

## 2026 Tentative Budget Final Public Engagement Report & Comment Summary

11/07/2025

The public comment period for UTA's 2026 Tentative Budget opened October 8th, 2025, and concluded November 07, 2025. This final report contains signature sheets and comments received by stakeholders and the public during the public comment period in reference to UTA's 2026 Tentative Budget.

### Public Engagement Summary:

#### Public Comment Period

October 08 – November 07, 2025

#### Public Notice

Published on the Utah Public Notice Website. Additionally, there were posts notifying the public about the comment period and the public meeting on Facebook, and Instagram.

#### Public Open House & Hearing

A public open house, followed by the official public hearing was held on the evening of October 30, 2025, at UTA Headquarters located at 669 West 200 South, Salt Lake City, UT, 84101. In-person and virtual options were available. This hearing was live-streamed and recorded. The video was made available on the UTA public meeting portal: [https://rideuta.granicus.com/player/clip/411?view\\_id=1&redirect=true](https://rideuta.granicus.com/player/clip/411?view_id=1&redirect=true)

#### Opportunities to Engage

Communities were encouraged to submit comments via email, phone, mail, or online via survey. Information was made available, in both comprehensive and summary formats, on [rideuta.com/budget](https://rideuta.com/budget).

### Public Comments

#### Stakeholders:

UTA provides notice to stakeholders and elected officials as part of the required Budget process; UTA requests confirmation and feedback from recipients. UTA received 8 responses from stakeholders confirming receipt of the Tentative 2026 Budget materials and/or sharing comments (signature sheets and feedback can be found in Appendix 1):

1. West Jordan City - no objection
2. Salt Lake City Council - no objection
3. Provo City - no objection
4. Draper City - no objection
5. Pleasant View City - no objection
6. Utah County Commission - objections
7. Herriman City - no objection
8. Utah County Legislative Delegation - objections

#### Public:

52 comments from members of the public were received regarding the 2026 Tentative Budget (as of 11/07/2025).

1	Natalie Quinn 10/08/2025	Run the frontrunner on Sunday. That should be budget priority. It could be a reduced service, but the frontrunner should run 7 days a week. Commuters need it on Sunday too.
2	Frederick Jenny 10/08/2025	<p>I'm asking UTA to allocate \$5 million to fund an engineering study of the Rio Grande Plan, including geotechnical boring, detailed design work, and a full funding and implementation analysis.</p> <p>The Rio Grande Plan affects UTA's rail corridor and could deliver major long-term benefits for riders, downtown access, and regional mobility. It deserves a serious, data-driven study, not to be dismissed without review.</p> <p>UTA already includes grade separation in its long-term plans, so this study would address the hardest part of the corridor, downtown. By evaluating the Rio Grande Plan now, UTA can make sure future projects are coordinated, effective, and avoid costly short-term fixes.</p> <p>UTA has already spent \$3 million on the new Central Station building without meaningful public input. That money could have gone toward understanding how the Rio Grande Plan could solve the same challenges in a more permanent, forward-thinking way.</p> <p>If \$5 million is too much for UTA to fund alone, I strongly encourage them to work with other state and regional entities to find shared funding sources. This is what the public wants, a coordinated and transparent approach that takes the Rio Grande Plan seriously and evaluates it on its merits.</p> <p>When the tracks were relocated in 1998, the City Council, including UTA's current Board Chair, said it was meant to be temporary. Over 25 years later, it's time to follow through and make the long-term investment our city was promised.</p> <p>Please fund or help fund this study and give the Rio Grande Plan the fair, professional evaluation it deserves.</p>
3	Ronald Clay 10/09/2025	<p>I'm not sure if this is the correct place to put this comment, but UTA needs to come farther West in Syracuse. Everything stops at 2000 W, and now that we are going to have the new Costco at 3000 West, and there is a ride share lot on 3000 West, UTA should bring a bus at least that far west for those of us in this area. Thanks</p>
4	Roxie McFarland 10/10/2025	<p>Is it possible to invest more money in staffing or whatever hurdle presents itself to get major lines (for my family specifically Frontrunners out of downtown SLC and the OGX BRT) running later hours all 7 days of the week? Having the bus rapid transit stop operating before the Frontrunner does limits my ability to use the Frontrunner for commuting, as does ending service on the Frontrunner out of Salt Lake before most events end.</p> <p>And, as usual, we'd all really, really like it if the Frontrunner operated on Sundays. I think that is apparent from the ridership on Conference weekends.</p>

5	Jonah 10/11/2025	We need more trains or longer trains, especially in provo and during events downtown slc. When there are concerts or sporting events trains fill up quick. Its hard and dangerous to get in because everyone is pushing trying to get in. Please add at least short wait times or more trains or something.
6	Max Workman 10/12/2025	<p>Thanks for putting the effort into keeping the budget balanced, I appreciate the effort, and overall I'm excited to see what UTA does in the future.</p> <p>While clearly not a project that UTA could complete on its own, I (and many of my peers) would really appreciate a bit of investment from UTA on realizing the Rio Grande Plan. The federal government just announced an extra \$5 billion for railroad safety and grade separation projects - could we not get at least some of that for a 60% engineering and field study of the area? If UTA could find 2.5 - 3 million (or less with UDOT contribution) between their reserve contributions and the unspecified but significantly growing "non-departmental" costs, a 50% federal match should be more than enough to get this critical step happening.</p> <p>Thanks again, you guys do a great job that really makes my life better.</p>
7	Tyler Bigelow 10/12/2025	<p>Number one, get things rolling on the rio grande plan.</p> <p>Number two, work on increasing Trax frequency and improving signal priority.</p> <p>Number three, increase Sunday service.</p>
8	Lloyd Brown 10/13/2025	In addition to all the good work that UTA is already doing, please consider studying and supporting the Rio Grande Plan. I recognize that it is projected to be expensive to complete, but the projected economic impact will more than make up for that expense. And while this is not solely UTA's responsibility, the project would benefit from UTA's support. This project would be a benefit to the citizens of Utah, both quantitatively and qualitatively.
9	Toye Edmondson 10/18/2025	The purpose of commuter rail is to get more cars off the road....so we need buses that go through our towns that will get us to the rail. I used to have a stop right by my house, so we only needed one car. When Trax was unveiled, we suddenly lost our bus line that went through the town (the one that connects cities still goes through, but it's too far to walk to). Then I needed a car to get around. UTA is useless to me, and I never use it. I would definitely use it if I could--I live in American Fork
10	Chance Jensen 10/23/2025	<p>The admin budget seems very high, that's about \$300,000 per FTE. Operations support is about \$150,000 per FTE. What is the reason for this extreme difference?</p> <p>What is the Non-Departmental category? I don't see any explanation for the 9-million-dollar proposed budget.</p> <p>Also, Southwest Salt Lake County really needs more service. rideshare is a Band-Aid at best, and the single bus line is set up to fail. We need real transit solutions out here and UTA engaging with developers to get service to new communities instead of tacking something on after the fact.</p>
11	Katelyn Lagana 10/23/2025	I'm disappointed to see UTA change direction on the transit service our fast-growing northwest communities were told to expect.

		<p>Last year, Utah County accounted for 43% of the state’s total population growth, yet UTA’s proposed 2026 budget puts more than \$96M in projects (including \$43M in state and local dollars) into Salt Lake, Davis, and Weber Counties, and adds no new service for Utah County.</p> <p>That’s not acceptable for Lehi, Saratoga Springs, and Eagle Mountain.</p> <p>UTA previously committed to:</p> <ul style="list-style-type: none"> <li>• A fixed-route bus from the AF Front Runner to Eagle Mountain City Center with stops every 30 min in Saratoga Springs.</li> <li>• An innovation on-demand service around Thanksgiving Point</li> </ul> <p>Neither shows up in the 2026 plan. Meanwhile, Utah County has already pledged available transit funds to help move projects faster. Our residents deserve equitable access to transit that reflects both our growth and our contributions.</p> <p>I support the County Commission’s request that UTA re-evaluate the 2026 priorities and restore funding to launch the Eagle Mountain route and the Thanksgiving Point on-demand service.</p> <p>Reliable transit isn’t a “nice to have” for Utah County; it’s essential. I’m ready to work with UTA to get this done, and I invite residents to respectfully share their feedback with the UTA Board of Trustees.</p> <p>— Katelyn Lagana Saratoga Springs Resident</p>
12	Michelle Roberts 10/23/2025	Please allocate more to Utah County. Traffic here is becoming untenable. A bus between AF Front-runner and other areas would be valuable.
13	Kevin Hb 10/23/2025	We need the eagle mountain and Saratoga park and ride desperately to alleviate the traffic.
14	Tyler Tolley 10/23/2025	Why is the East/West eagle mountain to AF front runner route not budgeted for? Pioneer crossing is one of the busiest roads in Utah county and there are limited options for decreasing traffic on it as we continue to experience growth on the West side of the lake. This has to be addressed with public transit.
15	Angela Watkins 10/23/2025	Where is the funds for Utah County UTA??? When will we receive Mas transit bus service in Saratoga Springs?

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17	Matteo A. M. 10/23/2025	Really interesting ideas for 2026 (1st express route in SLC as far as I'm aware). Really looking forward to new improvements to be made. Having recently moved to the city, having a good and reliable public transit system is a must-be to get to know the place a los faster and better. Keep it up UTA!
18	Carrie Peterson 10/23/2025	UTA is doing a disservice to tax payers living in Utah County. We need busses and busses that take people to and from the Lehi and AF trax stations. Why this has not been done already is surprising. We have the highest need with the growth that has occurred out here in the last several years.
19	Angela Parks 10/23/2025	I have lived in North Saratoga Springs going on 8 years, from the time I moved out here there were "talks" of a bus system. Yet 9 years later all we have is a NB/SB bus on Redwood Rd that doesn't run very often, with stops few and far between! As far as the East/West areas we are out of luck. If our kids don't drive, "Too bad for them" SS/EM & W Lehi are booming! We need public transportation! We pay for it just to not be able to use. This in not only unheard of but literally uncalled for. Tooele has buses, Provo, Orem, Weber, Davis everywhere but here! We need bus routes! Feasible bus routes! It would alleviate so much of the traffic problems.
20	Laura Jensen 10/23/2025	West Lehi, Saratoga Springs, and Eagle Mountain desperately need more public transit options. The Lehi and American Fork Frontrunner stations are in very inconvenient places already, so more localized buses helping residents to access the trains better is absolutely critical.
21	Michael Husk 10/23/2025	As a taxpayer, I find it appalling that in Utah County, especially in North West Utah County we are not represented by any of your services. This is exactly the point of our American Revolution, taxation without representation. You know the growth that happens here in Saratoga Springs and Eagle Mountain, yet you choose to cut the Budget and Service for our area. I believe we should have at least 25% of the budget spent in Utah County. Therefore, I would say if you want to cut our services, you should cut your budget by 25%. That would be 25% for each county.
22	John 10/23/2025	I have a disability and difficulties driving and a reason I have decided to stay in Lehi is because On Demand was supposed to be here. Now I hear Utah county is to have ZERO funding for Utah county...terrible. Bring On Demand as planned in April 2026
23	Lori Gilson 10/24/2025	With the massive growth in Saratoga Springs and Eagle Mountain, we need additional transit in our area. We need express buses and a train that go straight to Provo and SL County without additional stops. If this happens, it can ease the burden on our roads significantly.
24	Toye Edmondson 10/24/2025	Don't leave Utah County needs out of the budget! We need relief, especially in northern Utah County! There is nothing allocated to our needs in the 2026 budget.
25	Jodi Hansen 10/24/2025	I live in Eagle Mountain. Our roads are congested at all times of the day. We have so much growth out here and we need some solutions. The only thing that I can see that world help is to have buses help consolidate some of the traffic with people riding to work. I am hoping that things are being pushed aside because of

		some conflict with Utah County personnel. It takes me two hours to get home each night from work just from Provo. Thanks for your consideration.
26	Natalie Anderson 10/24/2025	You have to prioritize more infrastructure for Utah County—tons of people have moved and are moving here, and we don't have proper transportation for everyone. Ignoring this portion of Utah is not acceptable!
27	Michael Rutkowski 10/24/2025	Baffling that for all of the growth Utah County is experiencing that there's no allocation there. There must be at least some consideration that makes sense there.
28	Adam Jacobs 10/24/2025	Please address the transportation crisis in northern Utah County! We are trapped in Eagle Mountain, with our commutes sometimes taking as long as three hours to get home on weekdays. Most of the traffic I'm surrounded by has one occupant in the vehicle. Having bus or TRAX transportation to the Frontrunner would take thousands of cars off the road, make roads safer and last longer, and help bring economic prosperity to Eagle Mountain as it grows into a tourist destination with all the hiking and biking trails that are spreading across our valley.
29	Greg Wheeler 10/25/2025	Zero funding for Utah County, when the transportation needs are so great, particularly in the west area of the county? What's the deal? This is disgraceful. Time to prioritize things outside of Salt Lake County for a change.
30	Thomas Luckau 10/25/2025	<p>As an Eagle Mountain resident for decades, I want to stress that bus routes are something that has been sorely needed for some time now. The city would benefit greatly from even one bus, and there being nothing for that in the tentative budget is concerning to me.</p> <p>My friends and family discuss regularly how much safer and more useful our roads would be if there was more public transit, not to mention alleviating the need for many to own extra vehicles that contribute to the worsening air quality just so they can get around. This is an issue important to us here, and I think you'll find that many citizens agree.</p>
31	Kayci Lynam 10/25/2025	I wanted to see if you guys were able to have enough funds to buy more vans for the UTA on demand micro transit services so that way we can hire more drivers and hopefully expand the route for all riders to get to where they need to go:) thanks
32	Maxwell Workman 10/26/2025	Love the work to make transit better across Utah, especially projects like MVX and new Blue Line Trains. Really hoping we can start to see some investment in the Rio Grande Plan, too.
33	Elizabeth Petersen 10/26/2025	Eagle Mountain and Saratoga Springs NEED more transit services. We have one of the fastest growing areas of Utah County, but our \$\$\$ are being spent in areas that already have the front runner, major freeways, several bus routes and the train. We deserve a better transportation system!
34	Benjamin Card 10/26/2025	We are stuck out here with very few transportation pathways from Saratoga Springs out to other cities. This is not only a daily life issue, it is going to be a matter of life and death in a disaster situation. Please devote 2026 budget towards bus lines and a Trax extension out to Eagle Mountain through Saratoga Springs.
35	Julie King 10/24/2025	<p>Dear Board Members-</p> <p>My name is Julie King and I have been a resident of Saratoga Springs for over 20 years. I also serve on the Alpine School District Board of Education, representing</p>

		<p>all of Eagle Mountain, Cedar Fort, Fairfield, and the north part of Saratoga Springs.</p> <p>I am asking you to reconsider your budget and include expanded routes in Eagle Mountain and Saratoga Springs. From 2014-2024, we had a 31% growth in students in Saratoga Springs and a 63% increase in students in Eagle Mountain. My family moved to the area when the only east/west connection was Lehi Main Street. My own children utilized UTA for years as they attended a school in Orem, taking the 806 every morning. Our family believes in and supports public transportation.</p> <p>I have also seen an increase in families who are facing poverty and transportation is often their #1 obstacle to accessing work opportunities as well as furthering their education through programs through MTECH and UVU. It also prevents many families from accessing community services that are often centered in cities like Lehi, American Fork, and Orem.</p> <p>Our area needs more public transportation. Utah County has 43% of the growth statewide. We need UTA to expand their routes and work with our municipalities to increase access to individuals in our family who need this. In addition to that, we have over 200 students who are homeless who need UTA access so that they can find employment and access community resources. I understand that budgets are limited as I work with limited taxpayer dollars to meet student needs. I would ask you to reconsider your budget and prioritize Saratoga Springs and Eagle Mountain routes to meet the needs of the fastest growing area in the state with rising refugee and homeless student populations.</p> <p>Thank You, Julie King</p>
36	Mildred Sargenti 10/27/2025	<p>I think alot of the future plans seems great!!</p> <p>I mostly wanted to comment to show that what would make ME happy and things much easier and connected out here in eagle mountain would be continued expansion for commuters!! It would also lighten the traffic load on I-15 ALOT</p> <p>ALSO we have a bus out here in eagle mountain that connects us to the UTA lines but it only runs weekdays at very early hours. Which doesnt make sense to me- the thing i wondered was wouldnt it make more sense to have 2 in the morning and 2 at night at least? Because commuters have to return as well as depart!! The bussing out here is underused as a result I believe! Tysm for your time</p>
37	Brady Brammer 10/27/2025	<p>So the fastest growing county (Utah County) in the state doesn't have a single capital budget item in 2026?</p> <p>You've got to be kidding me.</p> <p>Brady Brammer District 21 Senator</p>
38	Tate Flint 10/28/2025	Would love to see steps taken toward the rio grande plan.
39	Lorraine Rogers 10/28/2025	Add more busses to the East Side. We are missing the express busses on 1300 East and Highland Dr. Trax is fine but it doesn't help people who live away from it and can't access it.



40	Ben S 10/29/2025	Please have later trains and busses run on Friday and Saturday nights. That way people who enjoy nights out in the city can return home without driving intoxicated.
41	Kevin H 10/29/2025	Not including route 860 for Saratoga and eagle mountain is not acceptable given the growth.
42	Robert Johnson 10/29/2025	Please probably fund the expansion of the light rail network.
43	Melissa Clark 10/30/2024	<p>Thank you, good evening. I'm Melissa Clark, I'm a member of the Eagle Mountain City Council. I'm here tonight because Eagle Mountain and the entire northwest corridor of Utah County is at a crossroads, and we need a strong partner in UTA. We are one of the fastest growing regions in the state, and in the nation. Eagle Mountain alone is adding more than 30 new residents, um, every other day, so combined between Eagle Mountain and Saratoga Springs, we're adding 30 every day.</p> <p>In 2024, we issued over 1,500 building permits, more than any other city in Utah. We are doing our part to address the state's housing affordability crisis. And we're taking on the responsibility of long-term regional growth. But that kind of growth brings enormous pressure, and we cannot build our way out of this with roads alone.</p> <p>Right now, our infrastructure is overwhelmed. SR-73 carries nearly 50,000 vehicles daily. Rated at a level of service of E. Pony Express Parkway sees nearly 40,000 vehicles daily, also, at level of service E, and still Eagle Mountain has no real transit service. We have a very, very limited bus twice a day. And that's why UTA's previous commitment to launch Route 860, a fixed-route bus to Eagle Mountain city center with 30-minute frequency starting in April of 2026 was so important. It acknowledged our need and gave, it gave our residents and planners something to build around. But in this proposed budget, that service has been removed. Let me be clear, pulling back on that promise to the fastest-growing city in the state sends the wrong message, not just to our residents, but to every community trying to grow responsibly.</p> <p>At the same time, Eagle Mountain is leading in more than just housing. We're home to billions of dollars in commercial and industrial investment from companies like Meta, Tyson, Google, QTS Tract, and Annual Energy. That economic growth delivers real benefits to the state, thousands of high-paying jobs that grow Utah's income tax base, and infrastructure improvements, broadband, energy, water, that support broader regional systems.</p> <p>Eagle Mountain is showing up. We've hosted UTA in our city, we've met with trustees and planners, and we've worked with Utah County and our neighbors to explore local funding options. We're not just asking for help. We're offering partnership. But partnership needs to be mutual. We're asking UTA to restore Route 860 to the 2026 budget and honor the April service commitment and stand with us as we build a regional transit system that keeps pace with growth.</p>



		Our city is ready, our residents ready. And now we need UTA to be ready, too. Thank you for your time, and for your continued service to our region.
44	Donna Burnham 10/30/2025	<p>Hi, I'm Donna Burnham, and I serve on the City Council of Eagle Mountain as well. And I'm also petitioning you to, um, reinst... reinstate the Route 860.</p> <p>I want to give you a little history of Eagle Mountain, because I know there's some concern about our low ridership numbers. Um, I've been on the council for 16 years. And when I was first on the council, we had standing room only on those buses because they were express buses to Salt Lake and to Orem. And literally our residents complained because they're, they were standing, and they were upset, that that was the complaint. Now we have very few people riding, because by the time it, um, my friend who rode the express bus quit riding because it took him twice as long to get to work going to the, the FrontRunner station, and then to work, then it did the express bus. And so, it became not worth it, but he's one of those people that has severe migraines, and sometimes his wife now has to go get him. um, whereas when he could do TRAX or FrontRunner, it was, it was accommodating for him.</p> <p>We have a lot of people like that that need that kind of help. So, I would beg you not to just look at our ridership numbers and go, "Oh, they're not gonna ride the bus." They will. We will ride the bus, because it's getting to the point where our residents, that's all they talk about on our Facebook pages. Um, we're getting beat up all the time about the traffic. And one of the things that we really, really need is, um, a lane that's specific so that we could have a BRT-style transit, so that it would be faster. And we're willing to partner to make that happen. We want to work with you. We know what budgets are like. We get it. We have to deal with our city budget, and it's hard, because we need about 30 more employees than we have right now, and we can't hire them. So we get where you guys are at.</p> <p>So, we're not trying to throw eggs at you or anything like that, um, but we are the fastest growing city in the state, and that's not going to stop anytime soon, and so we need your help. We're surrounded by mountains and then blocked off by a lake. You're never going to be able to build enough roads. So we need transit, or we're not going to be able to function as a city. So I hope that you'll reconsider. Thank you.</p>
45	Charlotte Ducos 10/30/2025	<p>Hi, my name is Charlotte Ducos. I'm also from Eagle Mountain. I am currently a resident running for city council and wanted to come and speak tonight.</p> <p>I, uh, by day, am a schoolteacher. I teach at the high school, and so my, the people I spend my day with are young people. And as we got on the train to come here tonight, who got off the train? But that, that group of individuals that, that, that I teach. And we have a lot of our students out in Eagle Mountain that travel down to MTECH to take classes, and they're clogging up our streets, even in the middle of the day. They have expressed that they would love to be able to ride transit but don't have that option available to them. So in every 30 minutes, all day long, would have ridership from our young people if it came</p>

		<p>down specifically to that Thanksgiving Point Lehi Station, because right there, they get off. They've got their MTECH, um, right there. And so that would take trips off the road, and it would also provide ridership for that all-day long um, route.</p> <p>I've also met with senior citizens in our community who have indicated that having a route that would get them to shopping areas and things like that would be very, very helpful to them, because driving, obviously, is a difficulty for them. And so, having something that is reliable, and they know what time they can go and catch it, would be very helpful to them as well.</p> <p>We're a growing community. Uh, Melissa did an amazing job of sharing with you all kinds of statistics about that. It's not going to slow down, and so we need solutions, and this is, this is where we're coming to try and grow responsibly, and to have those opportunities available. Um, and so I'm here also to ask you to reinstate Route 860. Um, hopefully you will consider that. I believe that it will be an investment that is worth making. Our community is very young. That's the group that's riding. And, uh, and so we'd like to help boost your ridership. Thank you.</p>
46	June Rigby 11/4/2025	Your budget has completely ignored the needs of Saratoga Springs and Eagle Mountain. We pay taxes here, too. We are in need of immediate services and long-term planning for services. Please give us what r need. Please give us a fair share of services commiserate with our taxes and the ridiculous growth of our area.
47	Chris Forbush 11/4/2025	As my Senator has no doubt raised with you, we have not only long-term needs but also immediate service needs in Utah County (especially Saratoga Springs where we are beyond infrastructure capacity). We are not okay with a funding disparity that allocates \$43 million to Weber, Davis, and Salt Lake counties but gives zero to Utah County, the county responsible for 43% of the state's growth. We AT LEASR need UTA to follow through on prior commitments, including a fixed-route bus service into Eagle Mountain's City Center and an on-demand service around Thanksgiving Point, that are apparently excluded from the budget. You need to reallocate appropriate resources (no tax increases) to Utah County.
48	Tylyn Carlson 11/4/2025	We have not only long-term needs but also immediate service needs. I am not okay with a funding disparity that allocates \$43 million to Weber, Davis, and Salt Lake counties but gives zero to Utah County, the county responsible for 43% of the state's growth. Specifically, prior commitments, including a fixed-route bus service into Eagle Mountain's City Center and an on-demand service around Thanksgiving Point, were excluded.
49	Jennifer Klingonsmith 11/4/2025	Hi, I am a long term resident of Saratoga springs (22 years). I have watched this city's and Eagle Mountains population explode, especially since 2020. Our commute times have doubled over the time I have lived here. We need to ease congestion, it is affecting people's quality of life in a significant way. We have not only long-term needs but also immediate service needs. I am not okay with a funding disparity that allocates \$43 million to Weber, Davis, and Salt Lake

		<p>counties but gives zero to Utah County, the county responsible for 43% of the state's growth. Specifically, prior commitments, including a fixed-route bus service into Eagle Mountain's City Center and an on-demand service around Thanksgiving Point, were excluded. Please correct this error.</p> <p>The state puts immense pressure on our cities to permit so much housing yet does not support that housing with adequate infrastructure, leaving existing residents to suffer the consequences. Thank you.</p>
50	Katie Paxman	Please keep your prior commitments to Utah County. We have vast immediate needs and the future need cannot be ignored.
51	Keith Kuder	We need better transportation for Utah County and Vineyard City.
52	Rob Ludlow	<p>Utah County represents 43% of the state's total growth, yet receives no incremental service in UTA's 2026 budget proposal. That is unacceptable. This plan completely overlooks the real and immediate growing pains being felt by residents across northwest and southern Utah County — areas that are expanding rapidly but remain underserved by reliable public transit.</p> <p>Utah County deserves a fair share of investment to meet both its current transportation needs and its future population demands.</p>

**Appendix 1 – Signature Sheets****West Jordan City****UTA Tentative 2026 Budget - Signature Sheet**

I, Mayor Dirk Burton, representing West Jordan City,  
have received a copy of the Utah Transit Authority's Tentative Budget for 2026. I  
have reviewed the tentative budget as required by Utah Code 17B-1-702 and  
have no objection to the tentative budget as presented.

Signature: 

Date: 10/09/2025

Printed Name: Mayor Dirk Burton

Title: Mayor for West Jordan City

*Please return to UTA:*

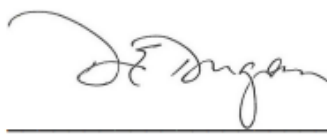
By emailing: [boardoftrustees@rideuta.com](mailto:boardoftrustees@rideuta.com)

By mail: Attention: Board of Trustees  
Utah Transit Authority  
669 West 200 South  
Salt Lake City, UT 84101

## Salt Lake City Council

**UTA Tentative 2026 Budget - Signature Sheet**

I, \_\_\_\_Dan Dugan\_\_\_\_, representing \_\_\_\_Salt Lake City Council\_\_\_\_, have received a copy of the Utah Transit Authority's Tentative Budget for 2026. I have reviewed the tentative budget as required by Utah Code 17B-1-702 and have no objection to the tentative budget as presented.

Signature: \_\_\_\_\_

Date: \_\_\_\_10/15/2025\_\_\_\_\_

Printed Name: \_\_\_\_Dan Dugan\_\_\_\_\_

Title: \_\_\_\_Salt Lake City Council Member - District 6\_\_\_\_\_

*Please return to UTA:*

By emailing: [boardoftrustees@rideuta.com](mailto:boardoftrustees@rideuta.com)

By mail: Attention: Board of Trustees  
Utah Transit Authority  
669 West 200 South  
Salt Lake City, UT 84101

## Provo City

## UTA Tentative 2026 Budget - Signature Sheet

I, Michelle Kaufusi, representing Provo City,

have received a copy of the Utah Transit Authority's Tentative Budget for 2026. I

have reviewed the tentative budget as required by Utah Code 17B-1-702 and

have no objection to the tentative budget as presented.

Signature: 

Date: 14 October 2025

Printed Name: Michelle Kaufusi

Title: Mayor of Provo

*Please return to UTA:*

By emailing: [boardoftrustees@rideuta.com](mailto:boardoftrustees@rideuta.com)

By mail: Attention: Board of Trustees  
Utah Transit Authority  
669 West 200 South  
Salt Lake City, UT 84101

## Draper City

**UTA Tentative 2026 Budget - Signature Sheet**

I, Bryn Heather Johnson, representing Draper City,  
have received a copy of the Utah Transit Authority's Tentative Budget for 2026. I  
have reviewed the tentative budget as required by Utah Code 17B-1-702 and  
have no objection to the tentative budget as presented.

Signature: 

Date: October 21, 2025

Printed Name: Bryn Heather Johnson

Title: Draper City Council Member

*Please return to UTA:*

By emailing: [boardoftrustees@rideuta.com](mailto:boardoftrustees@rideuta.com)

By mail: Attention: Board of Trustees  
Utah Transit Authority  
669 West 200 South  
Salt Lake City, UT 84101



## Pleasant View City

## UTA Tentative 2026 Budget - Signature Sheet

I, Leonard M. Call, representing Pleasant View City,  
have received a copy of the Utah Transit Authority's Tentative Budget for 2026. I  
have reviewed the tentative budget as required by Utah Code 17B-1-702 and  
have no objection to the tentative budget as presented.

Signature: Leonard M. Call  
Date: 10-27-2025  
Printed Name: Leonard M. Call  
Title: Mayor

*Please return to UTA:*

By emailing: [boardoftrustees@rideuta.com](mailto:boardoftrustees@rideuta.com)  
By mail: Attention: Board of Trustees  
Utah Transit Authority  
669 West 200 South  
Salt Lake City, UT 84101

## Utah County Commission



### Utah County Commission

Brandon B. Gordon  
Skyler Beltran  
Amelia Powers Gardner

Historic Courthouse  
51 S University Ave, Ste 320  
Provo, UT 84601

P: (801) 851-8475  
[www.utahcounty.gov](http://www.utahcounty.gov)

October 20, 2025

UTA Board of Trustees  
C/O Jolisha Branch  
Utah Transit Authority  
669 West 200 South  
Salt Lake City, Utah 84101

**Re:** *Utah Transit Authority's Proposed 2026 Budget*

Dear Members of the UTA Board of Trustees,

The Utah County Commission respectfully submits this letter to express our strong opposition to the Utah Transit Authority's proposed 2026 tentative budget. The current proposal fails to meet the transit needs of Utah County residents and does not reflect the rapid growth occurring within our communities.

Utah County accounted for more than 43% of the entire state's population growth last year, making it the fastest-growing area in Utah. UTA's 2026 proposed budget allocates more than \$96 million, including \$43 million in state and local dollars toward projects in Salt Lake, Davis and Weber Counties, yet includes no investment in new service for Utah County. This is unacceptable given our county's population trends and transportation needs.

Our northwest region, including Eagle Mountain, Saratoga Springs and Lehi, is growing at an unprecedented pace and is in urgent need of transit service. UTA previously committed to implementing a fixed-route bus service into Eagle Mountain's City Center and an innovation on-demand service around Thanksgiving Point. Neither of these projects are included in your proposed 2026 plan. The lack of progress and funding for these critical commitments is deeply disappointing and inconsistent with prior assurances made to our residents.

In addition to the rapid growth occurring in our northwest region, the southern area of Utah County is also expanding at a remarkable pace, outpacing many other counties in Utah. Communities such as Spanish Fork, Payson, Salem and Santaquin are experiencing substantial residential and commercial development. It's essential that services in these areas are carefully planned and implemented in a timely manner to keep up with growth.

Compounding the issue, Utah County has already pledged its own available transit funds to help expedite UTA projects within our boundaries and has actively worked to advance these efforts. Yet, we continue to see little to no progress. Our residents deserve equitable access to public transportation and a fair share of investment that reflects both our contributions and our rapid growth.

## Utah County Commission Continued

Utah Transit Authority  
October 22, 2025  
Page 2

We urge the Board of Trustees to re-evaluate the 2026 priorities and ensure that Utah County receives appropriate attention and funding for new service implementation. Anything less will continue to disadvantage the fastest-growing population center in the state and undermine public trust in UTA.

Thank you for your attention to this matter. We look forward to your prompt reconsideration of the budget and to a plan that more accurately reflects Utah County's needs and contributions. We also look forward to continued collaboration and stand ready to assist in whatever way is needed.

Sincerely,

  
Brandon B. Gordon, Chair

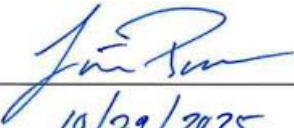
  
Skyler Beltran, Commissioner

  
Amelia Powers Gardner, Commissioner

## Herriman City

## UTA Tentative 2026 Budget - Signature Sheet

I, Lorin Palmer, representing Herriman City,  
have received a copy of the Utah Transit Authority's Tentative Budget for 2026. I  
have reviewed the tentative budget as required by Utah Code 17B-1-702 and  
have no objection to the tentative budget as presented.

Signature:   
Date: 10/29/2025  
Printed Name: Lorin Palmer  
Title: Mayor

*Please return to UTA:*

By emailing: [boardoftrustees@rideuta.com](mailto:boardoftrustees@rideuta.com)  
By mail: Attention: Board of Trustees  
Utah Transit Authority  
669 West 200 South  
Salt Lake City, UT 84101

## Utah County Legislative Delegation



# Utah County Legislative Delegation

State Capitol | Salt Lake City, Utah



Oct 31, 2025

UTA Board of Trustees  
Utah Transit Authority  
669 West 200 South  
Salt Lake City, Utah 84101

Re: Utah Transit Authority's Proposed 2026 Budget

Utah County's rapid growth represents one of Utah's greatest success stories, a story that should be fully supported by a transportation system capable of sustaining that success. As the Utah County Legislative Delegation, we are committed to ensuring our residents have access to safe, efficient, and equitable transit options. After reviewing UTA's proposed 2026 budget, we respectfully request revisions that better reflect the needs and contributions of Utah County. We find it deeply concerning and unacceptable that the proposed budget does not offer a single increase in services in Utah County.

Utah County is a leading driver of the state's economic expansion. Every year, millions in state tax revenue originating from Utah County households and businesses support statewide public services and infrastructure, including UTA. Between 2020 and 2024, Utah County contributed nearly half a billion dollars to public transit. We value the role UTA plays across the Wasatch Front, and we seek to strengthen our partnership through investments that match where Utah's growth is occurring today.

Communities in northwest Utah County, like Eagle Mountain, Saratoga Springs, and portions of Lehi, are facing astronomical mobility constraints largely due to limited east-west access resulting from historical planning decisions. More than 150,000 residents currently rely on just a few strained corridors for every essential trip without the benefit of fixed-route transit connectivity. A failure to deliver additional services in Utah County only compounds this challenge. The southern part of the county is also rapidly growing and will require smart planning to prevent the challenges the northern part of the county is already facing.

According to UDOT data, Pioneer Crossing has become the most congested roadway in the state of Utah. The hundreds of homes along that road along with the severe congestion has caused UDOT to recommend, and the Transportation Commission to fund, the adding of flex lanes to the road. This corridor cannot absorb future projected demand without strategic transit relief.

We appreciate that UTA recognizes these challenges and has previously committed to expand service into these rapidly growing areas including a fixed-route bus service into Eagle Mountain's City Center and an innovation on-demand service around Thanksgiving Point. We respectfully ask the board to make good on those commitments and turn that intent into implementation.

It has also come to our attention that the Utah County Commission has offered their own resources to help fund additional service but have not been able to engage in meaningful discussion due to the lack of project prioritization.



## Utah County Legislative Delegation Continued

We approach this request as partners who share the same objective: to ensure that families and businesses across Utah have reliable access to opportunity and would appreciate the chance to meet with you on this subject. Thank you for considering these needs and making the appropriate changes to reflect the unprecedented growth and prior commitments made to these communities by UTA.

With appreciation and determination,

Representative Stephanie Gricius  
Representative Val Peterson  
Representative Leah Hansen  
Representative Cory Maloy  
Representative Kay Christofferson  
Representative Kristen Chevrier  
Representative Jon Hawkins  
Representative Nelson Abbott  
Representative David Shallenberger  
Representative Tyler Clancy  
Representative Lisa Shepherd  
Representative Norm Thurston  
Representative Stephen Whyte  
Representative Jefferson Burton  
Representative Doug Welton  
Representative Troy Shelley

Senator Brady Brammer  
Senator Kirk Cullimore  
Senator Mike McKell  
Senator Daniel McCay  
Senator Heidi Balderree  
Senator Keith Grover  
Senator Keven Stratton  
Senator David Hinkins  
Senator Derrin Owens

CC:  
Senate President Stuart Adams,  
House Speaker Mike Schultz  
Utah County Commission  
UTA Executive Director Jay Fox  
UDOT Executive Director Carlos Bracerias