

UTA Board of Trustees Meeting

June 24, 2026

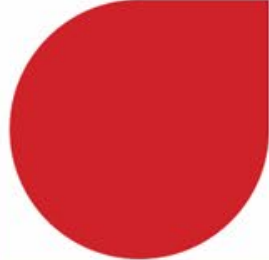
To view the meeting remotely, you may join through the UTA Public Meeting Portal or Zoom.

To view the meeting through the Public Meeting Portal: <https://rideuta.legistar.com/Calendar.aspx>

To view the meeting live on Zoom, register at:

https://bit.ly/UTA_BOT_06-24-26

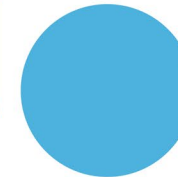




UTA Board of Trustees Meeting

June 24, 2026

CALL TO ORDER AND OPENING REMARKS



PLEDGE OF ALLEGIANCE



SAFETY FIRST MINUTE



PUBLIC COMMENT

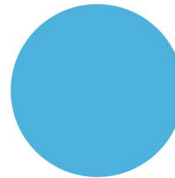
- Live comments are limited to 3 minutes per commenter
- One person's time may not be used to extend another person's time
- Live comments may be heard from in-person attendees as well as Zoom attendees
- For comments via Zoom, use the “raise hand” function in Zoom to indicate you would like to make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

PUBLIC COMMENT



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

CONSENT



Consent Agenda

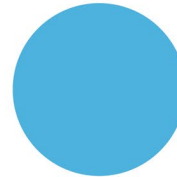
- a. Approval of the June 10, 2026 Board of Trustees Meeting Minutes
 - b. 2025 UTA Annual Comprehensive Financial Report (ACFR) and National Transit Database (NTD) Agreed upon Procedure Report
-

Recommended Action (by acclamation)

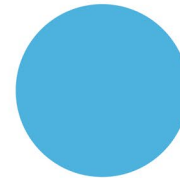
Motion to approve the consent agenda.



REPORTS



Board of Trustees Chair Report



Utah Transit Authority Retrospective 2018-2026



Public Trust

⇒ *Reset UTA's governance culture toward accountability, clarity and public oversight*

- *From a period of public controversy to a stable, nationally recognized agency*
 - Closed Federal Investigation & Monitorship
 - Addressed Legislative Audit findings
 - Resolved numerous lawsuits
 - Increased public access to the public's business
 - Restructured Debt (> \$150M savings)
 - Increased Pension funding ratio ~75% AVA
 - Reinvested in maintaining transit system, not just expansion
 - Stabilized UTA's Financial Balance Sheet and pending fiscal cliff

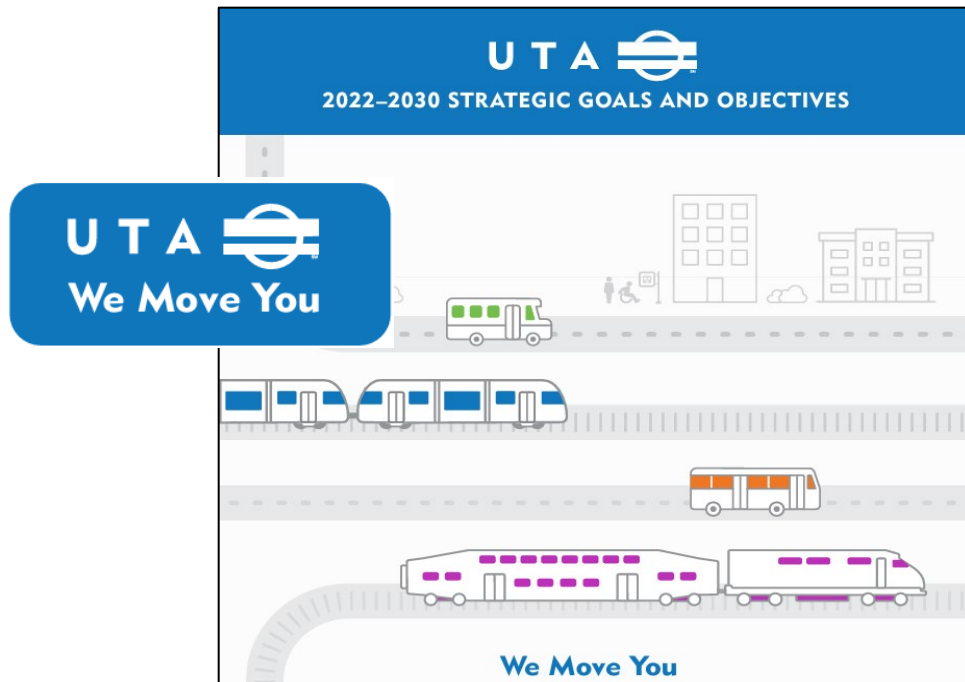
⇒ **Changed UTA's story**

- *Significantly Elevated UTA's public image – more positive today than in 2018*

Strategic Vision and Long-Term Plans

⇒ Activated a UTA Strategic Plan and other Organizational Plans

- Established five strategic pillars that employees can align to and implement



⇒ Set the direction not just for UTA, but for Utah's growth

- Long-Range Transit Plan
- 10-Year Capital Plan
- Facilities Strategic Assessment & Implementation Plan
- 5-Year Service Plan
- 5-Year Capital Plan
- Transit Asset Management Plan

Multi-Modal System Focus

⇒ **Broadened UTA from a rail-centric focus to a multi-modal system**

- *Expansion of Bus Rapid Transit, Microtransit, and Vanpool alongside Rail*



Community Partnership

⇒ *Positioned transit as a key tool for growth, sustainability, and economic development*



⇒ *Local Officials have more engagement and increased partnerships with UTA*

- Local Option Sales Tax adoption (4th 4th and 5th 5th)
- Transit Oriented Communities and Station Area Plans
- Paid Service Agreements with SLC and Utah County
- Coordinated land use planning
- Implemented Human Service and Low-Income Fares

Organizational Performance and Accountability

⇒ *UTA has shifted to a more accountable, data-driven and performance-oriented organization*

- *Adopted KPIs for ridership, customer satisfaction, environmental impact and other metrics*
- *Strengthened oversight and accountability for budgets, audits and reporting*
- *Navigated COVID disruption and became a national leader for ridership recovery*
- *Developed a sustainable service delivery system to position UTA for sustainable growth*
- *Updated aged policies and procedures*
- *Implemented transparent and accountable procurement and contracting procedures*
- *Improved data governance to better inform decisions*
- *Upgraded several legacy software systems (with more to come)*
- *Named 2025 Transit System of the Year by the American Public Transit Association*

Concluding Thoughts from AI

“Since 2018 UTA has transformed from a period of uncertainty into a stable, transparent, and nationally recognized transit system. UTA has strengthened governance, expanded service, recovered ridership, and set a long-term vision that will guide UTA’s mobility for decades to come.”

***THANK YOU FOR YOUR PARTNERSHIP
OVER THE LAST 8 YEARS!***

Executive Director Report

- Continuous Improvement Excellence Award: FrontRunner Crane & Safety Training



UTA 

CI

EXCELLENCE

AWARD



FRONTRUNNER

Maintenance

Problems

- Repeated crane failure 2x/month
- Crane out of commission for 6 months due to lack of parts

Solution

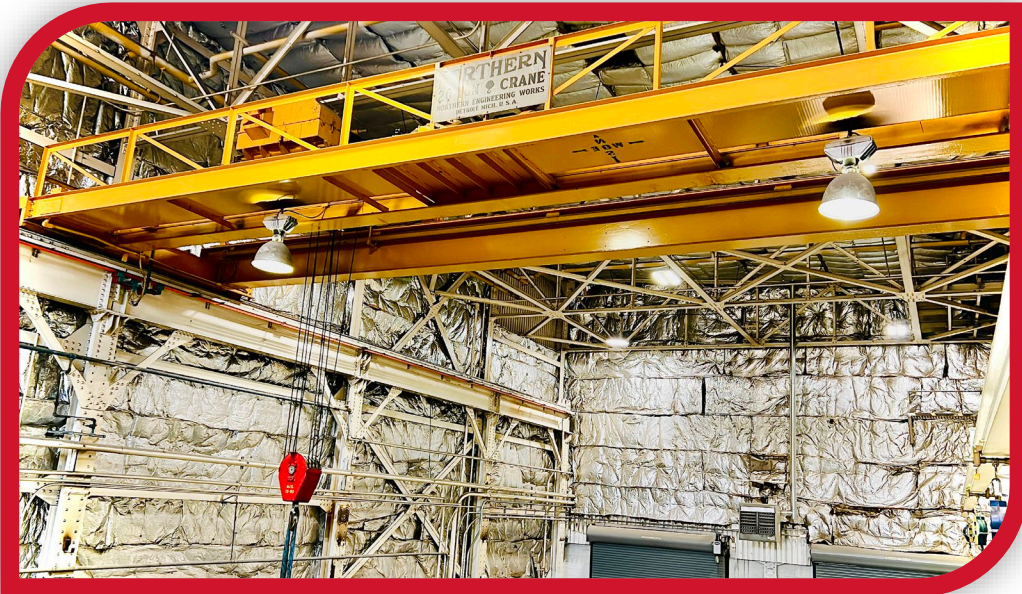
- Preventative Measures to reduce wire fraying
- Standard work document for crane operation
- Added a remote control for faster lift time

Results

730
uses

with

100%
uptime



Agenda Item 6. b.

2026 APTA International Bus Roadeo MVPs



Roadeo Wrench

- Riley Williams

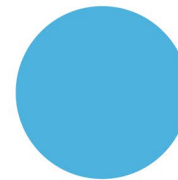
Roadeo Queen

- Marina Riddle

Roadeo Wrangler

- Andrew Lucia

Strategic Plan Minute: Quality of Life - MVX Service Launch





Moving Utahns to a Better Quality of Life



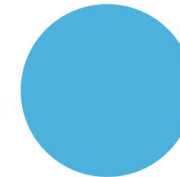
Strategic Initiative: Deploy MVX Service

Highlights

- 10 electric buses
- 15-minute service
- Enhanced sheltered stations
 - Integrating artwork from local artists
- Designated bus lanes
- Transit hub at SLCC campus
- Zero fare through April 2029



Pension Committee Report



Committee on Accessible Transportation (CAT) - Annual Report



CAT Committee Objective

“... To offer advice to UTA on ways to provide access to fixed route and rail services and to complementary Paratransit service for people functionally not able to use the fixed route system. The CAT will provide broad representation of the disability and senior communities, as well as representation of UTA.”



Significant Contributions

- New recommendations and initial development of enhanced resources for riders with disabilities
- Collaborations with Customer Experience and Fares



Current Initiatives

- Create recommendations for system signage to enhance customer experience
- Increase CAT understanding of protocol for service disruptions
- Develop tools to enable better communication between UTA operators and customers with disabilities





Past Initiatives

- Implement a targeted outreach to the community through UTA Social Media pages
- Review of accessibility of UTA fares processes and technology
- Continue monitoring of implementation of visual display boards on buses

Current Feedback

- Concerns/Confusion related to removal of paper passes
- Desire for greater consistency in employee interactions
- Appreciation for Ambassador presence



Past Feedback

- Communication to customers on SGR projects
- Internal announcements in Spanish
- Desire for clearer expectations of bikes on high block ramps



Next Steps

- ADA Celebration, July 27th 4-6pm
- Introduction of New CAT Members
- Identification of Committee and Subcommittee goals for 2026-2027



Questions?



RESOLUTIONS



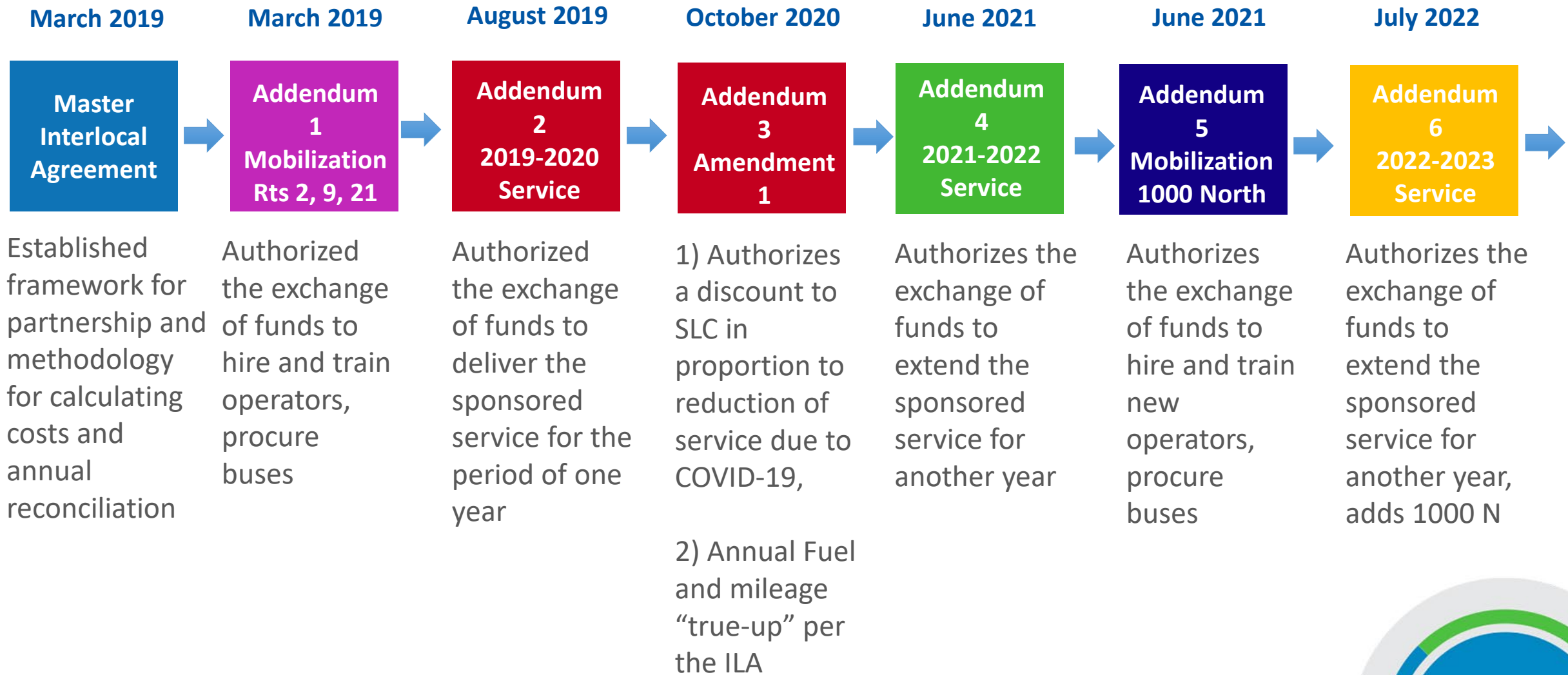
R2026-06-02 - Resolution Authorizing Execution of Addendum 10 to the Salt Lake City Transit Master Plan, Interlocal Agreement for 2026-2027 Frequent Transit Network Routes

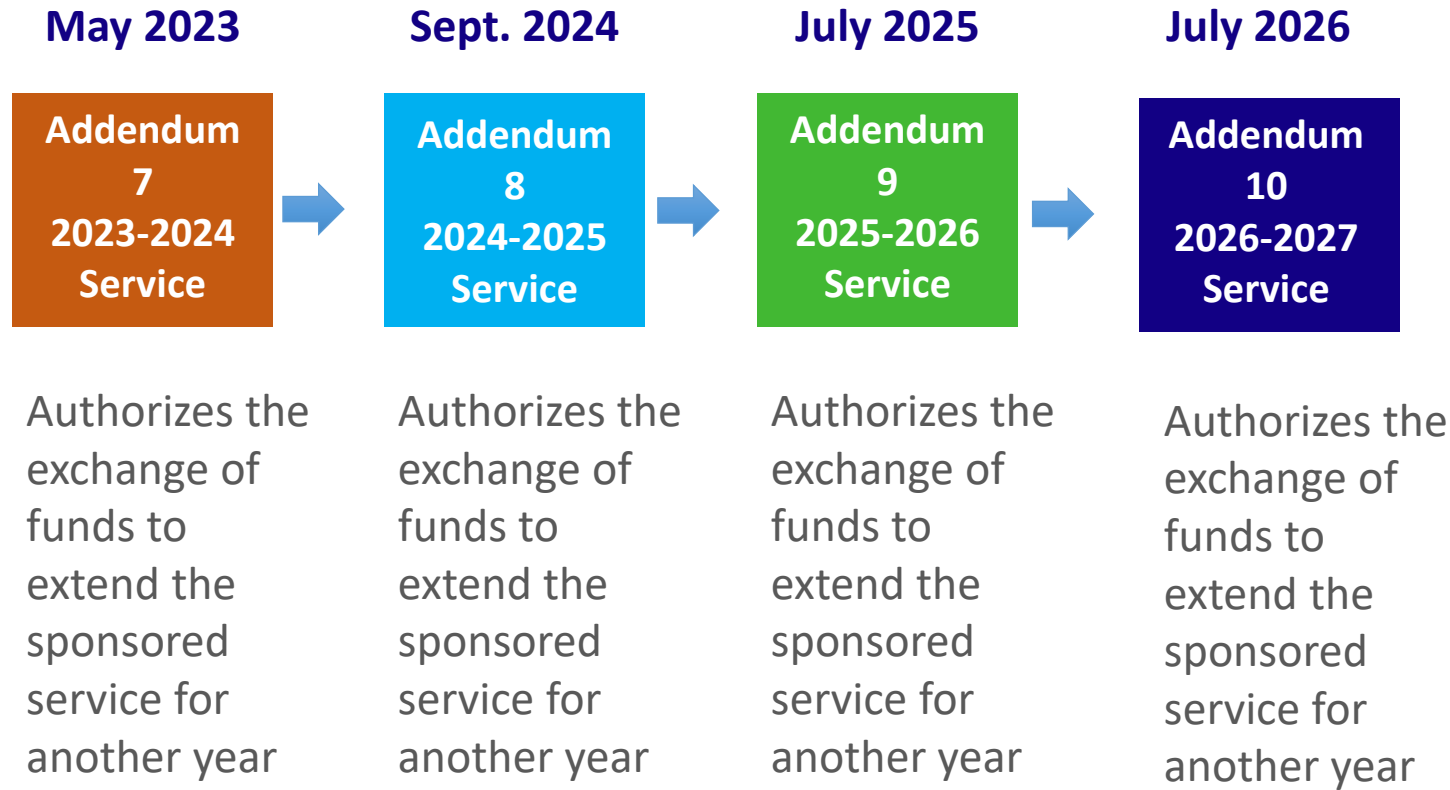


Salt Lake City Transit Master Plan Implementation Interlocal Cooperation Agreement

Addendum No. 10









Addendum 10: 2026-2027 Service

Miles & Service

455,100 miles City Sponsored Service

Fuel

\$2.60/gallon

4.90 gallons/mile

Financial

2.2% inflation rate

Based on 2024 NTD costs/mile

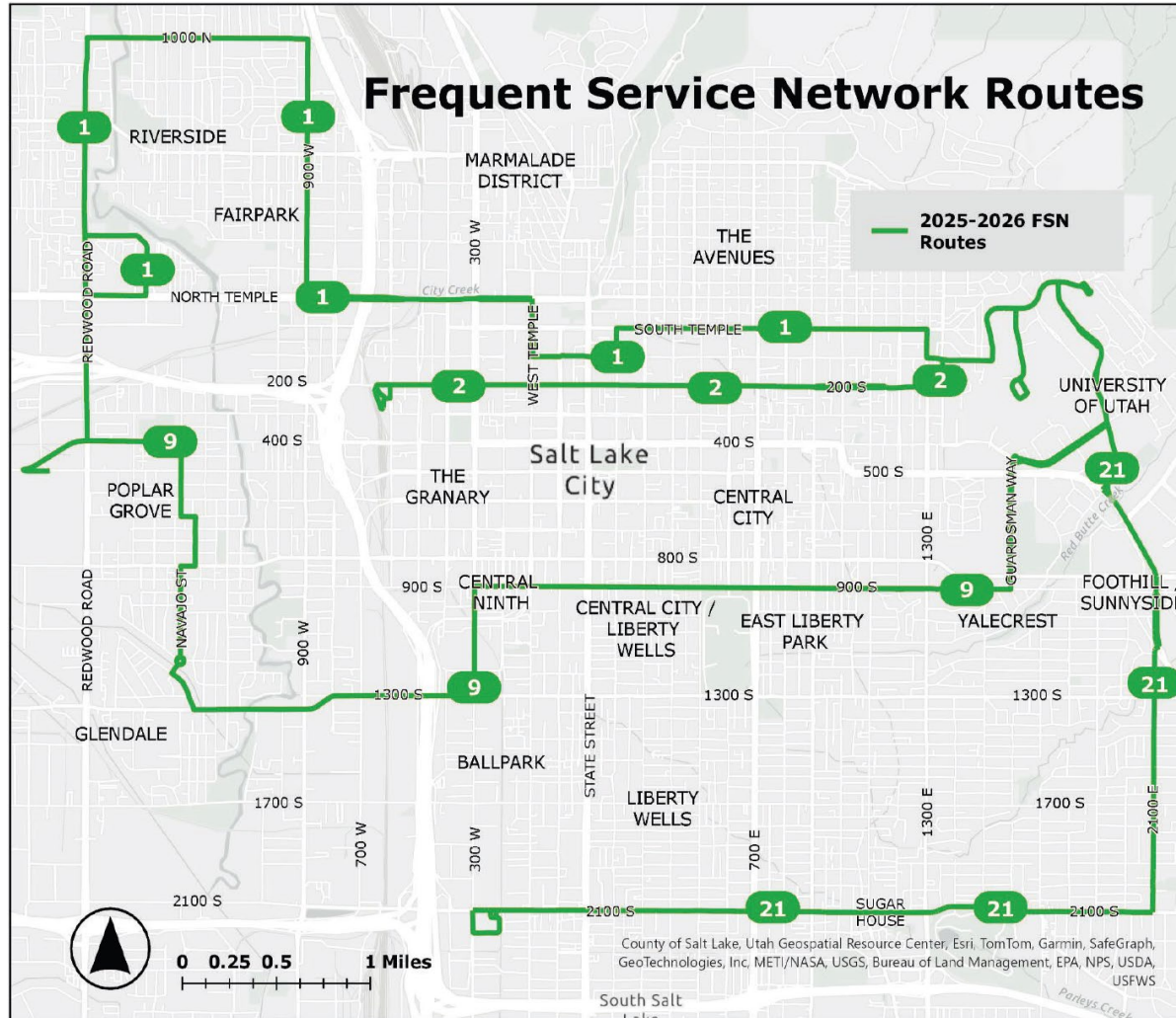
\$49,306 actual vehicle lease rate 3.5

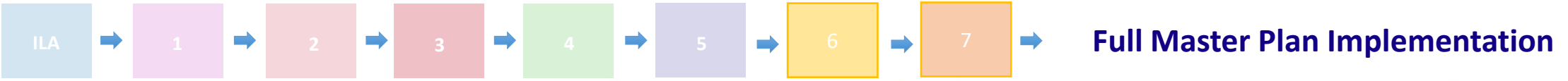
\$43,845 actual vehicle lease rate .5

\$923,489 Paratransit

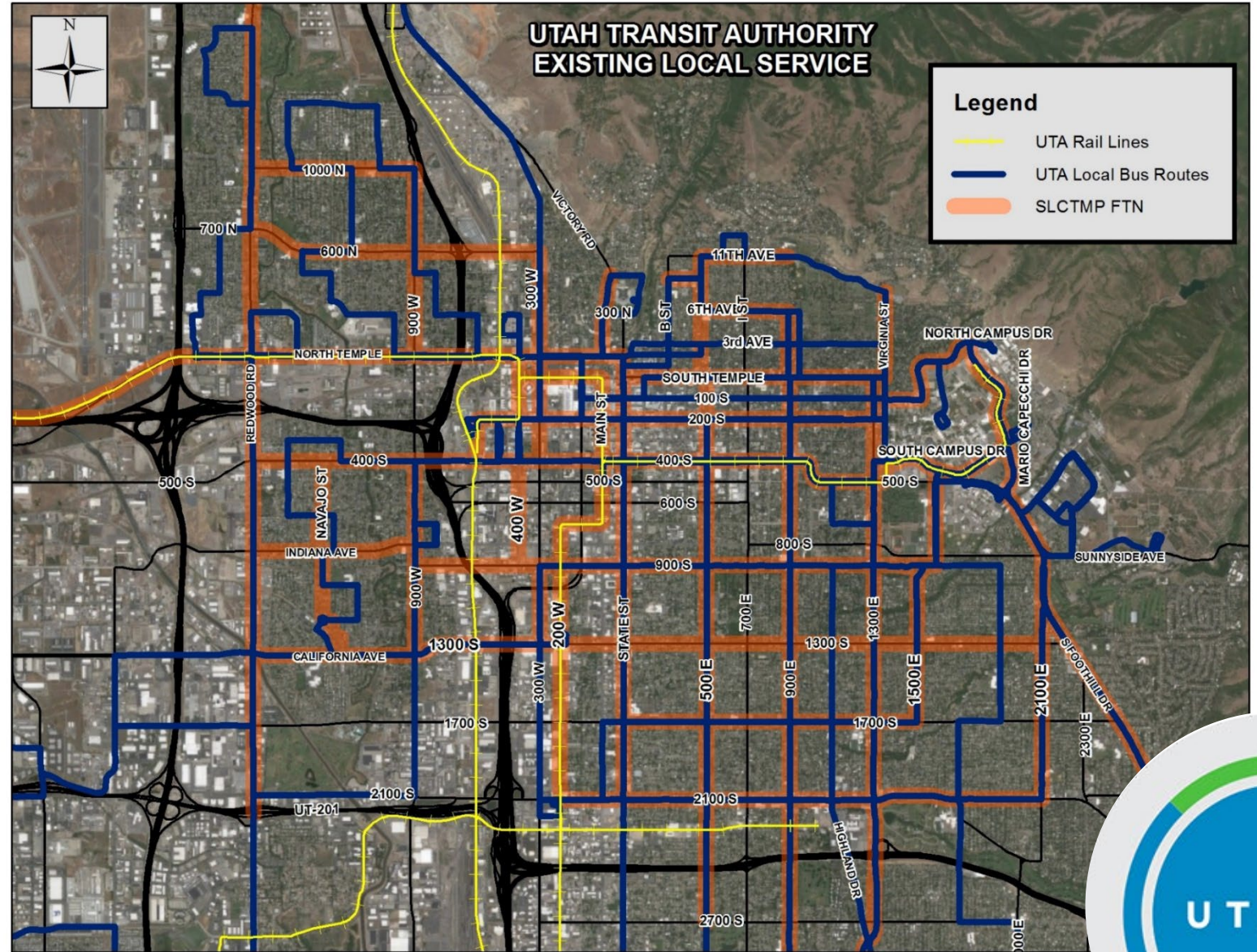
Total Amount (Addendum 10):

\$6,219,932.67





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

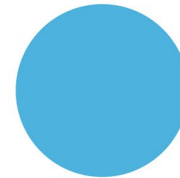


Recommended Action (by roll call)

Motion to approve R2026-06-02 – Resolution Authorizing Execution of Addendum 10 to the Salt Lake City Transit Master Plan, Interlocal Agreement for 2026-2027 Frequent Transit Network Routes, as presented.



R2026-06-03 - Resolution Approving the 2025 Title VI Program for Submission to the Federal Transit Administration (FTA)



Introduction

- As a recipient of federal funds (Federal Transit Administration) every three years Utah Transit Authority prepares an updated Title VI Program in accordance with Title VI 49 CFR Part 21 and FTA Circular 4702.1B
- The Title VI Program update and service monitoring results must be approved by the recipients' governing entity responsible for policy decisions

Title VI-Nondiscrimination In Federally Assisted Programs outlines:

“No person in the United States shall, on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or subjected to discrimination under any program or activity receiving Federal Financial assistance”

The intent of Title VI is to ensure agencies receiving federal funds take steps to remove barriers and conditions that could be considered discriminatory and grant all individuals access to transportation services including those with limited English proficiency (LEP)



Components of Title VI Program

- Title VI Notice to the Public
 - Public Participation Plan
 - Complaint form, complaints and procedures
- Title VI Policy
- Limited English Proficiency (LEP) Plan
- Service and Fare Equity Analyses
- Demographic Service Maps
- Service Design Standards
- System-wide service monitoring
 - 6 Standards
- System Ridership Report

TITLE VI OF THE CIVIL RIGHTS ACT

The Utah Transit Authority operates its programs and services without regard to race, color, and national origin in accordance with Title VI of the Civil Rights Act. Any person who believes they have been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with the Utah Transit Authority.

For more information on UTA's civil rights program, and the procedures to file a complaint:

- Contact UTA Customer Service at 801-743-3882
- Visit rideuta.com/form to submit an electronic form
- Email eeofficer@rideuta.com
- Visit our Headquarters Office at 669 W 200 S, Salt Lake City UT 84101

For more information on UTA's Title VI Plan:

- Visit rideuta.com/program for the Title VI Program
- A complainant may file a complaint directly with the Federal Transit Administration by contacting the Office of Civil Rights, Federal Transit Administration, 1200 New Jersey Ave SE, Washington DC 20590
- If information is needed in another language, contact 801-743-3882

TÍTULO VI DE LA LEY DE DERECHOS CIVILES

La Autoridad de Tránsito de Utah opera sus programas y servicios sin distinción de raza, color y origen nacional de acuerdo con el Título VI de la Ley de Derechos Civiles. Cualquier persona que crea que ha sido agraviada por cualquier práctica discriminatoria ilegal bajo el Título VI puede presentar una queja ante la Autoridad de Tránsito de Utah.

Para obtener más información sobre el programa de derechos civiles de la UTA y los procedimientos para presentar una queja:

- Comuníquese con Servicio al Cliente de la UTA al 801-743-3882
- Visite rideuta.com/form para enviar un formulario electrónico
- Envíe un correo electrónico a eeofficer@rideuta.com
- Visite nuestra oficina central en 669 W 200 S, Salt Lake City UT 84101

Para obtener más información sobre el Plan Título VI de UTA:

- Visite rideuta.com/program para el programa del Título VI
- Un denunciante puede presentar una queja directamente ante la Administración Federal de Tránsito comunicándose con la Oficina de Derechos Civiles, Administración Federal de Tránsito, 1200 New Jersey Ave SE, Washington DC 20590
- Si necesita información en otro idioma, comuníquese al 801-743-3882

UTA 



UTA Title VI Policy

- Major Service Change
 - The Addition of Service
 - A proposed service level reduction in miles, hours, or trips of thirty-three percent (33%) or more of any route
 - The elimination of all service during a time period (peak, midday, evening, Saturday or Sunday)
 - A proposed twenty-five (25%) or greater change in route alignment
 - A proposed fare change
- Disparate Impact
- Disproportionate Burden
- Public involvement is required for major changes



Limited English Proficiency (LEP)

- Proficiency in English is protected under “National Origin”
- Four Factor Analysis
 - Significant Spanish speaking population
- Implementation Plan to provide meaningful access
- Demographic Service and Profile maps



Language Spoken at Home	Total LEP Population Estimate	% of Total Population	% of LEP Population
Spanish	88,311	3.59%	78.99%
Chinese	5,400	0.22%	4.83%



System Wide Service Monitoring

UTA's 2030 Strategic Plan integrates Title VI initiatives by outlining commitments to ensuring equitable access to transit services and engaging with communities through comprehensive outreach and planning efforts. UTA has established service design standards and policies in compliance with Title VI FTA Circular 4702.1B as follows:

Standards

- Vehicle Loads
- Service Availability
- Vehicle Headway
- On-Time Performance

Policies

- Distribution of Amenities
- Vehicle Assignment

These standards and policies assist in guiding the development and delivery of service and establish a basis for monitoring and analysis of service delivery, performance and outcomes



Vehicle Loads

Purpose: Ensure adequate capacity on vehicles

- UTA reviewed all active routes in Q3 of 2024. The review examined the number of trips that exceeded the maximum load capacity per UTA service standards. In total there were 213 trips during this time period that did not meet the standard

Vehicle Loads by Minority/Non-Minority Routes

	Minority Routes	Non-Minority Route
Number of Trips above load standard	67	146
Percent of Trips above load standard	0.92%	8.35%

- There were no findings of disparate impact on minority populations in UTA’s vehicle load monitoring. Less than 1% of all trips that were over capacity occurred on minority routes



Service Availability

Purpose: Ensure distribution of service is equitable

- UTA has defined its major service areas in counties that fall within our taxing districts. UTA reviewed the demographics within its taxing districts and compared it to the populations that fall within walk access to any transit stop or station.

	Total Population	Minority Population	Percent Minority
Service Area Population	2,576,911	642,828	24.9%
Population With Walk Access	1,029,957	353,523	31.4%
Percent of Population With Walk Access	40.0%	50.3%	

	Total Population	Low-Income Population	Percent of Low-Income
Service Area Population	2,576,911	359,288	13.9%
Population With Walk Access	1,029,957	194,082	18.8%
Percent of Population With Walk Access	40.0%	54.0%	

- Overall, minority and low-income populations had a greater amount of walk access than non-minority and non-low-income populations. There were no findings of disparate impact on minority populations or disproportionate burden on low-income populations in UTA’s service availability



Vehicle Headway

Purpose: Ensure frequency of service is distributed equitably

- In 2024, UTA reviewed the current average number of minutes between the arrival of one transit vehicle and the arrival of the next compared to minority vs non-minority routes
- UTA’s rail lines listed below are both considered minority routes therefore no data is listed in the non-minority routes columns for these modes of transit

	Minority Routes	Non-Minority Route	System Average
Bus Headway	28.2	36.7	29.7
TRAX Headway	18.8	N/A	18.8
FrontRunner Headway	43.3	N/A	43.3

- On average, minority routes have more frequent service than non-minority routes. There were no findings of disparate impact on minority populations in UTA’s vehicle headway monitoring.



On-Time Performance

Purpose: Ensure reliability of service is equitable

- UTA reviewed how often services were on time during the period of 2024 and compared minority vs non-minority routes
- UTA’s rail lines listed below are both considered minority routes therefore no data is listed in the non-minority routes columns for these modes of transit

	Minority Routes	Non-Minority Route	System Average
Bus Reliability On-Time Performance	86%	86.1%	86%
TRAX Reliability On-Time Performance	91.9%	n/a	91.9%
FrontRunner Reliability On-Time Performance	89.7%	n/a	89.7%

- On average, minority routes are on-time more often than non-minority routes



Distribution of Amenities

Purpose: Ensure distribution of amenities is equitable

- UTA currently has 5,044 bus stops, 51.6% of which are on minority routes

	Percent of Stops on Minority Lines with this amenity	Percent of all Stops with this amenity
ADA concrete pad	44.5%	41.3%
Seating	20.3%	19.9%
Shelter	16.1%	14.9%
Trash Receptacle	17.5%	15.8%

- UTA reviewed the percent of amenities on minority routes and found no disparate impact on minority populations



Vehicle Assignment

Purpose: Ensure equitable distribution of quality vehicles

- In 2024, UTA reviewed the average age in years of the vehicles assigned to each route. The average age of vehicles was calculated separately for minority vs non-minority routes

Age of Vehicles Minority vs Non-Minority

	Route Types	
	Non-Minority	Minority
Average Age in Years	7.5	7.6

- There were no findings of disparate impact on minority populations. Minority routes had vehicles which were 0.1 month older than non-minority routes which is statistically insignificant



Conclusion

- UTA maintains its commitment to meet the requirements and objectives of the Title VI Program. In addition, UTA continues to look for opportunities to improve its Title VI program and advance the Authority's mission. Title VI considerations are integrated throughout its decision-making processes
- There was no disparate impact or disproportionate burden found in any area of the Title VI Program



Recommended Action (by roll call)

Motion to approve R2026-06-03 – Resolution Approving the 2025 Title VI Program for Submission to the Federal Transit Administration (FTA), as presented.



R2026-06-04 - Resolution Approving and Authorizing an Amendment to the UTA 457 Deferred Compensation Plan Document



457 Deferred Compensation Plan Amendment

- Updates to Plan document to include applicable SECURE Act provisions and optional plan provisions that provide additional flexibility and benefits to participants.
- Key changes included in the Plan document amendment:
 - Elimination of the First Date of Month rule for 457 deferral changes.
 - Expanded and enhanced catch up contribution amount for employees ages 60 to 63.
 - Increased flexibility regarding in-service distributions, including changes to the required minimum distribution age at 59.5 and allowing distribution of rollovers at any time.
 - Increased employer match for the Executive Director of 5% of annual earnings.



Recommended Action (by roll call)

Motion to approve R2026-06-04 – Resolution Approving and Authorizing an Amendment to the UTA 457 Deferred Compensation Plan Document, as presented.



R2026-06-05 - Resolution Amending Reporting Requirements for Certain Real Property, Compensation, and Disbursement Activities



R2026-06-05 – Amending Reporting

- Proposed Resolution would amend prior resolutions and discontinue ongoing reporting requirements, including:
 - **R2026-02-05** - Resolution Accepting the Conveyance of Real Property Interests Associated with the Sharp/Tintic Connection Project
 - **R2026-02-04** - Setting Compensation for District Officers & Administration Employees and Establishing Parameters to Make Changes to the Structure for the Year 2026
 - **R2025-12-05** - Resolution Granting 2026 Expenditure and Disbursement Authority for Vehicle Parts Inventory Purchases
 - **R2025-12-04** - Resolution Granting 2026 Expenditure and Disbursement Authority for Non-Inventory Vendors
 - **R2025-09-07** - Resolution Accepting the Conveyance of Real Property Interests Associated with the FrontRunner 2X and FrontRunner Point Improvements Projects

Recommended Action (by roll call)

Motion to approve R2026-06-05 – Resolution Amending Reporting Requirements for Certain Real Property, Compensation, and Disbursement Activities, as presented.



CONTRACTS, DISBURSEMENTS, AND GRANTS



Contract: Light Rail Vehicle Track Brake Overhaul (Wabtec Corporation)

Recommended Action (by acclamation)

Motion to approve the contract with Wabtec Corporation for Light Rail Vehicle Track Brake Overhaul, as presented.



Change Order: On Call Systems Services Contract Task Order #26-011 - Power Control Cabinets Construction and Install: Phase One (Rocky Mountain Systems Services)

Recommended Action (by acclamation)

Motion to approve Task Order 26-011 with Rocky Mountain Systems Services for Power Control Cabinets Construction and Install: Phase One, as presented.



SERVICE AND FARE APPROVALS



Fare Agreement: Pass Purchase and Administration (Salt Lake City Corporation)

Recommended Action (by acclamation)

Motion to approve the Pass Purchase and Administration Fare Agreement with Salt Lake City Corporation, as presented.



Fare Agreement: Education Pass (Davis Technical College)

Recommended Action (by acclamation)

Motion to approve the Education Pass Agreement with Davis Technical College, as presented.



Fare Agreement: Education Pass (Charter School Consortium)

Recommended Action (by acclamation)

Motion to approve the Education Pass Agreement with the Charter School Consortium, as presented.



Fare Agreement: Education Pass (Westminster University)

Recommended Action (by acclamation)

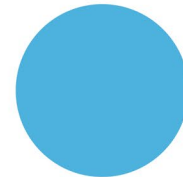
Motion to approve the Education Pass Agreement with Westminster University, as presented.



DISCUSSION ITEMS



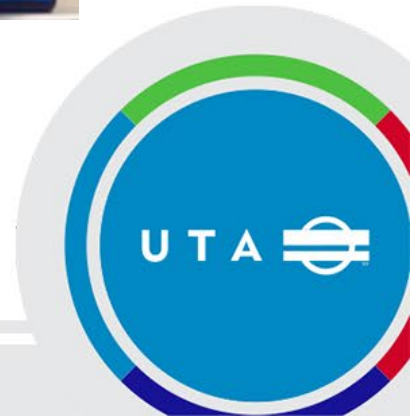
Transit Signal Priority (TSP) Update



Intro: What is Transit Signal Priority (TSP)?

A technology that helps to reduce the waiting time for public transit vehicles at intersections

In partnership with UDOT, the UTA TSP project modifies traffic signal timing by allowing a longer green light for buses that are late



Benefits of TSP

TSP can reduce transit travel time, increase reliability, and improve the overall customer experience

Specific examples of reduced bus travel times in other cities

- 8-10% in Seattle, Los Angeles, and Portland
- 4-15% in Minneapolis
- 15% in Chicago

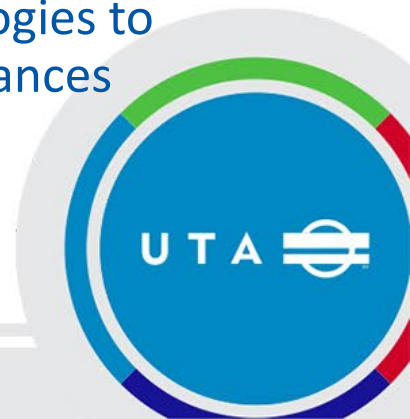
UTA has benefited from TSP increasing bus reliability

- Route 217: On-time reliability +5% with 19% less schedule variability
- UVX: Large improvements in reliability



Bus TSP is a Partnered Project with UDOT: current grants and work

- The Utah Department of Transportation (UDOT) has actively partnered with the U.S. Department of Transportation (USDOT) on multiple grant initiatives to upgrade traffic signals and deploy **V2X** (Vehicle-to-Everything) smart infrastructure statewide.
- **Connecting the West:** A \$20 million USDOT grant awarded to UDOT (in a tri-state partnership with Colorado and Wyoming) to accelerate the deployment of V2X technologies at traffic signals.
- **SMART Grant (Verified Connected Intersections):** Funded by a USDOT SMART grant, UDOT partnered with automakers (Ford, GM, Nissan) to prototype a connected corridor.
- **LiDAR Integration:** Using both federal funding and state initiatives, UDOT is deploying AI-powered 3D perception technologies at intersections. This detects pedestrians, cyclists, and vehicles in real-time, allowing traffic lights to dynamically adjust timing and improve safety.
- **Transit & Emergency Preemption:** UDOT utilizes these vehicle-to-infrastructure technologies to equip Utah Transit Authority (UTA) buses. They are also equipping fire trucks and ambulances with signal preemption to turn lights green while en route to critical calls.



TSP Projects Current Status

1. Capital project equipping approximately 330 buses with TSP On Board Units. The project's objective is to improve speed and reliability on core bus routes.
2. Upcoming TSP Modeling project on bus and BRT routes to conduct a modeling-based study to optimize TSP deployment and better utilize the technology



Capital TSP Project Recent Accomplishments

- Recent software update
- Several key routes – UVX, OGX, MVX and others – now have tighter scheduling thresholds to keep buses on time
- Milestone - With 223 buses outfitted



Capital TSP Project Next Steps

- New Bus Deployments: Focus is on planning installations for 21 new buses scheduled to arrive in the fall.
- August Demonstration: Partnering with UDOT for a federal technology bus demo
- Tech Support: Troubleshooting some technical issues between the TSP equipment and standard bus systems to ensure everything runs smoothly.
- Long-Term: This project remains ongoing as new buses require continuous hardware installations, though it may eventually transition into standard procurement or fleet management processes.



TSP Modeling Project Overview

- Innovative Mobility Solutions (IMS) is in process of hiring a consultant to model scenarios and optimize the TSP system settings and better utilize the technology
- Modelling UTA Route 35, UVX and OGX
- Adjust TSP settings to see effect on
 - Bus speed and reliability
 - Overall traffic flow and cross-traffic (including all modes, pedestrian, autos)
- Results will provide actionable insights for UTA and UDOT to optimize TSP
- V2X and LiDAR opportunities roadmap to improve safety and performance
- Consultant will remain on call for up to 5 years



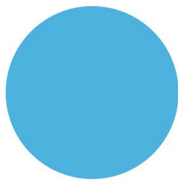
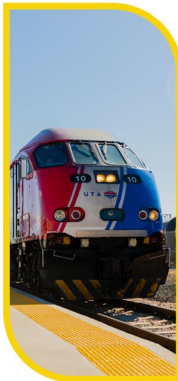
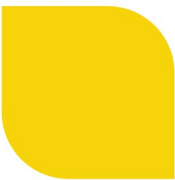
Questions?



UTA Policy - 2026 Policy Adoptions and Revisions - June 2026



UTA Policy - UTA Employee Handbook



ADJOURN

