

UTA Transit Commission Meeting

August 12, 2026

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

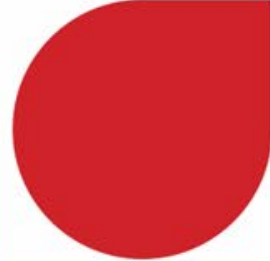
To view the meeting through the Public Meeting Portal: <https://rideuta.legistar.com/Calendar.aspx>

To view the meeting live on Zoom, register at:
https://bit.ly/UTA_TCM_08-12-26

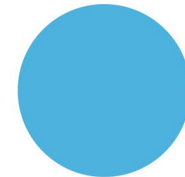


UTA Transit Commission Meeting

August 12, 2026



CALL TO ORDER AND OPENING REMARKS



PLEDGE OF ALLEGIANCE



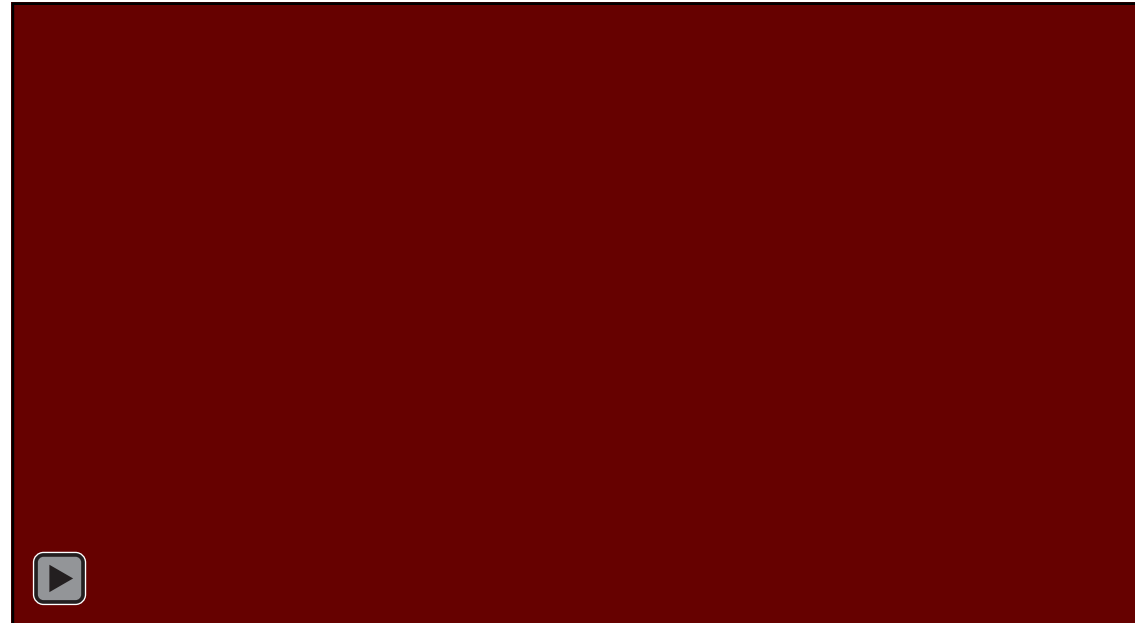
SAFETY FIRST MINUTE



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

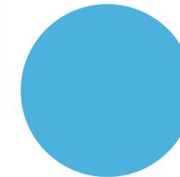
- a. Approval of the July 15, 2026 Transit Commission Meeting Minutes
-

Recommended Action (by acclamation)

Motion to approve the consent agenda.



REPORTS



Executive Director Report

- OneUTA Moment - Operational Readiness
- Internal Appointments
- Upcoming Commissioner Participation Opportunities



OneUTA Moment



Prepared. Responsive. Resilient.

- Planned for the expected and responded effectively to the unexpected
- Coordinated efforts across Operations, Maintenance, Police, Service Delivery, and Transit Communication
- Maintained reliable service while managing major events and critical incidents
- Demonstrated operational excellence through teamwork, adaptability, and safety-first decision-making



Internal Appointments



Upcoming Commissioner Participation Opportunities



FARE APPROVALS



Fare Agreement: Education Pass (Salt Lake School District, Salt Lake Education Foundation, and Salt Lake City Corporation)

Recommended Action (by acclamation)

Motion to approve the Fare Agreement with the Salt Lake City School District, Salt Lake Education Foundation, and Salt Lake City Corporation for Education Passes, as presented.



DISCUSSION ITEMS



Pass Program Operating Process for Fare Contracts with Institutional Partners



Overview of Fare Pass Program Contracts

Programs are uniquely structured to ensure most organizations can participate in a program that meets their specific operational requirements and rider demographics.

- Organizations have varied needs:
 - Size, purpose, rider demographics, geographical location
- Strategic objectives:
 - Expand access to transit
 - Increase ridership
 - Support long-term community partnerships
 - Ensure fiscal responsibility and public accountability
- Transit Commission Approval process:
 - Resolution parameters
 - Individual contracts



Fares Contracting Process



Pass Program Contract Types

Program	Description	Contracts
Educational (ED)	Passes for schools, enabling student transit use with no out-of-pocket costs	12
Institutions (ECO)	Standard pass programs for small and medium institutions; custom pass programs for large institutions	91
Human Service	Passes for low-income individuals, with fare subsidized by agencies serving those individuals	151
Bulk Purchase	Passes purchased in bulk by event sponsors or groups for specific participants, including using event tickets as fare media	24
Other (Customized)	Passes for agencies whose client transportation needs are not met by the programs above	1



Framework for Fare Program Contracts

Fare contracts are governed by established policies, operational procedures, financial controls, and ongoing oversight to ensure consistency, accountability, and alignment with strategic goals

- Governance:
 - Utah Code – 17B-2a-811.1 7(a)
- Contract Administration:
 - Policy – UTA.02.03 Fares Policy
- Oversight & Accountability:
 - Legal review
 - Financial analysis and reporting
 - Review of contract performance and program effectiveness
 - Internal communication on significant fare-related negotiations and agreements



Pricing Strategy & Program Design

Our pricing framework offers flexible options to meet partner needs, including usage-based, fixed-fee, and product-based models. Each option is supported by a consistent and transparent methodology that ensures fairness, simplicity, and cost predictability.

- Consistent and transparent pricing methodology
- Clear and repeatable calculation process
- Easy for partners to understand and validate
- Aligned with public fare structure
- Predictable and sustainable partner costs



Transit Commission Approval

Pass Program	Fare Type	Pricing	Pricing Methodology	Commission Approval (Resolution or Individual)
Educational (ED)	Fixed Pricing	Fixed Contract Price	Formula based on forecasted usage with 40% to 60% discount applied to public fare	Individual
	Pay-per-Trip	Public Fare	EFC System calculates fare rate, billed monthly, 25% discount	
Institutions (ECO)	Fixed Pricing	4 Standard Programs	Fixed pricing and must meet program requirements	ECO Resolution
	Pay-per-Trip	Public Fare	EFC calculates fare rate, 5% to 17% discount	
Human Service	Day Pass	Public Fare	75% off day pass	Fares Resolution
	30-Day Pass	Public Fare	75% off monthly pass	
Bulk Purchase	Ticket-as-Fare	Fixed Contract Price	Formula based on forecasted usage applied to public fare	Individual
	Small Event	Public Fare	Group pass rate per person, per day	Fares Resolution
Other (Customized)	Fixed Pricing	Fixed Contract Price	e.g. Medical Transit Pass is \$1.25 fare rate per boarding which is applied to estimated utilization	Resolution

Operational Balance

Key is to balance oversight with timely administration of contracts

Description	Operational Impact
1. Schedule timing	Contract approvals dependent on the Commission meeting calendar.
2. Renewal timing risks	Renewal schedules may not always align with Commission meeting dates.
3. Risk of agreement gaps	Delays can create gaps in program pass service.
4. Administrative task	Additional staff time preparing agenda items, supporting documentation, and presentations.
5. Program responsiveness	Management has less flexibility to respond quickly to partner, customer, or stakeholder requests.
6. Organizational agility	Routine or renewal contracts require the same approval pathway as newly structured agreements.
7. Commission capacity	Increase contract approvals may consume meeting time otherwise devoted to strategic oversight and other statutory responsibilities.
8. Special meetings	Urgent contract renewal may necessitate special Commission meeting.



Next Steps

- Define Fare Pass Programs that share pricing methodology and product design
- Present to Transit Commission approval parameters for Fare Pass Programs that share methodology and design
- Present to Transit Commission parameters resolution for defined Fare Pass Programs



Proposed Bylaws Revisions



Background

Utah Public Transit District Act Utah Code 17B-2a-808.1(3)(d) empowers Commission to adopt bylaws:

- Initial set of Bylaws adopted at July 15, 2026, Commission meeting
- Feedback received from several Commissioners
- Staff took feedback into consideration and prepared a revised set of bylaws to help lead off this discussion
- Staff identified opportunity to make minor consistency changes and edits to document

Requested Changes Reflected in Revised Document

Commissioner-Suggested Changes/Additions:

- Process for Commissioners to add items to the agenda
 - Requires three Commissioners to make the request in writing to the Chair
 - Requests shall be made no less than 21 days before a scheduled meeting
- Agenda and items provided to Commissioners five calendar days before meeting
- No single Commissioner can bind the Commission
- Procedure for Removal of Vice Chair
- Clarification of Voting Rights and Quorum

Staff requested changes for clarity/consistency

- Removal of references to Audit Committee
- Removal of references to Commission “policies”

Requested Change Not Reflected in Revised Document

- Parliamentary Procedure
 - May not need to be added to Bylaws
 - Roberts Rules of Order considered too formal, may slow down meetings
 - Recommend Commission uses current, more informal parliamentary procedure used by previous UTA governing bodies
- Rules regarding abstention from a vote

Next Steps

- Feedback received at this meeting will be incorporated into a proposed final draft.
- Review and potential adoption at September 23, 2026, meeting of the Transit Commission

Questions?

Planning and External Relations

- Engagement Processes



OVERVIEW

Planning & External Relations

Commission briefing

PURPOSE

A high-level view of items that will require Commission action across the Planning and External Relations Office.

TODAY'S FOCUS

UTA Transit
Planning Process

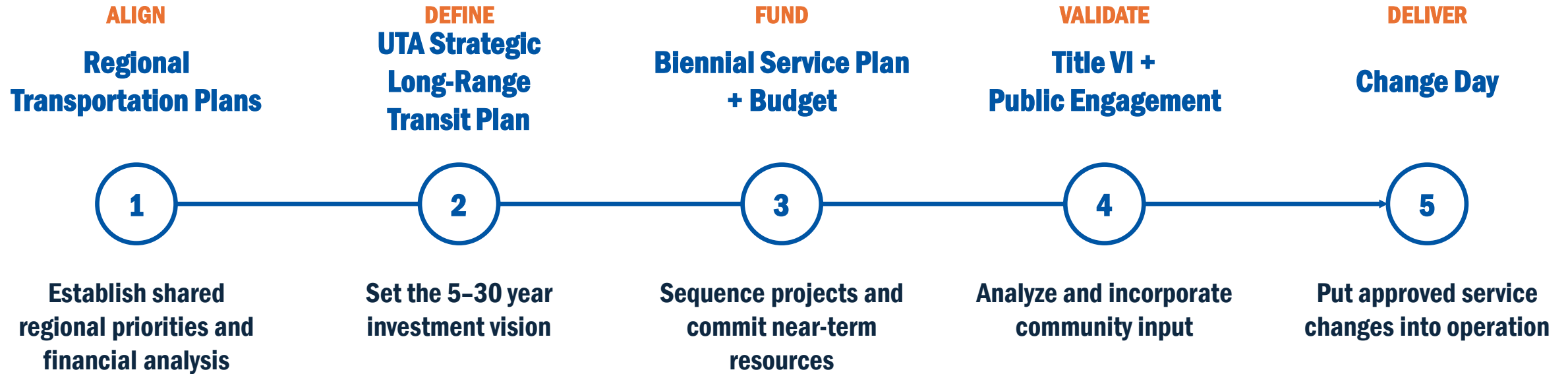
Strategic Long-Range Transit Plan
“UTA Moves 2055”

Title VI of the
Civil Rights Act of 1964

Budget Public
Engagement

UTA TRANSIT PLANNING JOURNEY

How regional priorities become funded and sustainable service changes

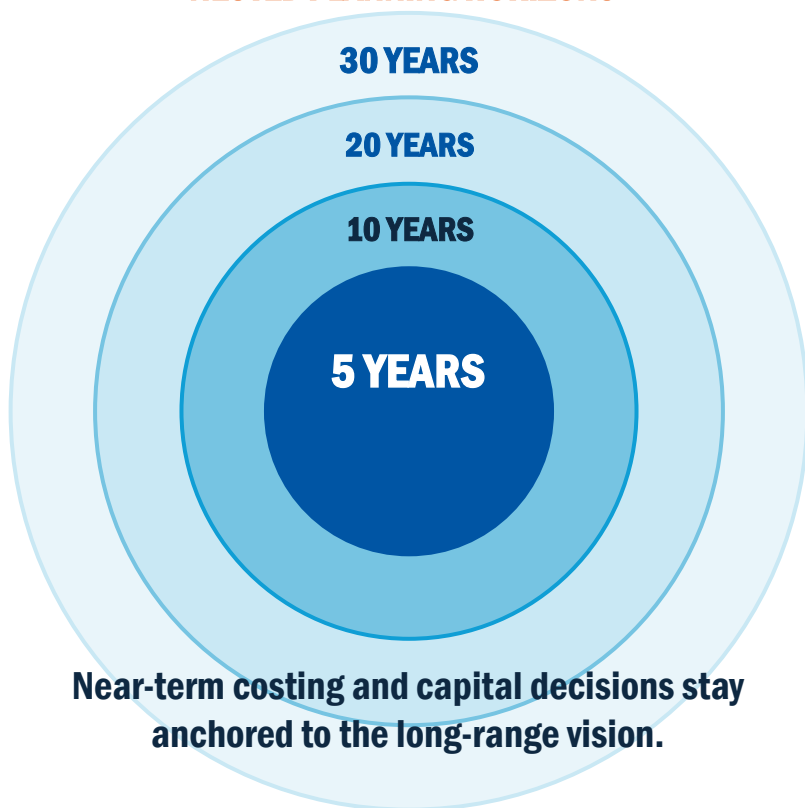


Community and stakeholder feedback informs decisions throughout the journey

UTA Moves 2055

One plan connects near-term action to a 30-year regional vision

NESTED PLANNING HORIZONS



WHAT THE PLAN INTEGRATES

NETWORK + ACCESS

Rail • BRT • Bus • Paratransit • IMZ

Local connectivity to regional services

CAPITAL + FUNDING

Infrastructure • Preservation • Phased investment

Costing • Long-term financial analysis • Capital investment

PLAN ALIGNMENT

Regional plans • Utah Unified Transportation Plan

Other UTA plans

THE RESULT

**Defines
agency goals**

**Communicates UTA's
long-range vision**

**Builds consistency
among plans**

Required by Utah State Code Section 17B-2a-811.1

UTA Moves 2055

Public + stakeholder engagement • 2025–2027

REGIONAL WORKSHOP SERIES

- 8** **FALL 2025 • WFRC**
8 workshops
- 8** **WINTER 2026 • MAG**
8 workshops
- 8** **FALL 2026 • WFRC • SCHEDULED**
8 workshops
- **FALL-WINTER 2026/27 • MAG • PLANNED**
Workshop count TBD



UTA OUTREACH

- 1** **PHASE 1**
Fall 2026
- 2** **PHASE 2**
Spring 2027

Title VI of the Civil Rights Act of 1964

From civil-rights purpose to transparent service decisions

FOUNDATION



**Purpose +
meaning**

Title VI Purpose

What Title VI Means
for Public Transit

SCOPE



**People +
program**

Populations Considered
in Title VI

UTA's Title VI Program

PRACTICE



**Standards +
analysis**

UTA's Service Design
Standards

Title VI Analyses

PARTICIPATION



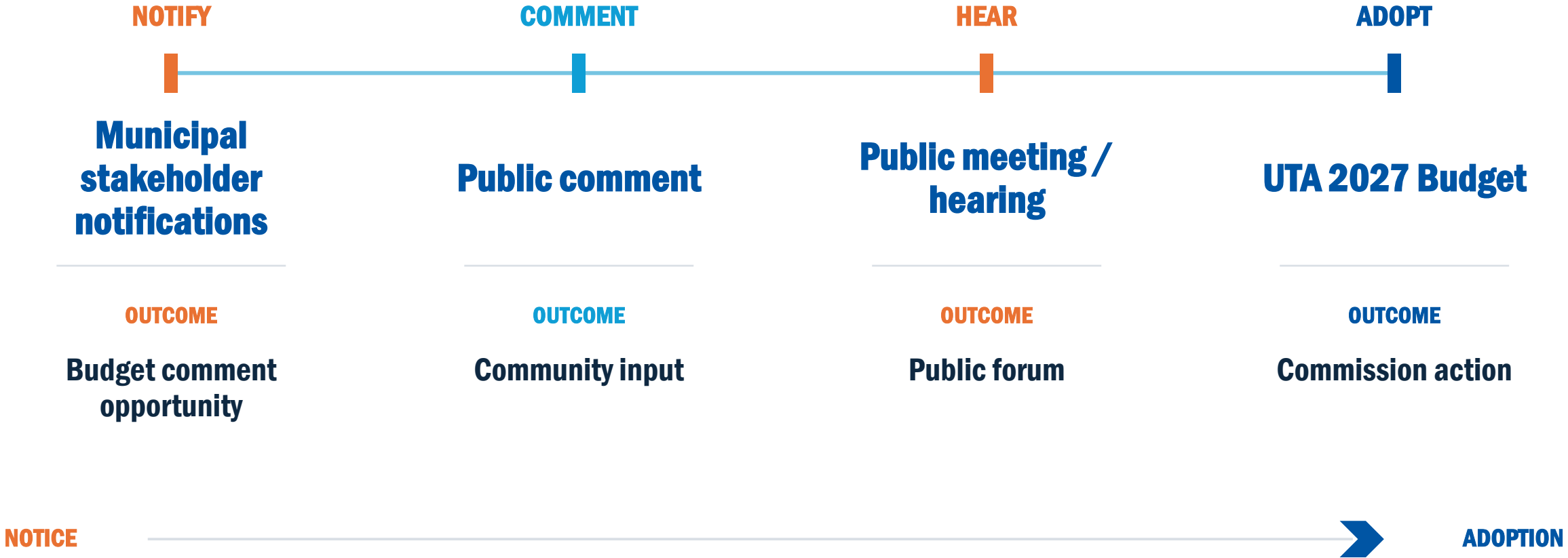
**Input +
adoption**

Public Input

UTA Commission Resolution
Adoption

Budget Engagement

Public engagement moves the proposed budget from notice to adoption



UTA Transit Commission

Commission opportunities span regional engagement, public process, and formal action

ENGAGE

- Engagement with Municipalities, Stakeholders and Regional Council of Governments
- Participation in MPO's regional planning workshops
- Community outreach and engagement for UTA Moves 2055

CONSIDER

- Public Input
- Public Comment
- Budget Hearing

ADOPT

- Title VI Resolution Adoption
- Budget Adoption
- Adoption of UTA Moves 2055 Plan

COMMISSION ROLE Turn regional dialogue into transparent decisions

UTA Financial Forecast Introduction



Current Forecast

8/12/2026

2025 close, 2026 forecast, 5YCP 2026 + Amend 1, 2027 Base, 2028 Service (5600W & Ogden) & FR2X svc adds

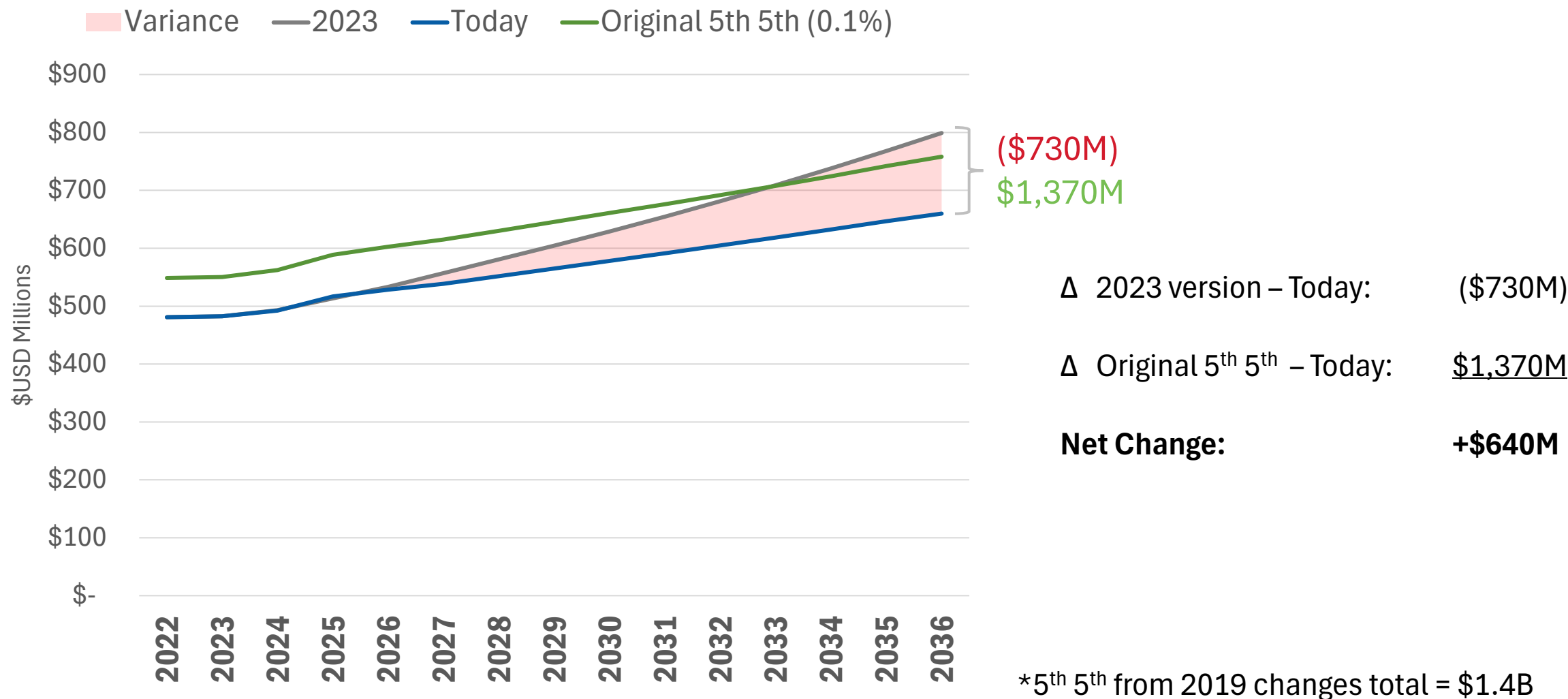
USD \$ Millions		Forecast	P. Budget	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected
Sources		2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
A	Beginning Balance	\$ 317.8	\$ 277.0	\$ 181.2	\$ 102.0	\$ 16.6	\$ 5.3	\$ (76.3)	\$ (167.4)	\$ (271.0)	\$ (376.8)	\$ (542.6)
	Sales Tax	\$ 528.4	\$ 538.8	\$ 551.9	\$ 565.0	\$ 578.1	\$ 591.3	\$ 604.7	\$ 618.4	\$ 632.5	\$ 646.8	\$ 659.8
	PM Funds (FTA)	148.5	77.4	78.3	75.4	76.1	76.9	77.6	78.4	79.2	80.0	80.8
	Passenger Funds	40.9	41.6	42.6	46.6	47.3	49.2	50.0	50.7	52.7	53.5	54.3
B	Capital Sources	293.9	230.7	159.4	120.7	64.8	105.5	151.7	98.3	86.2	121.8	144.6
	Bonding	67.9	24.9	52.1	40.7	4.7	-	-	-	-	-	-
	Leasing	44.2	37.4	25.5	29.6	26.4	60.5	87.4	26.8	25.5	28.8	46.6
	Grants	81.5	42.9	22.9	1.3	0.7	12.0	12.2	12.5	12.7	13.0	13.2
	Formula Funds	30.2	42.2	49.2	43.2	30.2	33.0	52.0	59.0	48.0	80.0	84.8
	State	14.6	8.9	3.1	3.4	0.7	-	-	-	-	-	-
	TTIF	31.1	23.4	3.5	1.0	2.2	-	-	-	-	-	-
	Local Revenues	13.5	9.3	3.0	1.5	0.0	-	-	-	-	-	-
	Other	11.0	41.8	-	-	-	-	-	-	-	-	-
	Other Sources	34.7	30.3	30.9	27.7	124.6	31.4	36.5	35.3	36.0	36.7	37.5
C	Total Sources	\$ 1,046.5	\$ 918.8	\$ 863.0	\$ 835.3	\$ 891.0	\$ 854.2	\$ 920.5	\$ 881.1	\$ 886.6	\$ 938.8	\$ 977.0
Uses												
D	Operating Expense	\$ 488.6	\$ 514.4	\$ 535.1	\$ 552.5	\$ 586.7	\$ 605.7	\$ 625.6	\$ 646.0	\$ 667.2	\$ 689.0	\$ 711.6
E	Capital Expense	339.2	298.4	219.1	176.1	108.8	119.1	170.6	118.6	104.3	191.8	196.0
F	Debt Service	175.2	176.9	188.0	192.1	201.4	207.7	211.8	216.4	217.1	219.8	220.4
G	Total Uses	\$ 1,003.0	\$ 989.7	\$ 942.2	\$ 920.7	\$ 896.9	\$ 932.4	\$ 1,008.0	\$ 981.0	\$ 988.6	\$ 1,100.6	\$ 1,128.0
H	Net Change	\$ 43.5	\$ (71.0)	\$ (79.2)	\$ (85.4)	\$ (5.9)	\$ (78.2)	\$ (87.5)	\$ (99.9)	\$ (102.0)	\$ (161.9)	\$ (151.0)
I	Contribution to Reserves	-	-	-	-	5.4	3.4	3.6	3.7	3.8	3.9	4.1
J	Cash Amended	(84.3)	(24.9)	-	-	-	-	-	-	-	-	-
K	Ending Balance	\$ 277.0	\$ 181.2	\$ 102.0	\$ 16.6	\$ 5.3	\$ (76.3)	\$ (167.4)	\$ (271.0)	\$ (376.8)	\$ (542.6)	\$ (697.6)
L	Reserves	232.3	237.3	190.7	191.2	196.6	200.0	203.6	207.3	211.1	215.0	219.1

H = C - G

K = A + H + I + J

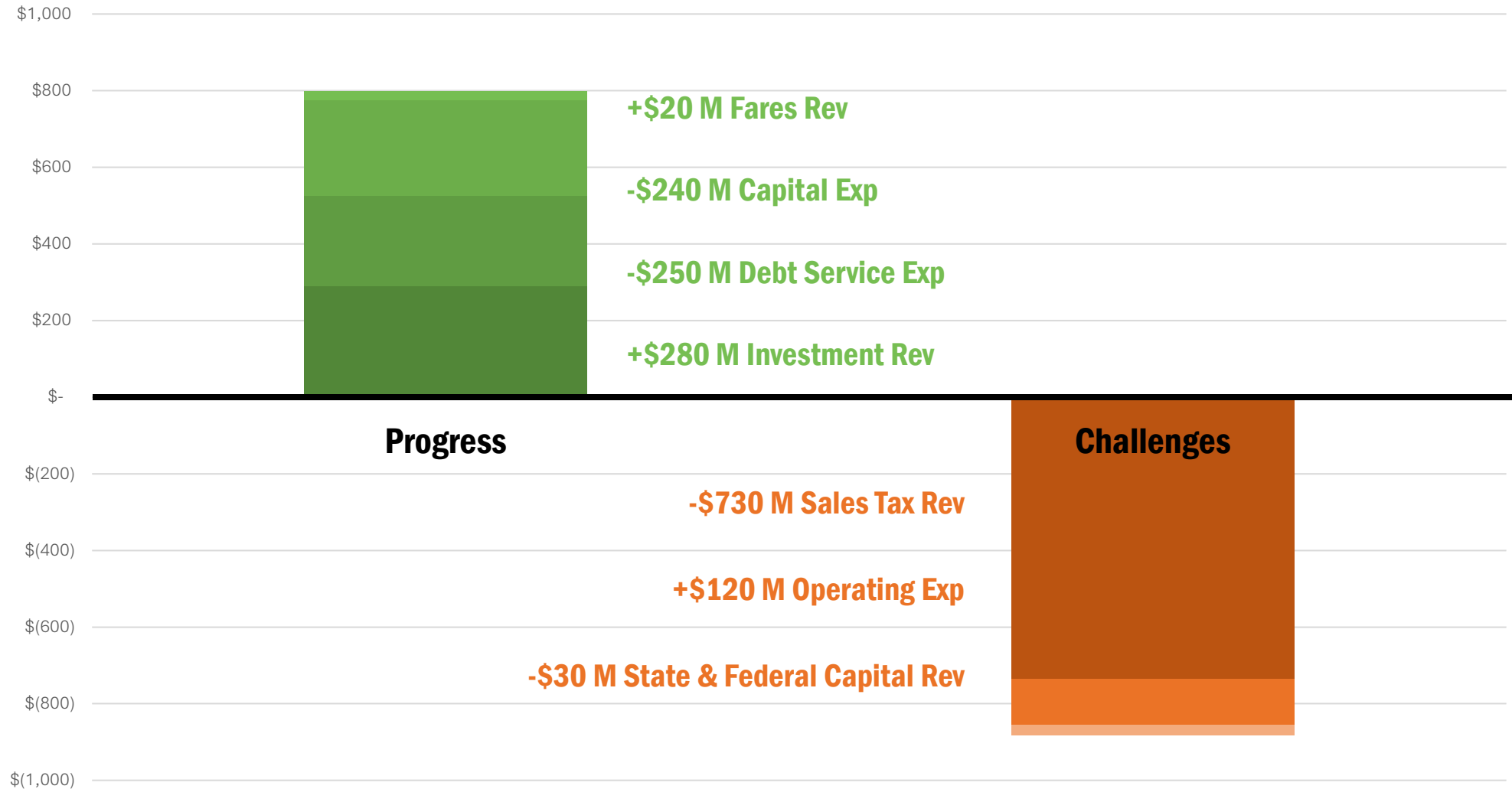


Sales Tax Forecast Change



Progress vs Challenges

Summary of changes in the forecast over all 15 years from 2022 - 2036



Progress from July 2025

<i>USD \$ Millions</i>							
Sources	Forecast 2026	P. Budget 2027	Projected 2028	Projected 2029	Projected 2030	Projected 2031	
Beginning Balance	\$ 317.8	\$ 277.0	\$ 181.2	\$ 102.0	\$ 16.6	\$ 5.3	
Sales Tax	\$ 528.4	\$ 538.8	\$ 551.9	\$ 565.0	\$ 578.1	\$ 591.3	
Capital Sources	293.9	230.7	159.4	120.7	64.8	105.5	
Other Sources	224.1	149.3	151.7	149.6	248.0	157.4	
Total Sources	\$ 1,046.5	\$ 918.8	\$ 863.0	\$ 835.3	\$ 891.0	\$ 854.2	
Uses							
Operating Expense	\$ 488.6	\$ 514.4	\$ 535.1	\$ 552.5	\$ 586.7	\$ 605.7	
Capital Expense	339.2	298.4	219.1	176.1	108.8	119.1	
Debt Service	175.2	176.9	188.0	192.1	201.4	207.7	
Total Uses	\$ 1,003.0	\$ 989.7	\$ 942.2	\$ 920.7	\$ 896.9	\$ 932.4	
Ending Balance	\$ 277.0	\$ 181.2	\$ 102.0	\$ 16.6	\$ 5.3	\$ (76.3)	
Ending Balance July 2025	\$ 177.5	\$ 53.9	\$ (33.2)	\$ (237.4)	\$ (320.9)	\$ (405.4)	
Ending Balance Delta	\$ 99.5	\$ 127.3	\$ 135.2	\$ 254.0	\$ 326.2	\$ 329.1	

What does it take to run a bus route?

For an example route (similar to 5600W):

- 1,000,000 miles
- 100,000 hours



*Does NOT include incremental costs if a new facility (like Ogden rebuild: \$22M) is required

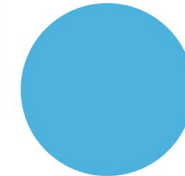
Questions?



Agenda Item 8. d.



FrontRunner 2X Program



Project Purpose



- Ridership is at 90% capacity in the peak hour peak direction
- Double (2X) train frequency on the existing FrontRunner corridor to reduce congestion and increase ridership

Why Strategic Double Tracking?





Project Benefits



Increased Frequency
(15-minute peak, 30-minute off peak)



Increased Ridership
(53% increase)



Improved Reliability



Increased Choice
(17% faster than I-15 by 2050)



Supports Economic Development

FrontRunner 2X Improvements



11 Double Track Sections



1 New Station



1 Track Realignment

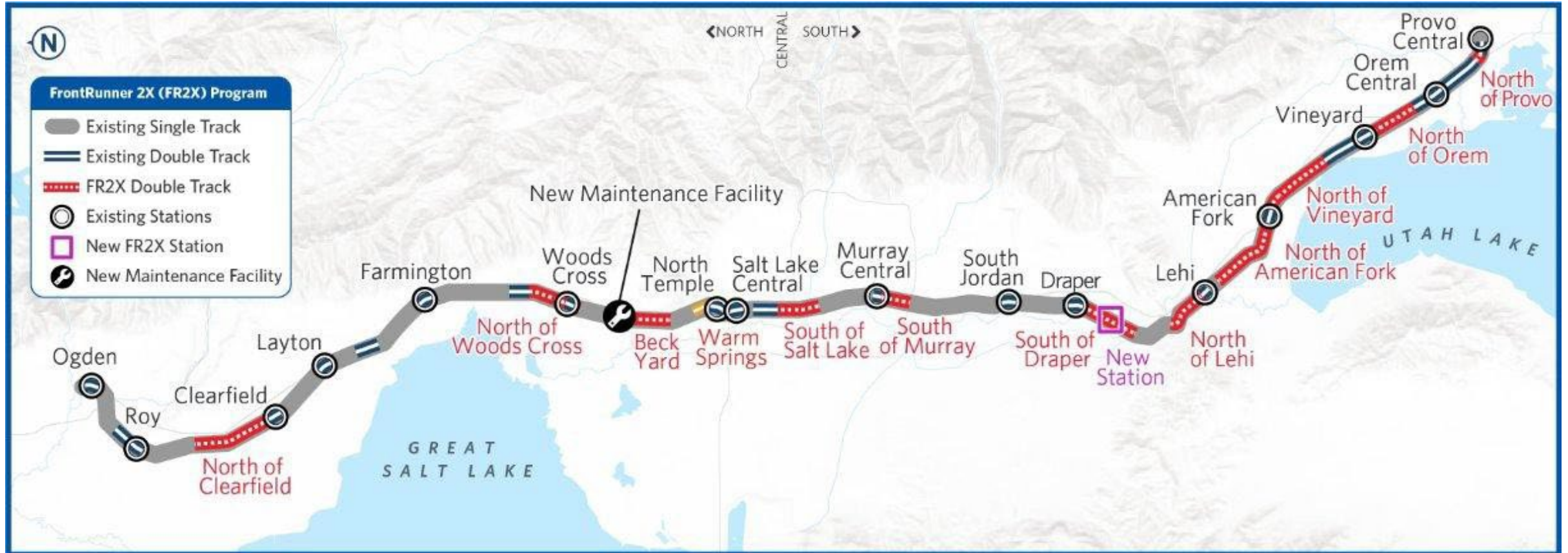


10 New Trainsets



Maintenance Facility

Project Map

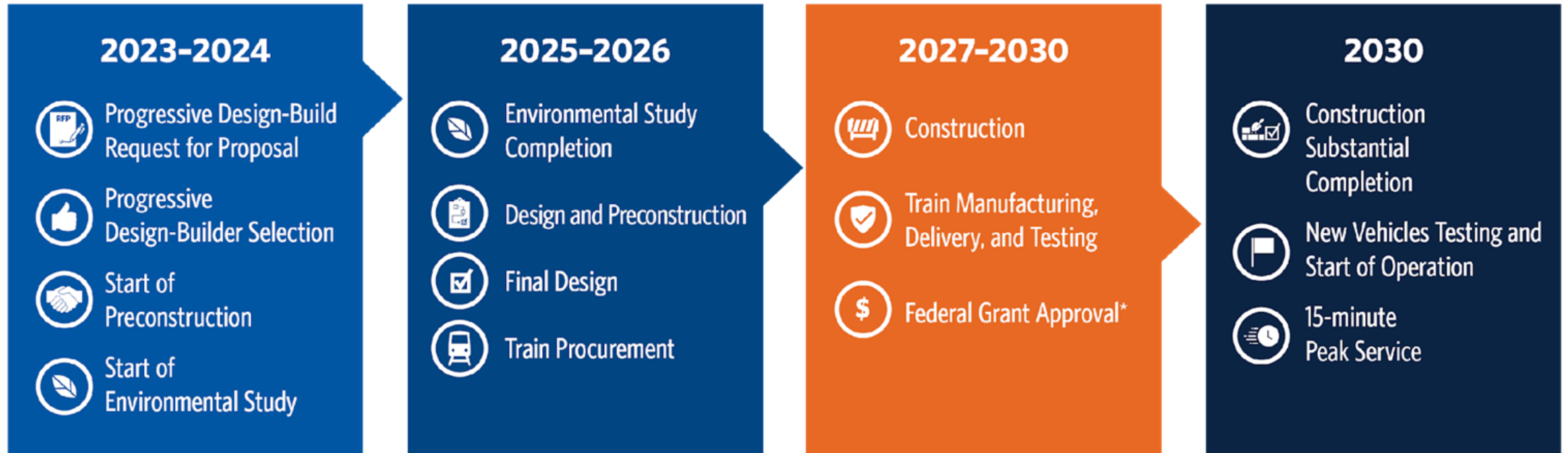


Vehicles

- Procuring Diesel Multiple Unit (DMU) vehicles aligned with UTA's FrontRunner Forward vision for more frequent and agile service



Project Timeline



* Timeline and project details depend on federal funding and approval timelines.



FrontRunner 2X Cost & Funding

Estimate:
\$3.2 Billion

Committed State Funds:
\$845 Million

Federal Grant
**Federal Transit Administration
(FTA) Capital Investment Grant
(CIG)**

Stay Informed

Website: FrontRunner2X.utah.gov

Email: FrontRunner2X@utah.gov

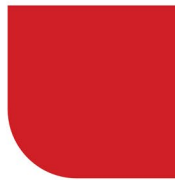
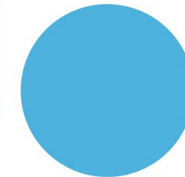
Project Hotline: 888-882-0373



OTHER BUSINESS

a. Chair Discussion Items

- Commission Work Session
- Wasatch Front Regional Council (WFRC) Appointments



OTHER BUSINESS

b. Next Meeting: September 23, 2026, at 4:30 p.m.



ADJOURN

