



# Utah Transit Authority

## Board of Trustees

### MEETING MINUTES - Draft

669 West 200 South  
Salt Lake City, UT 84101

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**Wednesday, December 3, 2025**

**9:00 AM**

**FrontLines Headquarters**

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**Present:** Chair Carlton Christensen  
Trustee Jeff Acerson  
Trustee Beth Holbrook

Trustee Holbrook attended the meeting electronically.

Also attending were UTA staff and interested community members.

**1. Call to Order and Opening Remarks**

Chair Carlton Christensen welcomed attendees and called the meeting to order at 9:02 a.m.

**2. Pledge of Allegiance**

Attendees recited the Pledge of Allegiance.

**3. Safety First Minute**

Nichol Bourdeaux, UTA Chief Planning & Engagement Officer, delivered a brief safety message.

**4. Public Comment**

**In Person/Virtual Comment**

(To view public comment in its entirety, see the meeting video located at [https://rideuta.granicus.com/player/clip/418?meta\\_id=70000](https://rideuta.granicus.com/player/clip/418?meta_id=70000).)

In person comment was given by Michael Kroll and David Wendt, Jr., and virtual comment was given by Frederic Jenny.

Kroll, Wendt, and Jenny spoke in support of the Rio Grande Plan.

**Online Comment**

Online comments received were distributed to the board for review prior to the meeting and are included in Appendix A to these minutes.

**5. Consent****a. Approval of November 12, 2025, Board Meeting Minutes**

A motion was made by Trustee Holbrook, and seconded by Chair Christensen, to approve the consent agenda. The motion carried.

**6. Reports****a. Executive Director Report**

- **UTA Recognition - Public Relations Society of America Golden Spike Awards**
- **Executive Director Team Award - Planned Service Disruptions Team**

**UTA Recognition - Public Relations Society of America Golden Spike Awards**

Kim Shanklin, UTA Chief of Staff, recognized the UTA communications and marketing team for receiving two Golden Spike awards from the Public Relations Society of America (PRSA) for their work on the UTA Experience and “Tap-on, Tap-off” social media video.

**Executive Director Team Award - Planned Service Disruptions Team**

Kim Shanklin recognized the UTA planned service disruptions team for their collaborative work to improve UTA’s processes related to special events, state of good repair projects, etc.

**b. Strategic Plan Minute: Customer Experience - Planned Service Disruptions**

Kim Shanklin highlighted the agency’s efforts to improve coordination around planned service disruptions.

**c. Discretionary Grants Report**

Tracy Young, UTA Grants Director, discussed 13 proposed grant applications and reviewed grant applications awaiting selection. She also reported the agency was recently awarded the following grants:

- \$21.3 million: Federal Transit Administration (FTA) Bus and Bus Facilities for 25 diesel vehicles and workforce training
- \$20.5 million: FTA Low & No Emission for 24 compressed natural gas vehicles and workforce training

**7. Resolutions****a. R2025-12-01 - Resolution Modifying the Authority’s Organizational Structure**

Ann Green-Barton, UTA Chief People Officer, summarized the resolution, which modifies the authority’s organizational structure to have the UTA Chief Communications Officer report to the UTA Chief of Staff.

A motion was made by Trustee Holbrook, and seconded by Chair Christensen, that this resolution be approved. The motion carried by the following vote:

Aye: Chair Christensen, and Trustee Holbrook

Absent: Trustee Acerson

Trustee Acerson joined the meeting at 9:40 a.m.

**b. R2025-12-02 - Resolution Adopting the Authority's Five-Year Capital Plan for the Years 2026-2030**

Jared Scarbrough, UTA Director of Capital Design & Construction, was joined by Daniel Hofer, UTA Director of Capital Programming & Support.

Scarbrough summarized the resolution, which adopts the UTA Five-Year Capital Plan 2026-2030, and Hofer reviewed the plan approval process, funding by project category, and total funding breakdown.

Discussion ensued during which staff clarified the Techlink environmental work will be performed by the Utah Department of Transportation (UDOT).

A motion was made by Trustee Acerson, and seconded by Trustee Holbrook, that this resolution be approved. The motion carried by the following vote:

Aye: Chair Christensen, Trustee Acerson, and Trustee Holbrook

**8. Contracts, Disbursements and Grants**

**a. Contract: Maintenance Uniforms and Facilities Essentials (ALSCO, Inc.)**

This agenda item was tabled.

**b. Change Order: Battery Electric Buses and Associated Chargers Change Order 9 - Midvalley Express - Meadowbrook Depot Chargers Equipment (Gillig, Inc.)**

Jared Scarbrough requested the board approve a \$1,773,200 change order to the contract with Gillig, Inc. for five additional bus chargers and related equipment to be installed at the Meadowbrook facility. The total contract value, including the change order, is \$55,282,176.34.

A motion was made by Trustee Acerson, and seconded by Trustee Holbrook, that this change order be approved. The motion carried by a unanimous vote.

Following the vote on this agenda item, Kim Shanklin introduced Jon Larsen as the new UTA Chief Capital Services Officer.

**9. Discussion Items****a. Proposed UTA 2026 Final Budget**

Viola Miller, UTA Chief Financial Officer, reviewed changes from the tentative to final proposed 2026 operating budget and a summary of the proposed final 2026 operating budget. She indicated the final budget is slated for board approval on December 17, 2025, and highlighted public engagement efforts related to the budget process.

Discussion ensued. Questions on full-time equivalents (FTEs) and rail construction projects assigned to the UDOT were posed by the board and answered by Miller. Miller committed to provide the board with an FTE summary for the 2026 final budget.

Trustee Holbrook left the meeting at 9:41 a.m.

**b. UTA Community Advisory Committee Update**

Megan Waters, UTA Community Engagement Director, discussed the UTA Community Advisory Committee (CAC) composition and the CAC's 2025 activities and priorities, objectives, and engagement. She concluded with a preview of plans for the CAC in 2026.

**c. Zero-Emission Bus Transition Plan Update**

Andres Colman, UTA Chief Operations Officer, was joined by Kyle Stockley, UTA Director of Capital Vehicles.

Staff provided an update on the agency's Zero Emission Plan (ZEP) and objectives for the 2026 plan update.

Discussion ensued. Chair Christensen recommended a public education campaign on the efficiency of clean diesel buses.

**10. Other Business**

- a. Next Meeting: Wednesday, December 17, 2025 at 9:00 a.m.

**11. Closed Session****a. Strategy Session to Discuss Topics as Defined in Utah Code 52-4-205 (1):  
- Collective Bargaining**

Chair Christensen indicated there were matters to be discussed in closed session related to collective bargaining. A motion was made by Trustee Acerson, and seconded by Chair Christensen, for a closed session. The motion carried.

Chair Christensen called for a recess at 10:10 a.m.

Closed session convened at 10:19 a.m.

**12. Open Session**

A motion was made by Trustee Acerson, and seconded by Chair Christensen, to return to open session. The motion carried and the meeting reconvened in open session at 10:41 a.m.

**13. Adjourn**

A motion was made by Trustee Acerson, and seconded by Chair Christensen, to adjourn the meeting. The motion carried and the meeting adjourned at 10:41 a.m.

Transcribed by Cathie Griffiths  
Board Administration Manager  
Utah Transit Authority

This document is not intended to serve as a full transcript as additional discussion may have taken place; please refer to the meeting materials or audio located at <https://www.utah.gov/pmn/sitemap/notice/1040829.html> for entire content. Meeting materials, along with a time-stamped video recording, are also accessible at <https://rideuta.granicus.com/player/clip/418>.

This document along with the digital recording constitute the official minutes of this meeting.

Approved Date:

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Carlton J. Christensen  
Chair, Board of Trustees

**Appendix A**  
**Online Public Comment**

(Note: Online public comment was received via email and the text is copied as submitted.)

**From Clayton Watts:**

Please make sure the Rio Grande Plan and the WE Connect Study are accounted for in any future developments of the Salt Lake Central UTA station and UTA HQ building. This is a rare opportunity for Utah to improve on many axes at the same time, and UTA needs to make sure they aren't building anything that would make the Rio Grande Plan more difficult!

**From Micah Houssian:**

Maybe it's a bit early for me to send this in, but I want it to be heard: The Rio Grande Plan is the only viable solution for Salt Lake Central. They have made many compromises. It best steps the city (and state) forward and its transit-oriented development is much better than that of the office buildings for UTA. Also, if you can apply for more funding in general, do so.

**From Tyler Bigelow:**

Hello UTA, I am sending this email because I will be unable to make it to the meeting on December 3rd for public comment, but I just wanted to give you my two cents.

I ask that you do not move forward with any sort of Salt Lake Central rebuild project. Yes that station sucks and something needs to be done about it, but plopping down a big office building there and making it slightly less of a concrete jungle won't solve any real problems. Instead the Rio Grande Plan must be implemented to actually solve many issues facing not only Salt Lake Central, but the city as a whole. If this plan is followed through, and then the Rio Grande Plan is also set into motion then all of this would become completely redundant, except for maybe having a new office building. That is why I ask that nothing massive be done to Salt Lake Central for the time being, and instead we start executing on the Rio Grande Plan. By moving Salt Lake Central to the historic Rio Grande Depot, most of the problems with the current station will be solved. Stuff like integration, accessibility, and general cultural impact and perception of rail transportation would be vastly improved, and on a scale that a simple rebuild in the current location could never accomplish.

That isn't even to mention all of the other benefits of the Rio Grande Plan such as healing our divided city, getting rid of annoying and dangerous rail crossings, freeing up 70 acres of prime real estate for development, and making using rail a much more enjoyable experience in general.

Now is the Rio Grande Plan an easy or cheap thing to execute on? No, it would be one of the largest infrastructure projects in Salt Lake, and Utah's history. The current plan to rebuild Salt Lake central is definitely much more achievable, but solves essentially nothing compared to the Rio Grande Plan and all of its benefits. The study by USU found that yes, the Rio Grande Plan would cost billions of dollars, but it also found that it would generate economic activity orders of magnitude larger, as well as increase tax revenues that would easily offset the economic cost alone. And that doesn't even bring into account all of the social and cultural

benefits it would bring to the table.

In short, don't make any massive changes to Salt Lake Central, and bring all focus to executing the Rio Grande Plan. The Rio Grande Plan will bring immeasurable benefit to the entire state, and would make any Salt Lake Central development a waste.

**From Jacob Johnson:**

The proposed Salt Lake Central rebuild does NOT address the issues with the current Salt Lake Central Station.

The Rio Grande Plan improves safety and comfort for riders, improves connectivity with downtown, better utilizes expensive land space, improves safety at rail crossings, and many more benefits.

Please stop trying to reinvent the wheel and just use the plan that has been shown to work by multiple studies.

**From David Ferris:**

I am unable to make it to the meeting tomorrow, so I thought I would email in my comment.

First, I want to say that I think the UTA is doing an excellent job. I know resources are limited and I appreciate the level of service that is provided on the Wasatch Front.

My main goal in emailing today is to voice my support for the Rio Grande Plan. I think that the benefits to the state as a whole would be huge to bury the tracks, reconnect east and west Salt Lake City, open up 70 acres of land for development, and have a beautiful, historic train station as the flagship and centerpiece of train travel in Utah. I know it has a hefty price tag, but I think that the pros outweigh the cons in relocating the central hub for rail in the state to a better location than it is currently.

Other things I would like to voice my support of would be extending the blue line to Lehi and beyond sooner rather than later. The UTA already owns the tracks, I think it would make a big difference to have another set of rails crossing the point of the mountain.

I also think it would be a big boon to see more transit in the point of the mountain area. In Draper, Lehi, Eagle Mountain, Saratoga Springs, Alpine, American Fork, Herriman, etc. There is a large portion of our states population that lives here, with relatively low transit coverage. I know the demand doesn't seem to be there, but I think fast frequent and reliable services in these areas would be used.

One concern I have is for priority signalling in downtown Salt Lake. In what I am able to read online, the claim is that Trax does have priority signaling downtown, but it definitely doesn't seem that way when riding the Trax. I understand that it's probably a complicated system, and you have pedestrian crossings, etc, to consider, but I would argue that it can be done. That with tracking and predictive signalling, no Trax trains should have to stop at red lights downtown.

Last up, I want to talk about Transit Oriented Developments on UTA owned lands. I often ride the Trax Blue Line out of Draper. I've noticed a couple of things. One is that ridership is much higher the closer you get into Salt Lake, especially once you get into Murray and further North. This of course makes sense, and Draper is the end of the line, so you'd naturally see less ridership. However, I think you can create some induced demand if the 8.16 acres of land owned by the UTA next to the station in Draper was developed into some kind of mixed use development. Currently that 8 acres is very underutilized. There is a huge parking lot, and the rest is vacant. The parking lot usually has about 20 cars in it. I don't think I've ever seen more than 40. A parking garage or underground parking could use the land even better and you could see not only more people riding the train to and from the housing and businesses there, but generate a profit from the land that is now underutilized.

Thanks for reading my email. I know it was kind of long. Really appreciate the work that the UTA is doing.