staging



FINANCE AND BUDGET



Consultation on Bond Issuance Strategy for Potential Refinancing Opportunity

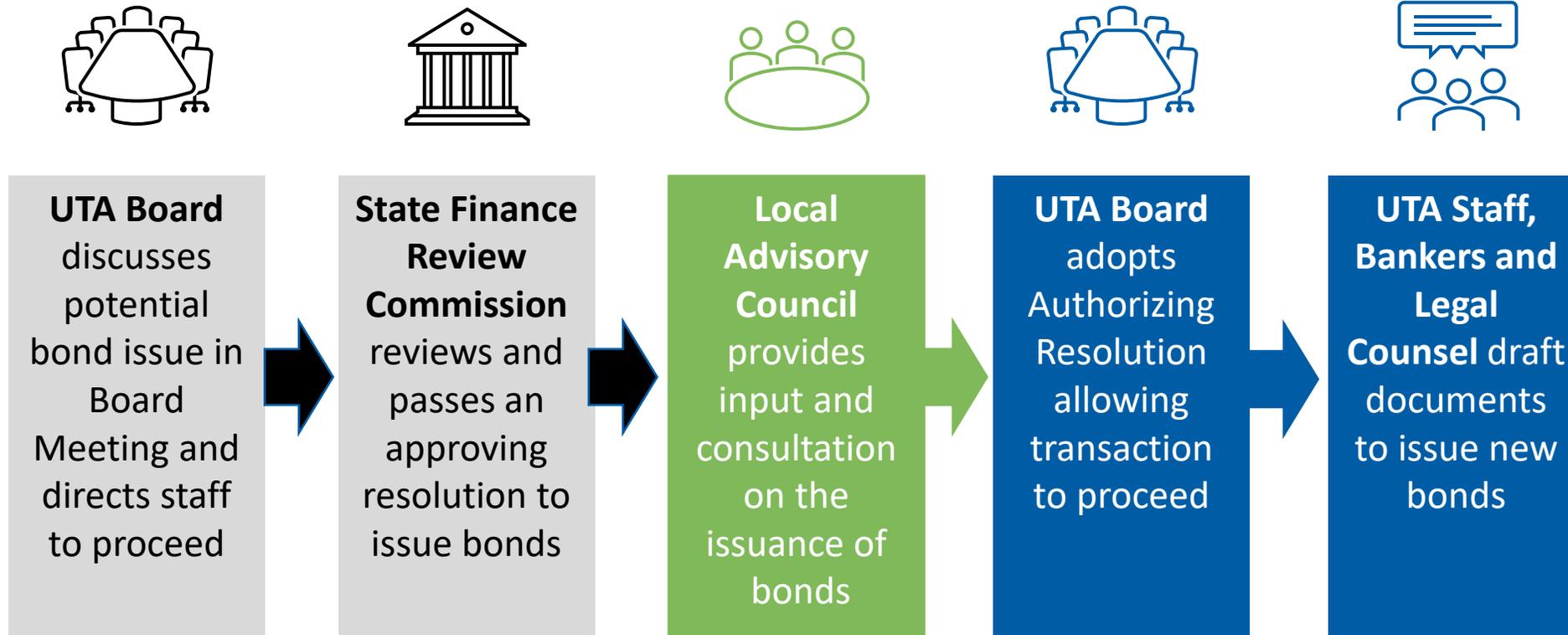


Bond Issuance Discussion

- UTA's Board of Trustees, Executive Director and Staff are seeking input and consultation from the Local Advisory Council on the potential refinancing of UTA's Series 2016 Bonds with an anticipated refinancing borrowing amount of \$123 million.
- Per the Public Transit District Act, 17B-2a-808.1, 2(c), UTA Board of Trustees shall consult with the Local Advisory Council on the issuance of bonds.



Bond Issuance Governance Steps



Bond Issuance

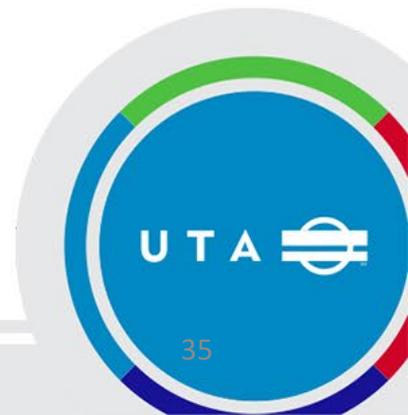
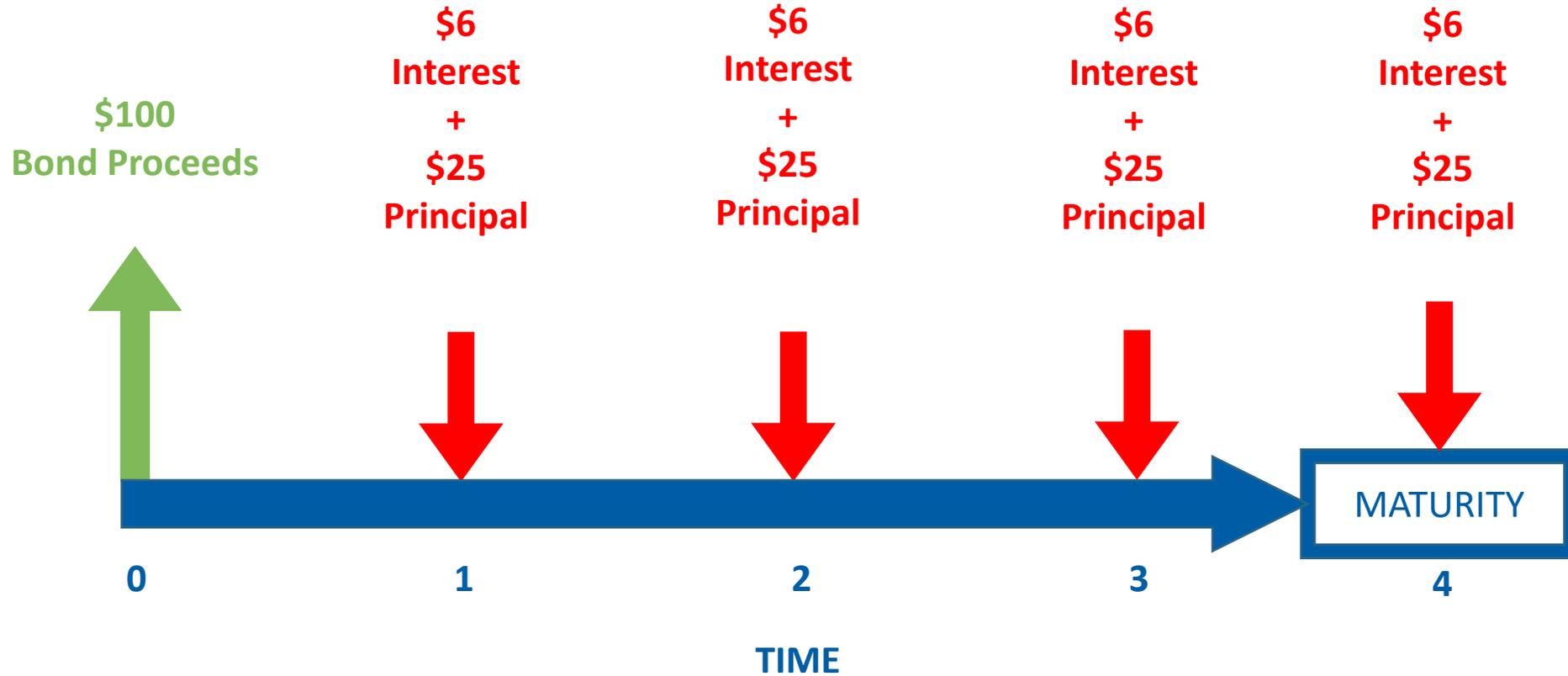


- Additional source for Capital Project funding
- Secured by sales tax revenues
- Long liabilities term are generally up to 20 years
- Ability to refinance outstanding bonds for savings (lower interest rate) and cash flow management
- UTA has approximately \$2.0 billion bonds outstanding
- Debt service, bond's principal and interest, represents 25% of operating budget



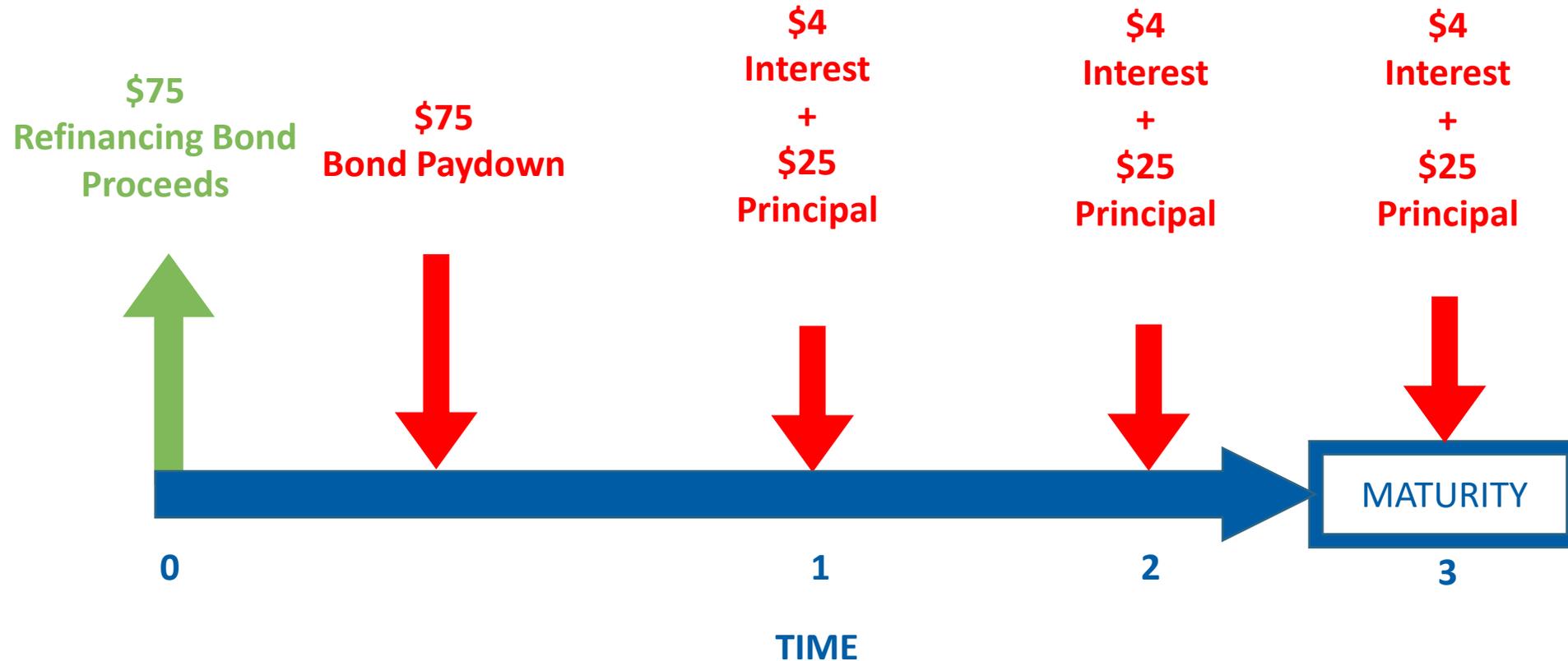
How Bonds Issued Work

\$100 Bond Issue for 6.0% interest rate and principal paid each period.



How Refinancing Bonds Issued Work

Beginning of Year 1, refinance the \$100 Bond Issue of 6.0% interest rate, with a new \$75 bond with a 4% interest rate and same maturity date. **Gross Savings of \$6.**



Refunding Savings – 2019 Through Today - *\$152 million*

UTA Refunding Savings Since 2019

Sale Date	Series	Refunding Type	Refunded Par	NPV Savings (\$)	NPV Savings (%)
11/6/2019	2019B (Senior) 2019 (Sub)	Advance Refunding	\$223,135,000	\$11,698,210	5.24%
3/4/2020	2020 (Senior)	Advance Refunding	176,010,000	17,441,638	9.90%
10/28/2020	2020B (Senior)	Advance Refunding	73,600,000	6,862,607	9.32%
10/19/2021	2021 (Senior) 2021 (Sub)	Advance Refunding	397,275,000	20,154,295	5.07%
10/3/2023	2023 (Senior)	Tender	101,175,000	6,290,481	6.21%
8/28/2024	2024 (Senior) 2024 (Sub)	BABs Refunding Tender MWC Refunding	570,875,000	71,579,124	12.53%
7/29/2025	2025 (Senior)	Tender & Refunding	369,285,000	18,215,232	3.69%



Bond Refinancing Opportunity

Current financial market conditions present a unique opportunity for the Authority to generate savings via a refunding

The Opportunity: Refunding Transaction

- Utah Transit Authority (“UTA”) issued the **Subordinate Series 2016 Bonds** (the “2016 Bonds”) to refund outstanding maturities of the 2013 Senior Bonds, 2014A Subordinate Bonds and the 2014B Subordinate Bonds
- The 2016 Bonds have a call date of June 15, 2026, and become currently callable on a tax-exempt basis 90 days before the call date, meaning their escrow will expire as of that date, and a transaction could be undertaken beginning 90-days prior (e.g., March 16, 2026).
- The transaction being proposed seeks to capture 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.



Series 2016 Refunding Opportunity

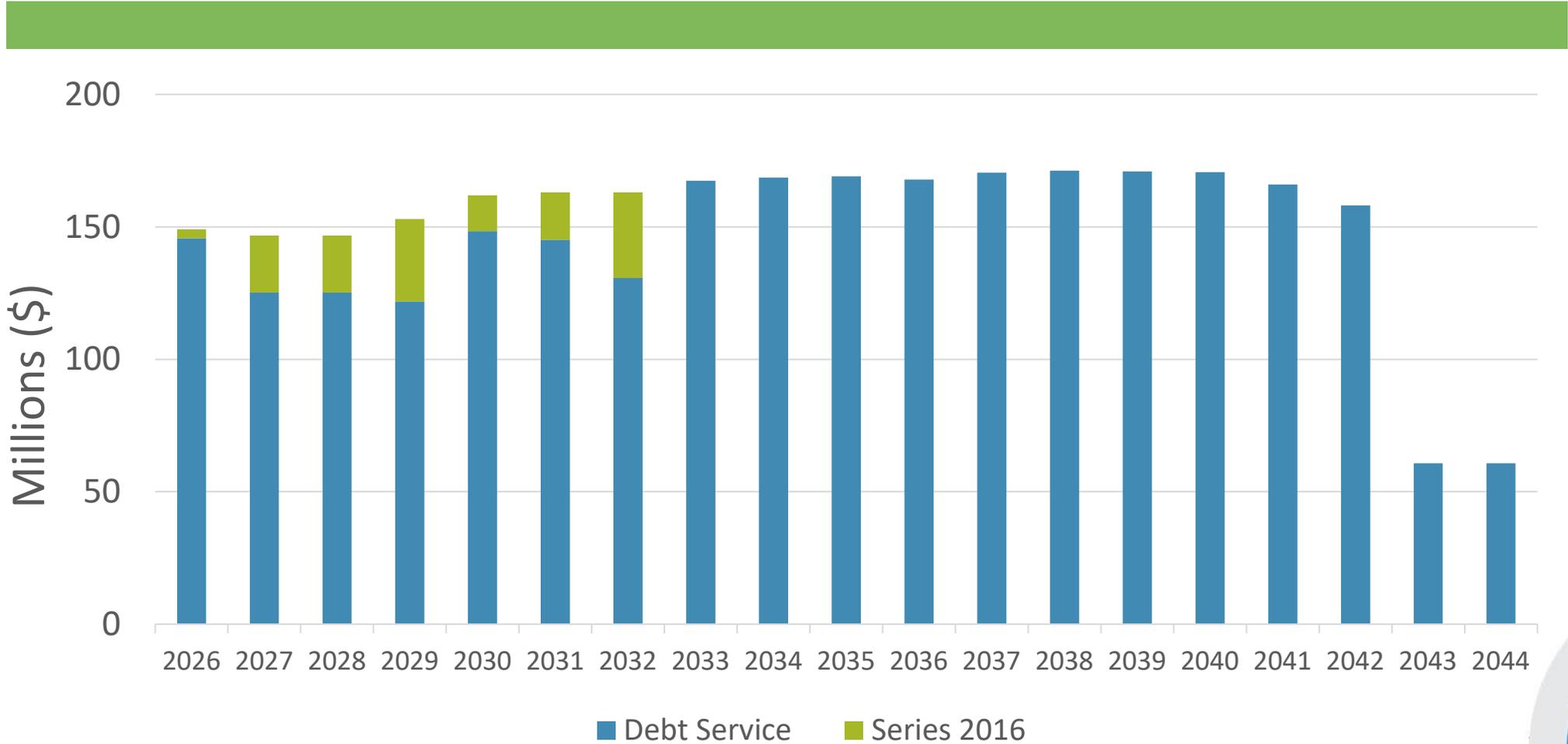
Series 2016 Bond Overview						
Lien	Series	Tax Status	Use of Proceeds	Outstanding Par (\$000)	Series Years	Coupon
Subordinate	2016 CIB	Tax-Exempt	Refunding	\$95,175	2027 – 2031	3.00% - 4.00%
Subordinate	2016 CAB	Tax-Exempt	Refunding	25,914	2032	3.32%
Total				\$121,089		

- Based on current interest rates* and market conditions, a current refunding of the 2016 Bonds in March 2026 would allow UTA to achieve approximately \$5.8 million in aggregate cashflow savings in 2027 through 2032, or approximately \$1.0 million per year.
- Cashflow savings could easily be sculpted and concentrated in specific years to meet anticipated funding needs.

**Results are preliminary and subject to change; interest rates and market conditions as of December 3, 2025.*



Total Debt Service



Parameters

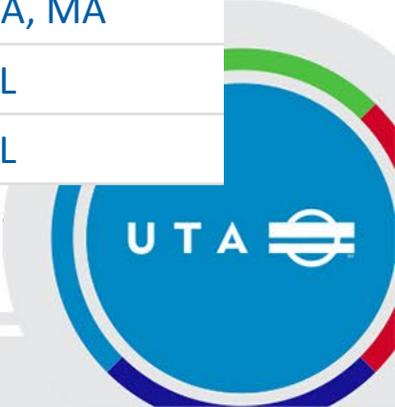
- Refinancing the Series 2016 bonds with a maximum borrowing amount of \$123 million
- Coupon rate between 4-5%
- An aggregate net present value savings amount of at least \$1 million, a target of 3-5% range



UTA – Utah Transit Authority
 MA – Municipal Advisor
 BC – Bond Counsel
 BU – Bond Underwriter

Potential Financing Schedule

Date	Item	Party
28-Jan	UTA Board Meeting to Discuss Bond Financing Opportunities	UTA, MA
29-Jan	Pre-meeting with Treasurer Office to discuss UTA proposal to State Finance Review Commission	UTA, MA, BC
2-Feb	Presentation and Approval of Bond Issuance by State Finance Review Commission	UTA, MA, BC, BU
18-Feb	UTA Local Advisory Council meeting to consult on refunding	UTA, MA, BC
11-Mar	UTA Board Meeting to consider adoption of Bond Authorizing Resolution	UTA, MA, BC
13-Mar	Materials sent to Rating Agencies	MA
16-Mar	Begin Bond Rating Meetings Week	MA, UTA
18-Mar	Due Diligence Meeting – Underwriter’s Counsel	ALL
30-Mar	Ratings Received	UTA, MA
1-Apr	Negotiated bond sale, execution of Bond Purchase Agreement	ALL
8-Apr	Bond Closing	ALL

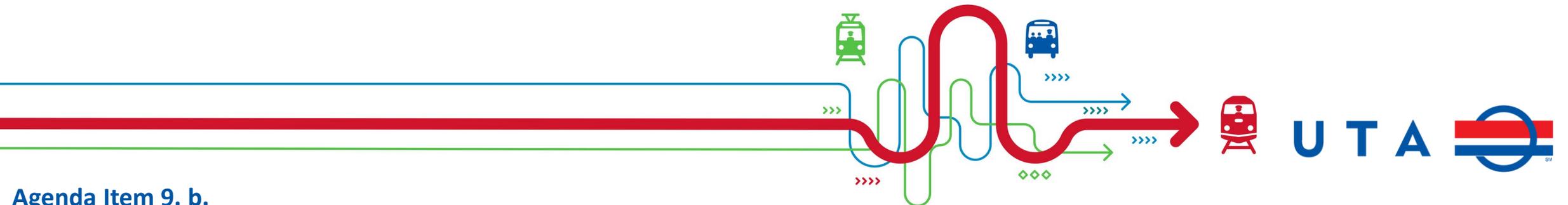


Consultation on Proposed 2026 Operating Budget Amendment



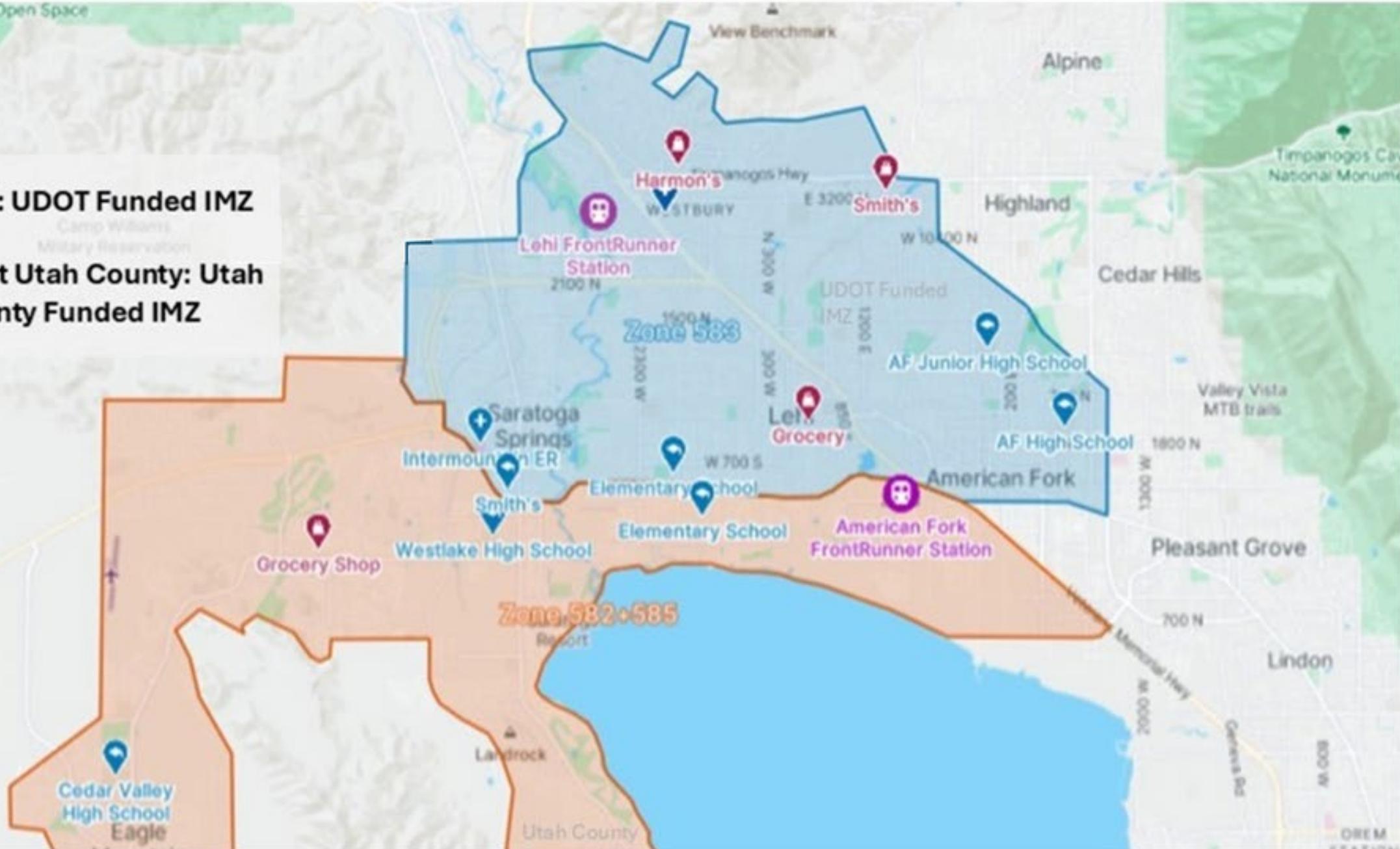
Amendment of 2026 UTA Operating Budget

- Amendment of 2026 Operating Budget to reflect additional transit service in Utah County
- Additional microtransit service in northern Utah County
 - Service to be provided in portions of Lehi, Saratoga Springs, Eagle Mountain, American Fork and Alpine
 - Budgeted expense of \$1,924,000 funded by:
 - Utah County
 - Utah Department of Transportation
- Anticipated start of service August 2026



Utah County IMZs

-  **Lehi: UDOT Funded IMZ**
-  **West Utah County: Utah County Funded IMZ**



Questions?

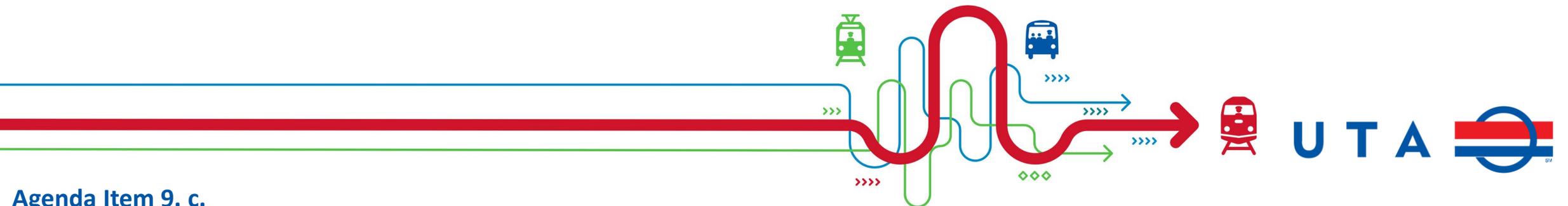


Consultation on Proposed 2026-2030 Five-Year Capital Plan Amendment



Summary of Request

- Consult on proposed 2026-2030 Five-Year Capital Plan Amendment
 - Incorporate additional grant and UTA funds related to **new grant awards** (adds approx. \$42.49M to the 2026-2030 Five-Year Capital Plan)
 - Two (2) New Bus Grants
- Following consultation, amendment moves to UTA Board of Trustees for approval



5 Year Plan Change: New Bus Grant Awards (CNG & Clean Diesel)

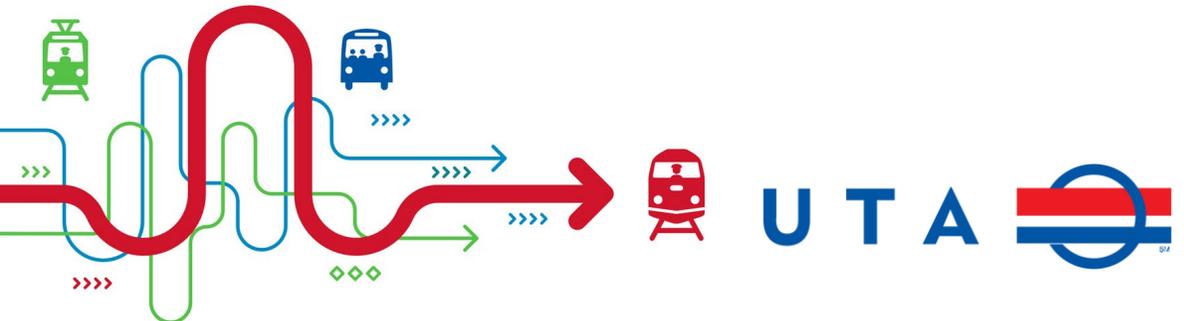
Add \$42.49M* to 2026-2030 Five-Year Capital Plan to purchase 52 new CNG and Clean Diesel Buses

- Delivery in 2027.

*Amount includes ~\$41,805,200 in federal grant funds

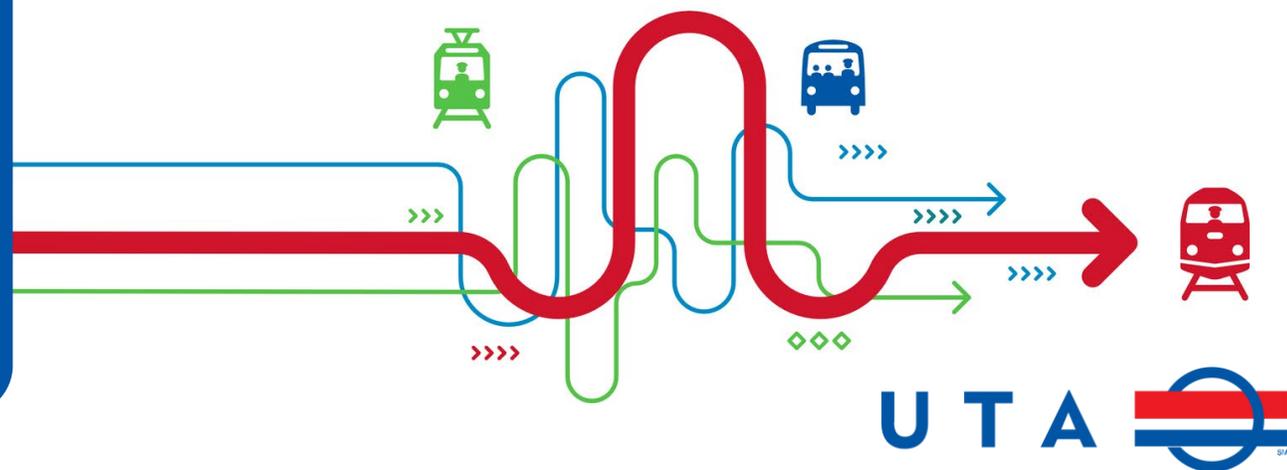
Buses will be purchased under two capital projects:

- REV244- Clean Diesel Bus Purchase- 2025 5339c Grant (\$20.5 million in grant funds)
- REV245- CNG Bus Purchase- 2025 5339c Grant (\$21.3 million in grant funds)

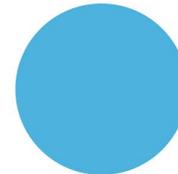


Questions

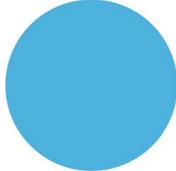
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FARES



Consultation on Fare Rate



FARE RATE ANALYSIS DISCUSSION TOPICS

- 1. Introduction to Fares
- 2. Peer Agency Fare Analysis
- 3. Consultation on Proposed Fare Adjustment



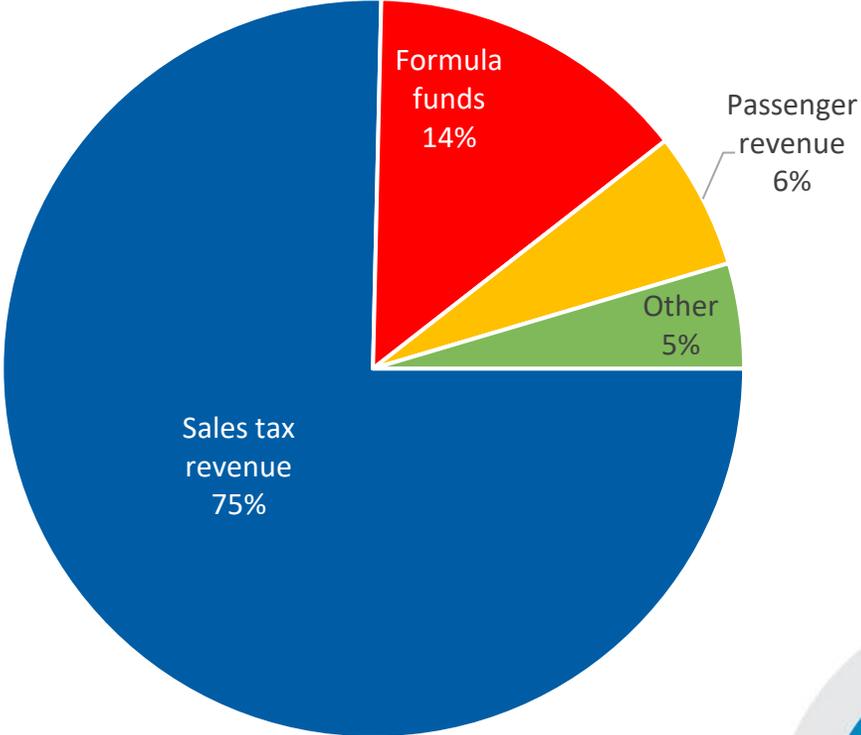
INTRODUCTION TO FARES

SECTION 1

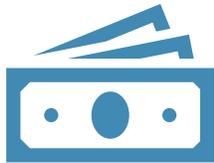


2026 OPERATING REVENUE BUDGET

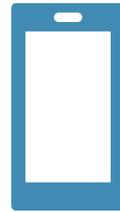
- Total Operating Budget Revenue - \$685 million
 - Sales Tax Revenue - \$517 million
 - Federal Formula Funds - \$97 million
 - **Fares - \$41 million**
 - Other - \$31 million



FARE BASICS



The price a rider pays to use transit



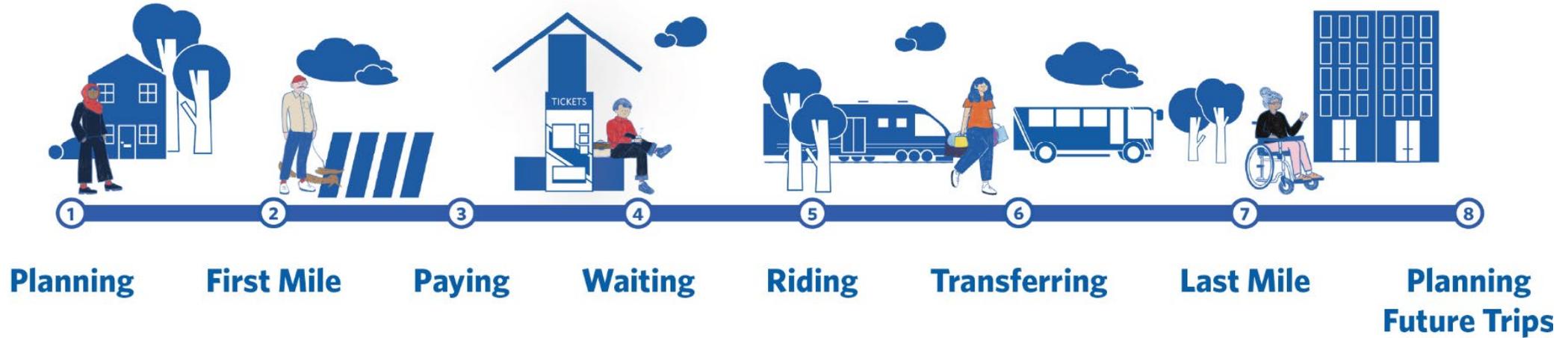
How riders pay

- Mobile App
- Ticket Vending Machine
- Reloadable Electronic Card
- Cash on Bus
- Online



Fares help cover operating costs

CUSTOMER JOURNEY – FARE PAYMENT

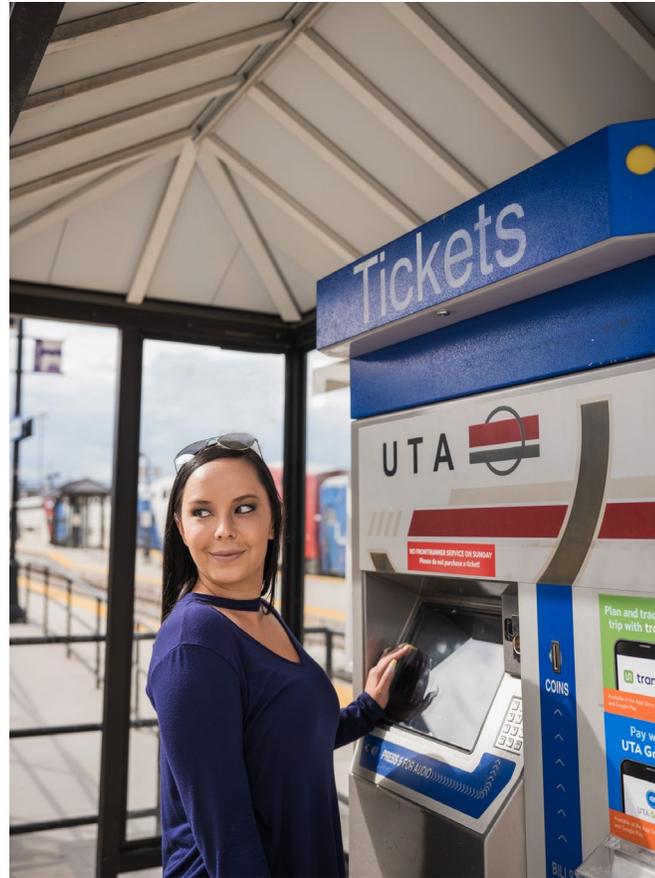


A UTA Fare is the payment required for a customer to travel on any mode of transit services. It is an important part of the Customer Journey, and should reflect an appropriate price that is competitive with other transit agencies.



FARE PAYMENT PROCESS

- 1  Determine Purchase Point
- 2  Select fare product
- 3  Pay fare
- 4  Obtain fare media
- 5  Validate fare



BASE FARE RATE

Base Fare rates have been in effect since April 2013

Local Bus, TRAX, BRT & Streetcar	Adult	Reduced Fare
One-way	\$2.50	\$1.25
Day	\$5.00	None
Monthly	\$85.00	\$42.50
Express Bus, Ski	Adult	Reduced Fare
One-way	\$5.00	\$2.50
Monthly	\$170.00	\$85.00
FrontRunner	Adult	Reduced Fare
One-way	\$2.50	\$1.25
Additional Stops*	\$0.60	\$0.30
Roundtrip	\$5.00	\$2.50
Additional Stops*	\$1.20	\$0.60
Day	**\$10.00	--

*Vineyard and North Temple stops are \$0.00 fare
 **Only available on the UTA FAREPAY card



GOVERNANCE OF FARE RATES

- Utah Public Transit District Act and Board of Trustees Fares Policy 4.1
 - Empower the Board to evaluate and establish base fare rates
 - Require the Board to consult with the Local Advisory Council to set fares
- UTA Fares policy No. UTA.02.03 requires:
 - Adjustments to fares be analyzed every two years
 - Any proposed fare adjustment be presented by the Executive Director to the Board of Trustees for approval.



PEER AGENCY FARE ANALYSIS

SECTION 2



PEER AGENCIES

CITY	STATE	SHORT NAME	AGENCY NAME
Cleveland	OH	GCRTA	Greater Cleveland Regional Transit Authority
Dallas	TX	DART	Dallas Area Rapid Transit Authority
Denver	CO	RTD	Regional Transportation District
Phoenix	AZ	VM	Valley Metro
Pittsburg	PA	PRT	Port Authority Allegheny Co. (Pittsburg Regional Transit)
Portland	OR	TriMet	Tri-County Metropolitan Transportation District of Oregon
San Diego	CA	MTS	San Diego Metropolitan Transit System
San Jose	CA	VTA	Santa Clara Valley Transportation Authority
Seattle	WA	Metro	King County Department of Transportation

Source: Peer Agencies group of nine cities as listed in the UTA 2023 Annual Comprehensive Financial Report

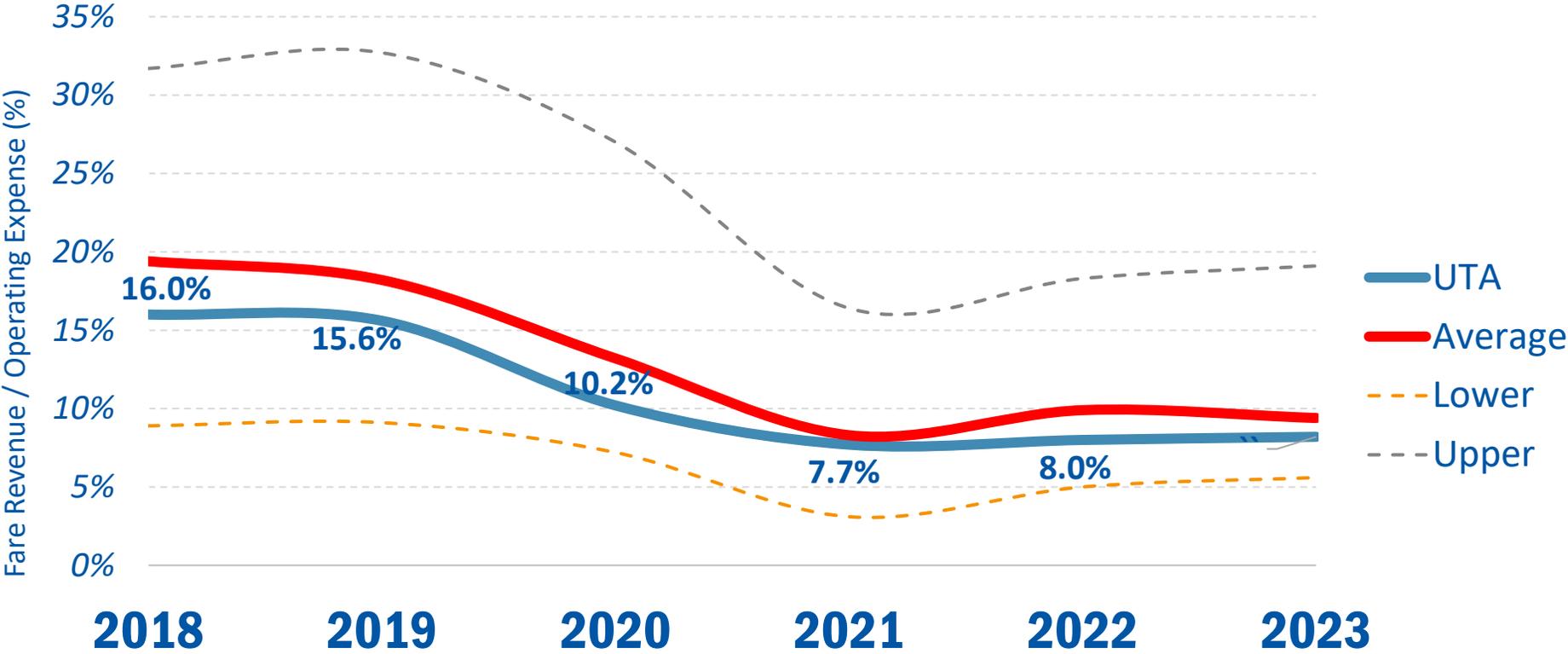


FAREBOX RECOVERY

- Farebox recovery, also known as the fare recovery ratio, is a metric that quantifies how much of a transit system's operating expenses are covered by passenger fares. It's calculated by dividing the total passenger fare revenue by the total operating expenses.



FAREBOX RECOVERY – PEER COMPARISON



Source: National Transit Database 2018-2023, Peer Agencies group of ten cities as listed in the UTA 2023 Annual Comprehensive Financial Report.

Definitions: Average is the annual farebox recovery ratio for all Peer Agencies. Upper is the highest farebox recovery ratio for a given year. Lower is the lowest farebox recovery ratio for a given year.



SUBSIDY PER RIDER

- A subsidy per rider refers to the amount of operational expense allocated to an individual rider less the cost of their transit fare. It also represents the other sources of revenue (sales and use tax, Federal preventative maintenance, advertising, investment income, and other revenue) beyond amount collected from fares.

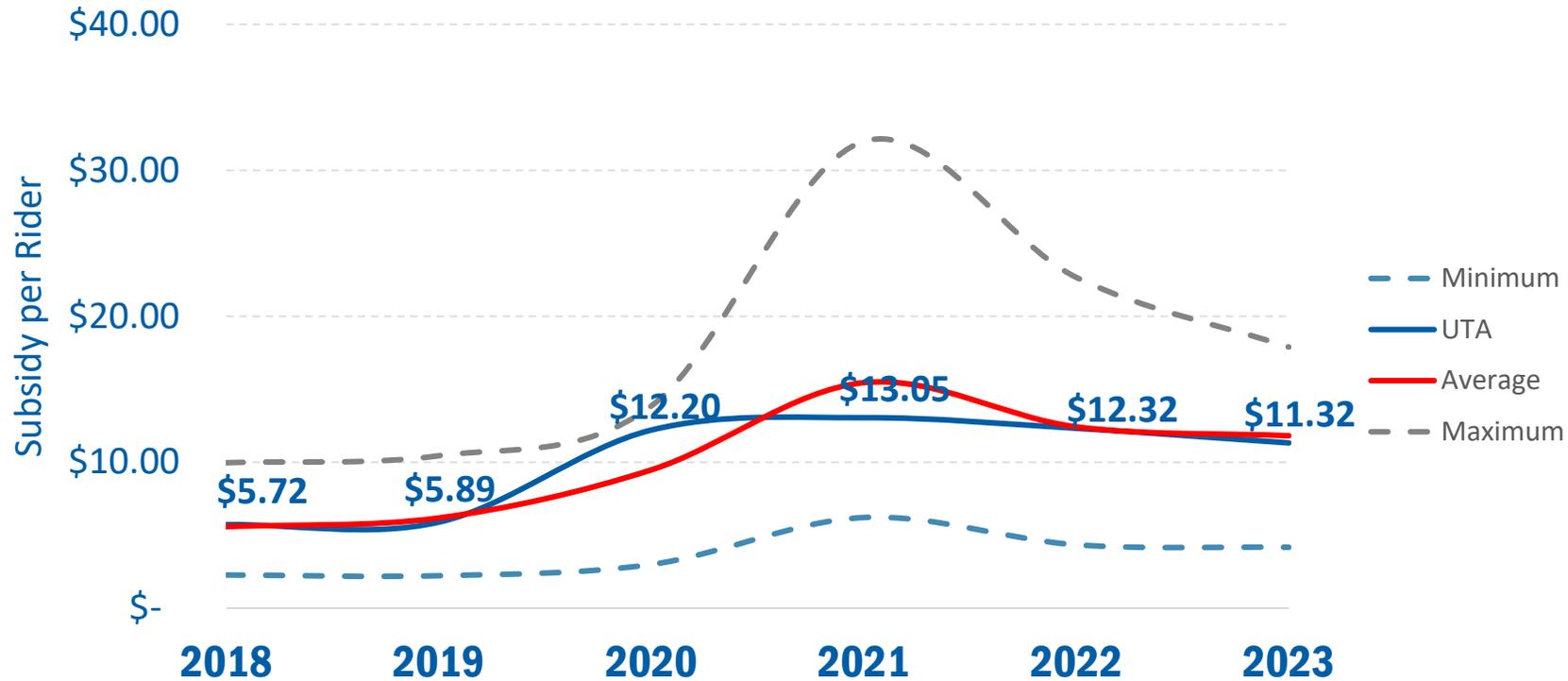


Operating Expense	\$301.0	\$311.0	\$319.9	\$338.8	\$421.1	\$432.2
Fare Revenue	48.1	48.5	32.5	26.0	33.5	35.4
Ridership	44.2	44.6	23.6	24.0	31.5	35.1

(Amounts in millions)



UTA SUBSIDY PER RIDER – PEER AVERAGES



Source: National Transit Database 2018-2023, Peer Agencies group of ten cities as listed in the UTA 2023 Annual Comprehensive Financial Report.

Definitions: Average is the annual subsidy per rider for all Peer Agencies. Upper is the highest subsidy per rider ratio for a given year. Lower is the lowest subsidy per rider for a given year.



KEY FINDINGS

- All transit agency operators experienced significant drop in Fare Revenue post COVID-19 (2019)
- Farebox recovery ratios have not recovered to pre-COVID-19 levels
- Subsidy per rider has increased since COVID-19 period



CONSULTATION ON PROPOSED FARE ADJUSTMENT

SECTION 3



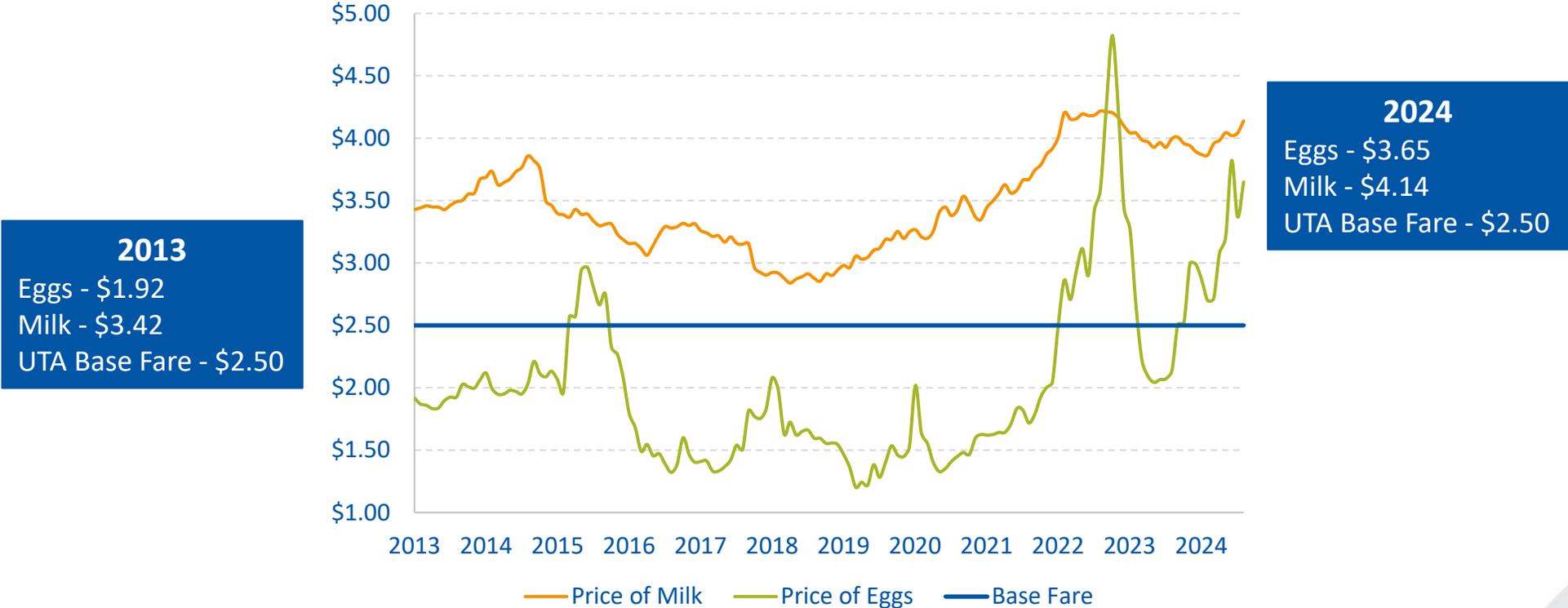
FARE RATE CHANGE ANALYSIS

- **Proposed Fare Adjustment:** Base fare rate increase from **\$2.50** to **\$3.00**

- **Elements of the Fare Rate Analysis:**
 1. Comparison of peer agencies and other transit mode pricing
 2. Fare elasticity
 3. Financial analysis of adjustments
 4. Recommendation
 5. Proposed timeline



PRICE OF GOODS

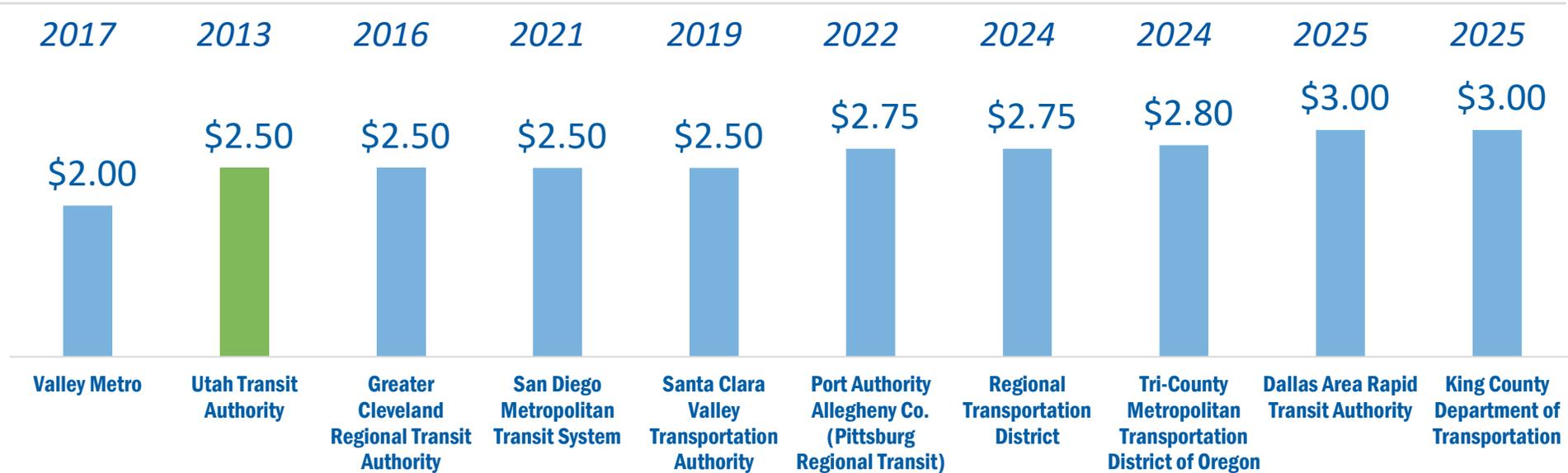


Source: Federal Reserve Economic Data, Federal Reserve Bank of St. Louis December 1, 2024, Average Price: Milk, Fresh, Whole, Fortified (Cost per Gallon/3.8 Liters) in U.S. City Average, U.S. Dollars, Monthly, Not Seasonally Adjusted, Average Price: Eggs, Grade A, Large (Cost per Dozen) in U.S. City Average, U.S. Dollars, Monthly, Not Seasonally Adjusted, Utah Transit Authority Base Fare rate since April 1, 2013.



FIXED ROUTE BUS

Effective Year of Change



Description: Bus vehicles operating on a fixed route and schedule over roadways

UTA Modes: Regular, UTA Rapid (UVX, OGX)

Source: Published base fares on transit agencies' website as of December 22, 2025



LIGHT RAIL

Effective Year of Change



Description: A type of electric rail transit system that uses lighter cars compared to heavy rail cars on a fixed guide way

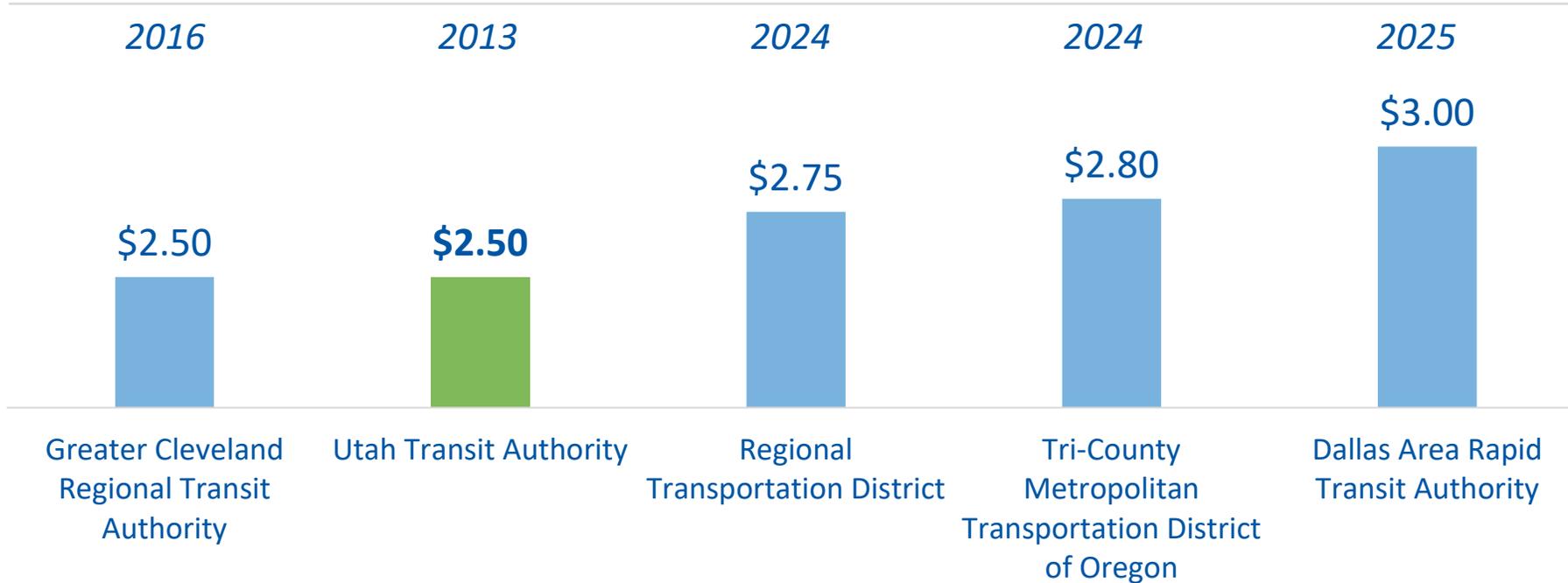
UTA Modes: TRAX, Streetcar

Source: Published base fares on transit agencies' website as of December 22, 2025



COMMUTER RAIL

Effective Year of Change



Description: A regional railroad passenger service

UTA Modes: FrontRunner

Source: Published base fares on transit agencies' website as of December 22, 2025



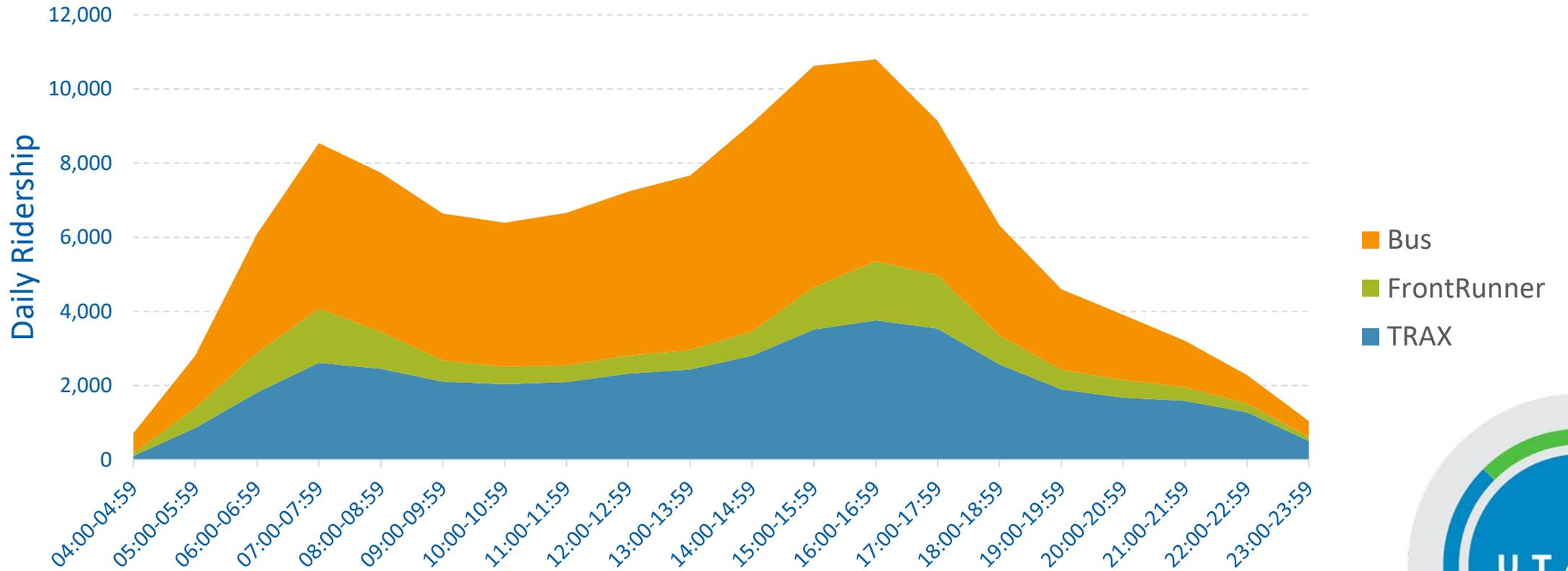
FARE ELASTICITY

- Fare Elasticity measures how sensitive the demand and supply of a public transit is to changes in fare price.
- Elasticity Elements to Consider:
 - Simpson-Curtin, “rule of thumb”, 3% fare hike -> 1% ridership drop
 - Impacts to “peak” and “off-peak” riders
 - Modes of transit relative to income and alternative transportation



DAILY AVERAGE RIDERSHIP - WEEKDAY

121 thousand Daily Riders on Average



FARE PRICE REVENUE IMPACT

	\$2.50 Base Revenue	\$3.00 (20% increase)
Public Fare (No Adjustment)	\$15,359,609	\$3,071,922
Elasticity Adjustment	\$0	(\$374,144)
Public Fare (Elasticity Adjustment)	\$15,359,609	+\$2,697,778
Institutional Contracts	\$16,400,036	+\$3,280,007
Total Fare Revenue (with Elasticity Adj)	\$31,759,645	+\$5,997,785



FEEDBACK ON RECOMMENDATION

- UTA Staff proposes to increase the **Base Fare Rate from \$2.50 to \$3.00** to support long-term financial stewardship, ensuring UTA can sustainably fund operations, maintain service quality, and continue investing in our system.

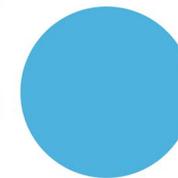


PROPOSED TIMELINE

Month/Day	Task
January 14	Board of Trustees and Executive Director discussion on Fare recommendation
February 18	Consultation on Fares with Local Advisory Council
February 19 – February 28	Mitigation Plan for Preliminary Title VI Analysis
March 25	Board of Trustees Discussion
April 12 – May 15	Public Input Period
May 15 - June 5	Create Public Input Report
June 24	Board of Trustees, Title VI Report, Public Input Report, Fare Resolution
July – November	Communications Outreach to Public on Fare change
December	Winter Change Day – Effect Fare change



DISCUSSION



Facility Strategic Assessment and Implementation Plan



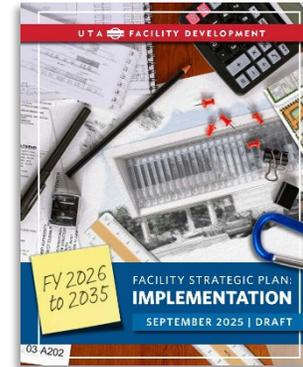
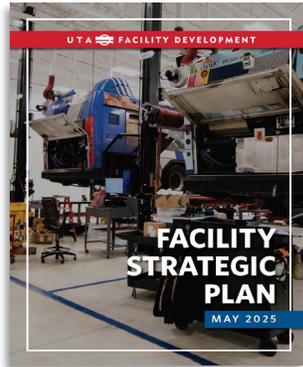
Facility Strategic Plan

Goals

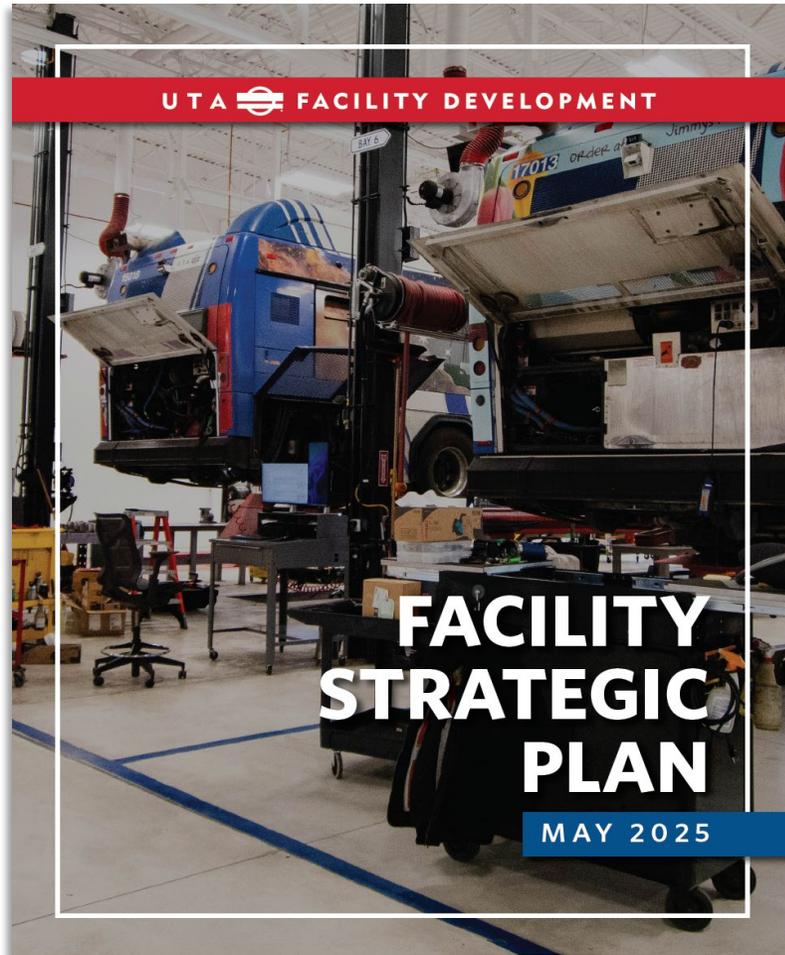
- Define Facility Projects: What, Why, When and How much?
- Timeline – At-a-glance organization based on other UTA plans

Documents

- Facility Strategic Plan: Condition Assessment (May 2025)
- Facility Strategic Plan: Implementation Plan (September 2025)



Condition Assessment



Existing Campuses Evaluated

Depot District	Mt. Ogden
FLHQ	Mt. Timpanogos
Jordan River RSC	Police Headquarters
Meadowbrook	Riverside
Midvale RSC	Warm Springs RSC
Mobility Center	

Findings

676 Individual Projects
\$291M Project Costs



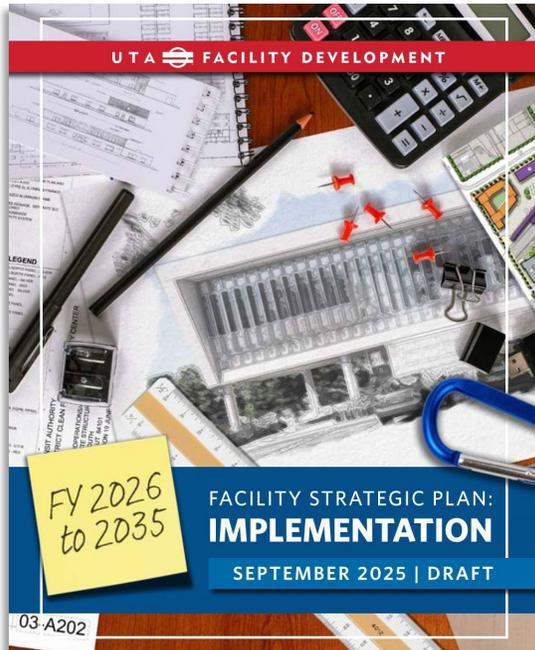
Implementation Plan Coordination & Resources

Departments	Resources
Capital (GIS, Real Estate, Design & Construction)	<ul style="list-style-type: none">• Facility Strategic Plan: Condition Assessment• Fleet Management Plan• Recent UTA facility designs
Planning	<ul style="list-style-type: none">• Long Range Transit Plan (LRTP)• Five-Year Service Plan (FYSP)
Operations (Facility Maintenance; Vehicle Maintenance, Service Delivery)	<ul style="list-style-type: none">• Existing conditions• Operational constraints & requirements
External Resources	<ul style="list-style-type: none">• Peer agency projects• APTA ratios for facility design• Construction industry data & trends



Implementation Plan

- Fiscally unconstrained
- 10 Year Plan to expand, upgrade & maintain facilities
- Timeline Format
- Prioritized by need
- Aligned to service growth



\$827M Total Project Costs

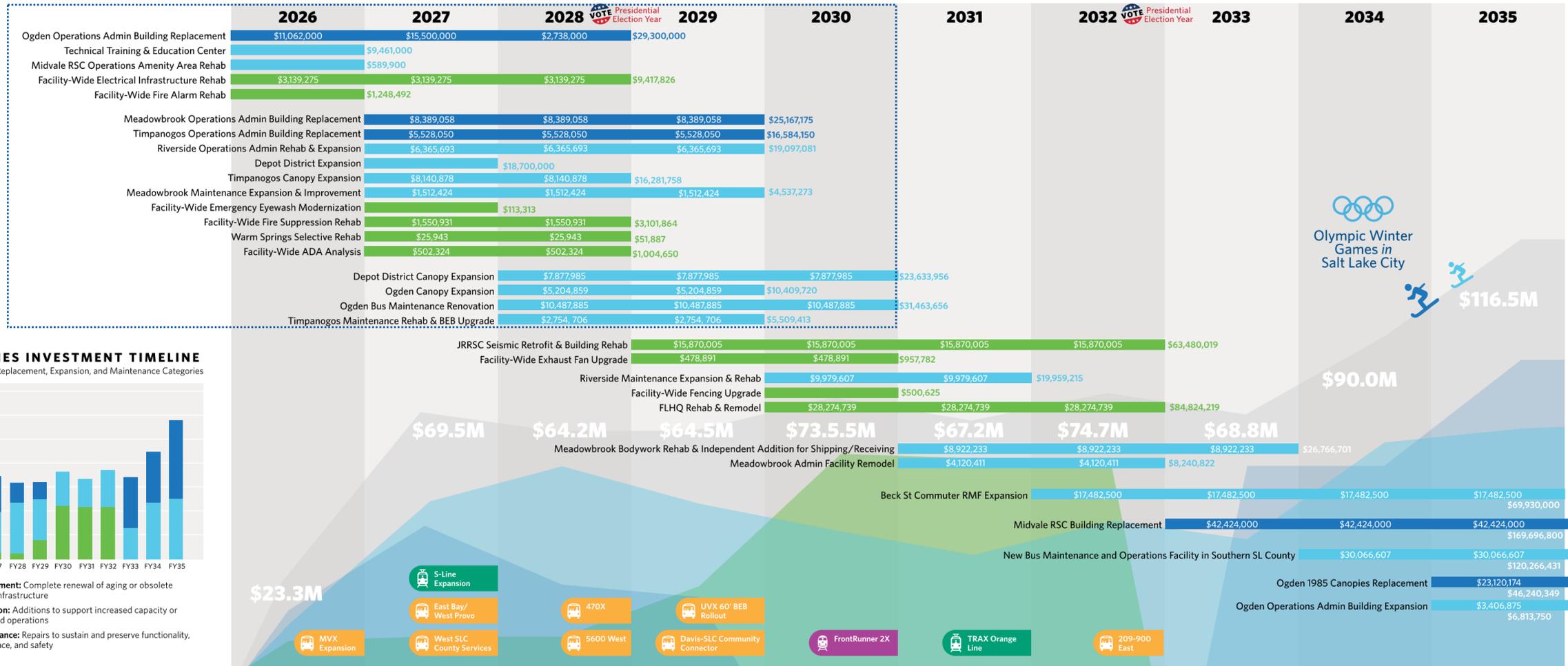
\$287M Facility Replacements
\$155M Facility Upgrades
\$383M Facility Expansions

7 Multi-Facility Campaigns

ADA Analysis
Electrical Infrastructure Rehab
Emergency Eyewash Modernization
Exhaust Fan Upgrade
Fencing Upgrade
Fire Alarm Rehab
Fire Suppression Rehab



Implementation Timeline



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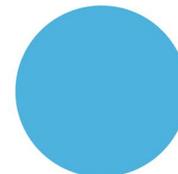


Implementation Timeline

	2026	2027	2028 	2029	2030
Ogden Operations Admin Building Replacement	\$11,062,000	\$15,500,000	\$2,738,000	\$29,300,000	
Technical Training & Education Center		\$9,461,000			
Midvale RSC Operations Amenity Area Rehab		\$589,900			
Facility-Wide Electrical Infrastructure Rehab	\$3,139,275	\$3,139,275	\$3,139,275	\$9,417,826	
Facility-Wide Fire Alarm Rehab		\$1,248,492			
Meadowbrook Operations Admin Building Replacement		\$8,389,058	\$8,389,058	\$8,389,058	\$25,167,175
Timpanogos Operations Admin Building Replacement		\$5,528,050	\$5,528,050	\$5,528,050	\$16,584,150
Riverside Operations Admin Rehab & Expansion		\$6,365,693	\$6,365,693	\$6,365,693	\$19,097,081
Depot District Expansion			\$18,700,000		
Timpanogos Canopy Expansion		\$8,140,878	\$8,140,878	\$16,281,758	
Meadowbrook Maintenance Expansion & Improvement		\$1,512,424	\$1,512,424	\$1,512,424	\$4,537,273
Facility-Wide Emergency Eyewash Modernization			\$113,313		
Facility-Wide Fire Suppression Rehab		\$1,550,931	\$1,550,931	\$3,101,864	
Warm Springs Selective Rehab		\$25,943	\$25,943	\$51,887	
Facility-Wide ADA Analysis		\$502,324	\$502,324	\$1,004,650	
Depot District Canopy Expansion			\$7,877,985	\$7,877,985	\$7,877,985
Ogden Canopy Expansion			\$5,204,859	\$5,204,859	\$10,409,720
Ogden Bus Maintenance Renovation			\$10,487,885	\$10,487,885	\$10,487,885
Timpanogos Maintenance Rehab & BEB Upgrade			\$2,754,706	\$2,754,706	\$5,509,413

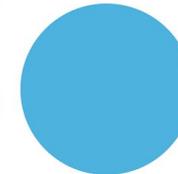


REPORTS

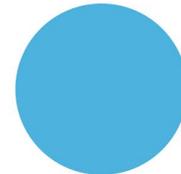


Executive Director Report

- UTA 2025 Highlights
- April Change Day



2025 UTA Highlights





UTA Highlights 2025

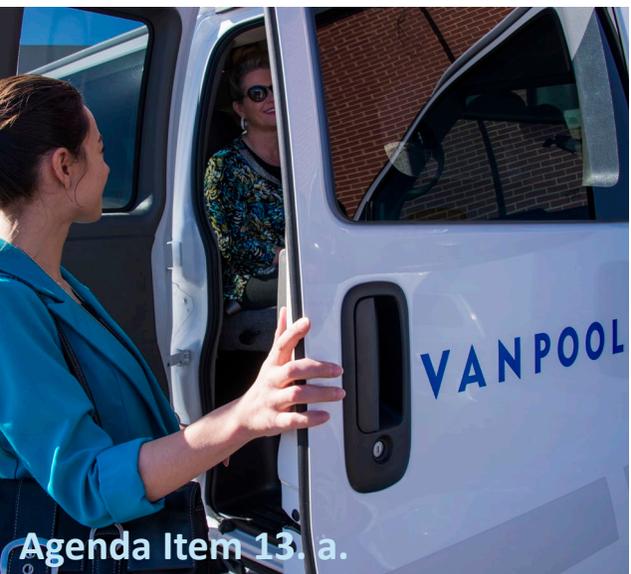
- APTA Outstanding Public Transportation Award
- Accelerated launch of the Midvalley Express (MVX) ahead of schedule
- Opened South Jordan Downtown TRAX Station
- April Change Day 2025 – 1M service miles added, launched W. Provo/Orem On Demand
- Approved purchase of 20 new TRAX cars, built in Utah by Stadler
- Opened BYU Central Campus Station – new station on Utah Valley Express (UVX) line
- Awarded two FTA Grant Awards totaling \$41 million to upgrade UTA bus fleet
- Approved – S-Line extension: construction begins early 2026, service to begin in 2027



Outstanding Public Transportation System

2025



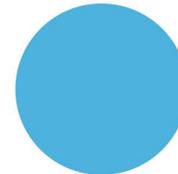


Ridership Highlights

- Overall ridership exceeded 40M for second year in a row
 - FrontRunner = more than 4M
 - TRAX = 13M
- COVID ridership recovery for bus at 100%
- Vanpool ridership = 1.3M, +15.7%
- On Demand ridership = 645K, + 13.6%
- Ski Bus ridership up 3% with more than 400K boardings



April Change Day



April Change Day Service

- Launch of the Midvalley Express (MVX)



OTHER BUSINESS

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



ADJOURN

