

SOUTH JORDAN CITY
CITY COUNCIL STUDY MEETING

November 18, 2025

Present: Mayor Dawn R. Ramsey, Council Member Kathie Johnson, Council Member Don Shelton, Council Member Tamara Zander, Council Member Jason McGuire, City Manager Dustin Lewis, Assistance City Manager Jason Rasmussen, Assistant City Manager Don Tingey, City Attorney Ryan Loose, Fire Chief Chris Dawson, Police Chief Jeff Carr, Deputy City Engineer Jeremy Nielson, CFO Sunil Naidu, Director of Human Resources Teresa Cook, Director of Public Works Raymond Garrison, Director of Planning & Economic Development Brian Preece, Director of Recreation Janell Payne, Director of Administrative Services Melinda Seager, PIO/Communication Manager Rachael Van Cleave, GIS Coordinator Matt Jarman, City Recorder Anna Crookston, Planning Commissioner Sam Bishop

Absent:

Other (Electronic) Attendance: Council Member Patrick Harris, Tomas Longholtz, Admin, Test

Other (In-Person) Attendance: Ted Knowlton, Chandler Buhler

4:40 P.M.
REGULAR MEETING

A. Welcome, Roll Call, and Introduction - By Mayor Dawn Ramsey

Mayor Ramsey welcomed everyone present and introduced the meeting.

B. Invocation – By Council Member, Jason McGuire

Council Member McGuire offered the invocation.

C. Mayor and Council Coordination

Mayor Ramsey expressed appreciation for the invocation and reiterated that community members are welcome to offer invocations at future work or council meetings by coordinating with the City Recorder. She noted that a month had passed since the last meeting, resulting in several updates. She highlighted the upcoming National League of Cities (NLC) conference, which will be held in Salt Lake City. She stated that councilmembers are registered to attend and noted that staff are available to assist with accessing the conference app to review sessions, speakers, and events. She reminded the council about “State Night” scheduled for Friday evening and encouraged attendance, noting that participation is expected to be higher due to the local venue. She referenced strong attendance at past NLC conferences held in other cities, including Washington, D.C., and Kansas City, and shared that recent conferences have drawn several thousand participants. She

also noted that site visits are offered as part of the conference and shared that she is registered to participate in the Hill Air Force Base tour.

Council Member Zander asked for clarification regarding the time for the “State Night” on Friday evening. It was confirmed that the event is scheduled from 6:00 p.m. to 7:30 p.m. and will be held at the Museum of Illusions.

Mayor Ramsey noted that the grand opening ceremony for the Utah Department of Transportation (UDOT) Bangerter interchange project is also scheduled for Friday, creating multiple overlapping events that day. She explained that the ceremony will mark the opening of all three Bangerter interchanges and will take place at the 9800 South interchange, in the adjacent parking lot. She shared that she was recently asked to speak at the event and indicated that scheduling conflicts are being worked through to determine how best to accommodate all commitments.

Council Member Zander noted an email indicating that Governor Cox is scheduled to speak with the Governor of New Mexico on Friday morning and asked whether other councilmembers had seen the communication. Council members discussed uncertainty about the email regarding the Governor’s speaking engagement and whether it was scheduled for Friday. It was noted that while there was a general recollection of the Governor being listed as a speaker, the specific date and time were unclear. Councilmembers shared that they planned to review the conference schedule through the event app to confirm details and better coordinate attendance at various sessions and events.

Mayor Ramsey noted that enhanced security measures are expected at the conference. She explained that similar conferences held in Washington, D.C., require advanced security procedures when high-profile officials, such as the President or First Lady, attend, which can result in longer entry lines. She advised that comparable security protocols will likely be in place for this conference, given current conditions, and encouraged attendees to plan accordingly and allow additional time to pass through security checkpoints.

D. Discussion/Review of City Council Meeting

Action Items:

- Resolution R2025-58, Supporting America250.
- Resolution R2025-59, Approving Privacy Program Policy #300-03.
- Resolution R2025-60, Interlocal Cooperation Agreement between SLCo and the City transferring 5200 West Right-of-Way to the City.
- Resolution R2025-61, Interlocal Cooperation Agreement between SLCo and the City, transferring six (6) Parcels of publicly owned real property located in the Glenmoor Subdivision.

Public Hearing Item:

- Ordinance 2025-17, Amending Chapters 16.04.160, 16.14, 17.04.060, 17.08 of the Municipal Code to comply with changes in State Legislation.

PID Application Acknowledgment: No Vote

- LOI to create Downtown Daybreak PID. Council Member Jason McGuire joined the meeting.

E. Presentation Item:

- E.1. Wasatch Front Regional Council will provide an update on the Transit Fresh Look (TFL) effort, which envisions the future of transit in Southwest Salt Lake County and Northwest Utah County. (By WFRC Deputy Director, Ted Knowlton)

Ted Knowlton, Deputy Director of the Wasatch Front Regional Council, introduced himself and thanked the council for the opportunity to present. He noted that he was joined by Chandler Buetler of UTA and expressed appreciation for the opportunity to be on the agenda.

Mayor Ramsey thanked Chandler Buetler for attending and invited him to join the table as part of the presentation. She acknowledged UTA as a key partner in the Transit Fresh Look effort and expressed the council's appreciation for UTA's strong partnership and continued good work in South Jordan.

Mr. Knowlton provided a brief update on the Transit Fresh Look effort, explaining that the project is nearing completion. He outlined the goal of the presentation; to give the council a sense of the current status, highlight opportunities and options for South Jordan and surrounding communities, and convey how the proposed transit improvements could benefit residents. He reviewed prepared presentation (Attachment A). He explained that the Transit Fresh Look effort aims to unite communities, key partners, and transportation agencies around a single, unified transit vision. The process encourages considering all possibilities, not just existing plans, by asking what the community wants to accomplish and then determining what is needed to achieve it. He clarified that the effort is distinct from the regional transportation plan but will ultimately be integrated into it. He highlighted the strong partnership across southwest Salt Lake County and northwest Utah County. He noted Mayor Ramsey, City Manager Dustin Lewis, and City Attorney Ryan Loose as key representatives for South Jordan. He presented the draft vision, including South Jordan specific projects; the fuchsia line for South Jordan Parkway Bus Rapid Transit, the light blue Rio Tinto Loop Bus Rapid Transit, and the dark blue 11800 South Bus Rapid Transit. He also discussed a major regional project extending the Red Line along Bangerter Highway to connect with the new FrontRunner station in Bluffdale, noting that this ambitious project has broad support from partners and enhances transit connectivity across southwest Salt Lake County.

Mayor Ramsey expressed pride in the progress of the Transit Fresh Look effort, noting that it has been over a year of intensive work. She emphasized the significance of aligning all key stakeholders, including cities, the business and education communities, MPOs, transit agencies, and legislators, on a shared vision. She highlighted that past challenges with east-west connectivity in the valley stemmed from a lack of unified planning, making this draft vision a critical milestone. She stressed the importance of integrated transit across communities, the potential long-term benefits for mobility and quality of life, and the need to consider funding, land use, and other implementation factors. She noted the extension of the Red Line beyond South Jordan, connections to the FrontRunner station, integration with the Blue Line through Draper, and the development of Bus Rapid Transit lanes as components of a fully looped transit system. She acknowledged the exhaustive stakeholder engagement and review that has gone into the draft vision, calling the

resulting plan “monumental” and expressing gratitude for the collaborative partnership that made it possible.

Council Member Zander asked for a more detailed explanation of the Red Line project, noting that previous references had been too vague to fully understand. She acknowledged that plans may change but requested specifics regarding the project’s scope, alignment, and potential impacts.

Mr. Knowlton responded that the current draft map represents the general corridor for the Red Line, but the precise alignment still needs to be determined. He explained that refining the alignment is a future step that will involve collaboration with affected communities, particularly Riverton, to address how the line interacts with the Bangerter Highway corridor. He emphasized that while the corridor is established, the specific details and implementation will require further discussion and planning.

Mayor Ramsey described the envisioned Red Line alignment, noting that it would generally follow a southward corridor, passing through Herriman into Riverton. She indicated that the line would eventually cut across to connect with other key transit stations, supporting regional connectivity and integration with the broader transit network.

Council Member Zander clarified that the Red Line’s alignment had already been decided within the city’s transportation plan. She noted that the line will turn west from South Jordan, rather than cutting in front of Early Light Academy (ELA), following a route similar to Duckhorn, before continuing to the other side of the corridor.

Mayor Ramsey noted that the alignment on the far side of Mountain View has not been finalized and it is too early to know the exact route. However, some corridor has been preserved to allow for future transit development.

Mr. Knowlton stated that the alignment will continue to be refined over the next few months. He assured the council that they will work with staff to ensure the proposed line aligns as closely as possible with the routes already preserved by the city. He noted that information has already been gathered from city staff to help represent the appropriate corridor.

Council Member Zander clarified that her concern is not about the alignment within South Jordan, which has already been approved, but rather about the pathway for the Red Line once it leaves the city. She asked whether there is a clear plan for the alignment beyond South Jordan.

Mayor Ramsey explained that while there is agreement on the general southward direction of the Red Line, the exact alignment beyond South Jordan has not been finalized. The collaborative group chose a route that goes south before cutting east to connect with the FrontRunner line at The Point. She emphasized that the specific alignment will require further coordination with neighboring cities, UTA, and other stakeholders to ensure consensus and proper integration with local communities.

Mr. Knowlton explained that the next steps involve working closely with each community to refine the proposed corridors. He continued to review prepared presentation (Attachment A), noting the

final documents will include cut sheets for each corridor showing the current contemplated alignment in more detail, along with preliminary station locations, which are subject to change. These materials are intended to start conversations within each community about the most appropriate alignment and station placement based on land use, focal points, and local priorities. He emphasized that this phase will involve detailed corridor-level planning, including land use coordination, station location refinement, and exploring funding opportunities, requiring creativity and collaboration from all stakeholders. He explained that the purple polygons shown on the maps, called Planning Exploration Areas, were developed in collaboration with city staff to identify areas where land use and zoning could potentially change. These areas are not prescriptive but serve as reference points for discussion. He emphasized that communities are not bound to these areas and can provide input on how they align with local priorities. He noted that advancing challenging transit projects will require close collaboration, careful planning, and creative approaches to funding, land use, and transit market capture. He highlighted that much of this work involves other communities in the region, not just South Jordan, but stressed the importance of working together. He shared that the last anticipated partnership meeting for this effort is scheduled for December 1, focusing on near-term actions and coordination among partners. He concluded by emphasizing the spirit of collaboration among cities, communities, major landowners, and transportation agencies, which will be essential to advancing the ambitious transit vision.

Chandler Buetler added that the Transit Fresh Look process has been highly beneficial, providing an opportunity for UTA to listen to feedback from stakeholders, cities, and partners. He noted that this type of collaborative visioning at such a scale is unprecedented and gives UTA a clearer sense of direction for future transit development. He expressed appreciation for the partnership with WFRC, South Jordan, and other participating cities, emphasizing UTA's commitment to working together to advance the projects and move the vision forward.

Council Member Shelton asked for clarification on the proposed Bus Rapid Transit (BRT) along South Jordan Parkway, specifically inquiring how far west and east the route is planned to extend.

Mr. Knowlton responded that the South Jordan Parkway BRT and the Rio Tinto Loop on the west side of the community could be considered together as a composite project. He noted that there are multiple ways the project could be implemented, and collaboration with the city would help determine the most effective approach for alignment and integration.

Council Member Shelton asked for clarification on the 11800 South Bus Rapid Transit project, specifically inquiring how far the route extends to the east and west.

Mayor Ramsey described the Rio Tinto Loop BRT as a route designed to connect the east and west sides of South Jordan, allowing residents to travel across the city efficiently and reasonably.

Mr. Knowlton noted that while the overall vision is largely established, there is still time for modest adjustments to the alignment. He explained that if the council or mayor identifies areas needing refinement, such as extending 11800 South further west, these adjustments can still be considered, though it is too late to introduce entirely new ideas.

Council Member Shelton asked how a Bus Rapid Transit route could be implemented along Daybreak Parkway in the Daybreak community, expressing curiosity about the feasibility and design of the alignment through that area.

Council members discussed the alignment of the various Bus Rapid Transit (BRT) and transit lines. They clarified that the 11800 South BRT extends only to the Mountain View Corridor area. The pink line represents South Jordan Parkway, connecting to the Mountain View Corridor before transitioning to the loop line, which continues further east, potentially to 12600 South. The blue line, identified as the 11800 South Rapid Transit, was noted as the primary BRT route, extending all the way to approximately U-111.

Mayor Ramsey emphasized that while the region is interconnected, different areas have unique transit priorities. She noted that communities like Eagle Mountain and Saratoga Springs have distinct needs that must be balanced with broader regional planning. The draft vision incorporates these considerations, including proposed Bus Rapid Transit along the Mountain View Corridor and potential connections between northern Utah County and existing transit lines. She highlighted that the planning process involved collaboration among representatives from multiple communities and agencies to address these regional transit challenges.

Council Member Shelton asked whether the previously discussed requirement for a Bus Rapid Transit route along 5600 West, prior to the Mountain View Corridor being converted to a freeway, is still in effect.

Mr. Buetler confirmed that the 5600 West BRT project is currently underway. He noted that the project includes enhanced lanes that function similarly to Bus Rapid Transit, providing improved transit service along the corridor prior to the Mountain View Corridor freeway conversion.

Mr. Knowlton added that the 5600 West BRT aligns with the lime-colored Mountain View Corridor Bus Rapid Transit concept, suggesting that the line could continue south into Utah County, providing a connected regional transit route.

Mayor Ramsey emphasized that the draft vision represents a significant milestone, outlining proposed transit corridors throughout southwest Salt Lake County and northwest Utah County. She noted that while considerable work remains to refine and implement the plan, reaching this point is a major accomplishment for regional transit planning.

Council Member Shelton confirmed that the South Jordan Parkway Bus Rapid Transit route is intended to connect directly to the FrontRunner station, providing a continuous link between the BRT corridor and regional rail service.

Council Member McGuire asked about the anticipated timeline for the transit projects, acknowledging that many are long-term or generational initiatives, and inquired if there is any indication of when implementation might begin.

Mr. Buetler emphasized that now that the transit vision has been established, securing funding is the next critical step. He highlighted the need for community and stakeholder support to identify and obtain the necessary resources to advance the projects.

Mr. Knowlton explained that implementation of the transit projects depends on funding and, to some extent, land use considerations. He noted that many projects will be phased, starting with near-term improvements to provide service where none currently exists. This approach allows communities to begin benefiting from transit while shaping future land use and development plans around the new service.

Council Member McGuire raised the issue of how to implement a transitional plan to make the draft vision actionable. He noted long-standing resident requests for bus service along South Jordan Parkway and 11400 South, emphasizing that without local connections to mass transit stops, people continue to rely on cars. He asked how the city can work with UTA to develop a phased plan that provides practical, near-term service improvements while moving toward the larger transit vision.

Mr. Buetler explained that UTA approaches transit implementation in steps and phases. They maintain a five-year service plan for near-term planning, which will be reevaluated next year. Feedback from cities and stakeholders is critical during this process. Input gathered will inform both the five-year plan and the longer-range 10-year transit plan, allowing projects to be incrementally advanced over time. This phased approach enables gradual implementation of larger transit initiatives while incorporating community priorities.

Mr. Knowlton encouraged council members to continue voicing their community priorities. He noted that understanding where each community wants to start allows WFRC and partners to align available resources and support implementation. He emphasized that clear communication of local priorities is essential as stakeholders work together to advance transit projects.

Council Member Johnson noted that providing Bus Rapid Transit service is only beneficial if it increases ridership and demonstrates actual demand. She emphasized that without measurable impact on service usage, it is difficult to justify or plan for further expansion, and the need for the service may remain uncertain.

Council Member McGuire highlighted that while increased development, such as the downtown Daybreak area, may demonstrate transit demand, there are still gaps in connectivity. He shared feedback from Salt Lake residents who want to attend events like Bees games but are deterred by traffic and limited transit connections. Specifically, he noted the lack of convenient links from FrontRunner stations to local destinations, such as the Red Line or bus connections from South Jordan Parkway, which reduces the practicality of using transit for these trips.

Mr. Buetler offered to share his contact information with the council to maintain engagement on the five-year service plan. He emphasized that this will allow council members to stay informed, provide input, and remain involved as the plan is developed and refined.

Mayor Ramsey thanked UTA representatives, noting that the previous update of the five-year service plan did not include any allocations for South Jordan. She expressed support for including routes such as South Jordan Parkway in the plan. She also acknowledged the extensive work that has gone into developing the transit vision and appreciated the concise presentation provided to the council.

Mayor Ramsey tabled Item F.1, Curbside Recycling Level of Service, noting that additional information is pending and the discussion will be postponed to a future meeting until that information is available.

F. Discussion Item:

- F.1. Curbside Recycling Level of Service. (By Director of Public Works, Raymond Garrison)

Council Member Zander motioned to recess the City Council Study Meeting and move to Executive Closed Session for the discussion of the purchase, exchange, or lease of real property. Council Member Johnson seconded the motion. Vote was 5-0, unanimous in favor.

RECESS CITY COUNCIL STUDY MEETING AND MOVE TO EXECUTIVE CLOSED SESSION

G. Executive Closed Sessions:

- G.1. Discussion of the purchase, exchange, or lease of real property.
G.2. The deployment of security personnel, devices, or system.

ADJOURN EXECUTIVE CLOSED SESSION AND RETURN TO CITY COUNCIL STUDY MEETING

Council Member McGuire motioned to adjourn the Executive Closed Session and move back to the City Council Study Meeting. Council Member Zander seconded the motion. Vote was 4-0, unanimous in favor; Council member Harris was absent for the vote.

Council Member Shelton motioned to adjourn the November 18, 2025 City Council Study Meeting. Council Member Johnson seconded the motion. Vote was 4-0, unanimous in favor; Council member Harris was absent for the vote.

ADJOURNMENT

The November 18, 2025 City Council Study Meeting adjourned at 6:27 p.m.

This is a true and correct copy of the November 18, 2025 City Council Study Meeting Minutes, which were approved on January 6, 2026.


South Jordan City Recorder



2024 Transit Fresh Look Study

Transit Fresh Look Study



- **Align on a unified transit vision**
- **Explore options not previously considered**
- **Take a problem-solving “what would it take” approach**

Relationship of Transit Fresh Look to the Regional Plan

- Regional Transportation Plan
 - Includes road, transit, and active transportation
- Transit Fresh Look
 - Focuses on high-capacity transit
 - Projects will be represented in the Regional Transportation Plan



2024 Transit Fresh Look Study

2024 Transit Fresh Look Study

The Transit Fresh Look Partnership



Communities

Bluffdale
Eagle Mountain
Herriman
Lehi
Riverton
Saratoga Springs
South Jordan
West Jordan

Stakeholders

State legislators
Salt Lake County
Utah County
School districts
Private sector
South Valley Chamber

Transportation Partners

Utah Transit Authority
Utah Department of Transportation
Mountainland Association of Governments
Wasatch Front Regional Council



2024 Transit Fresh Look Study

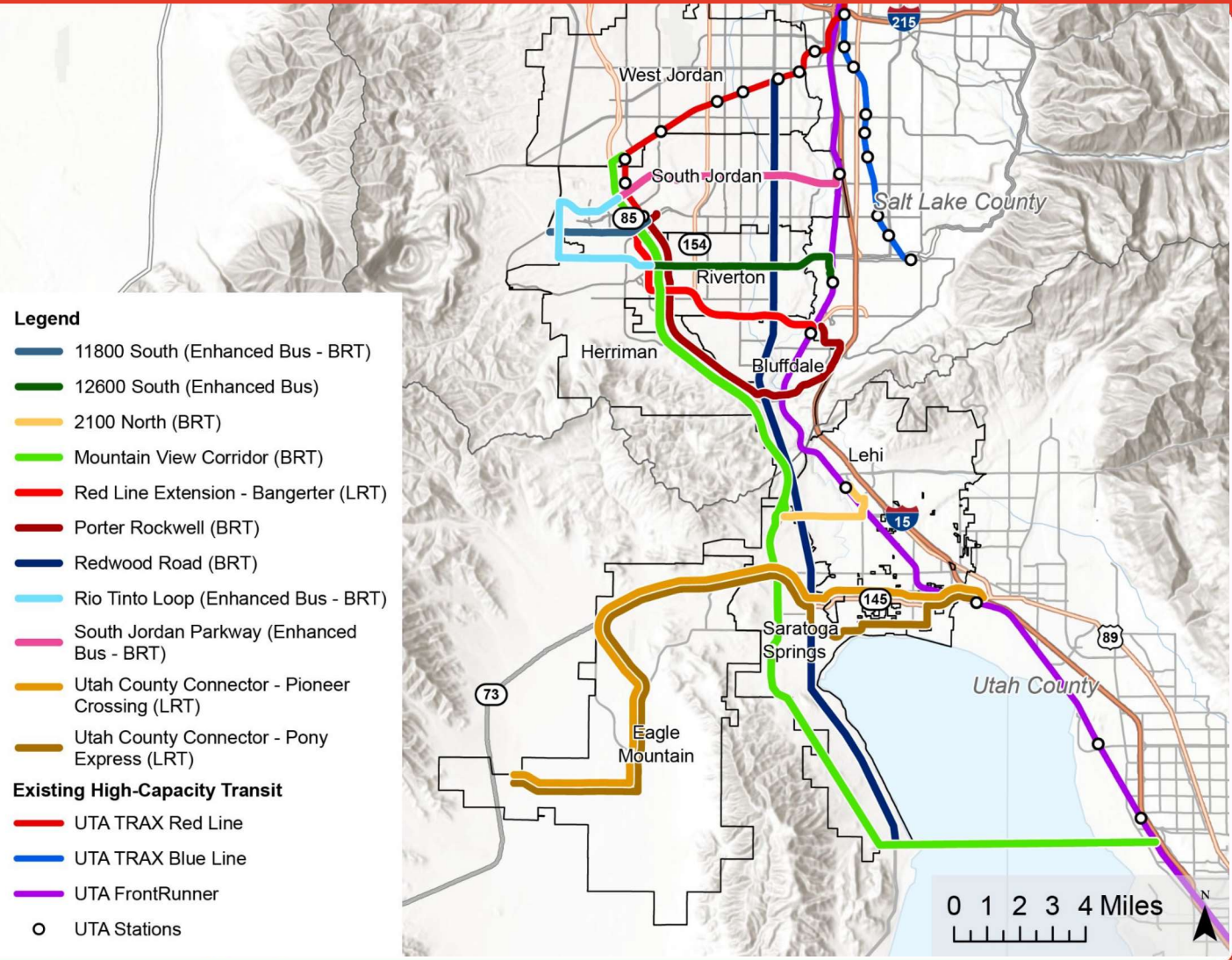
South Jordan's Committee Representatives

Partnership

- Mayor Ramsey
- Dustin Lewis
- Ryan Loose

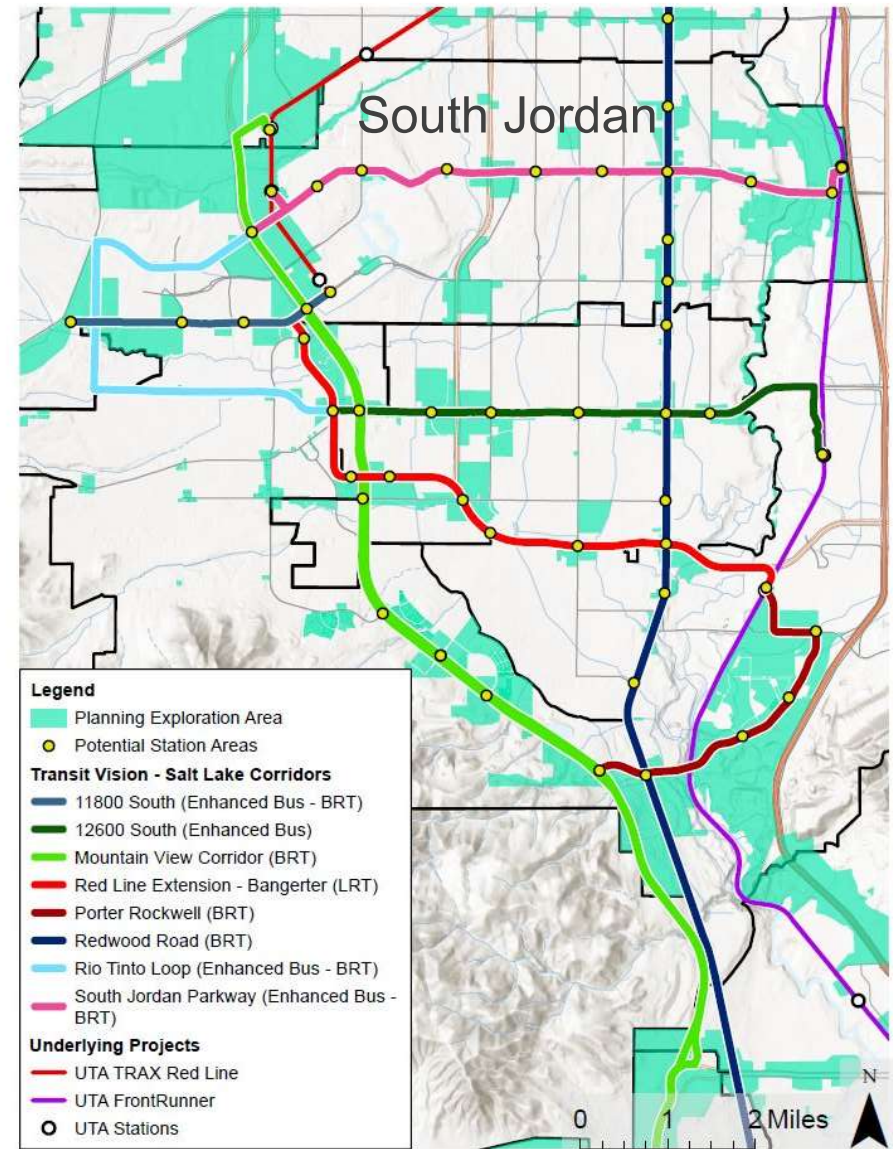
Draft Vision

Subject to refinement



Planning Exploration Areas

And preliminary stations



What makes for a successful transit corridor?

Funding
Competitiveness



Ideally 3, but
at least 2 needed for
successful
high-capacity transit

Land Use
Intensity



Transit
Market
Capture



Next Steps

September

County
Specific
Partnership

County specific meetings for Salt Lake County and Utah County

December

Partnership

Final Partnership wrap up meeting



2024 Transit Fresh Look Study