2027 Tentative Budget Final Public Engagement Report & Comment Summary

10/28/2026

The public comment period for UTA's 2027 Tentative Budget opened September 23, 2026, and concluded October 26, 2026. This final report contains comments received from stakeholders and the public during the public comment period in reference to UTA's 2027 Tentative Budget.

Public Engagement Summary:

Public Comment Period
September 23 – October 26, 2026

Public Notice
The public notice was published on the Utah Public Notice Website, and the Utah Transit Authority Website.

Public Open House & Hearing
A public open house, followed by the official public hearing was held on the evening of October 26, 2026, 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. It was made available online: Transit Commission on 2026-10-26 5:30 PM - Public Hearing - 2027 Tentative Budget

Opportunities to Engage
Communities were encouraged to submit comments via email, phone, mail, or online form. Information was made available, in both comprehensive and summary formats, on rideuta.com/budget. In addition to the public notice, information about the opportunity to comment on the budget was shared through posts on Instagram and Facebook, a press release, and UTA newsletters, including external newsletters (Rider Insider, The Alignment), as well as internal communications.

Public Comments

Stakeholders:

UTA provides notice to stakeholders and elected officials as part of the required process; UTA requests confirmation and feedback from recipients. UTA received 7 responses from stakeholders confirming receipt of the Tentative 2027 Budget materials and/or sharing comments (signature sheets and comments can be found in Appendix 1):

1. Town of Alta - no objection
2. City of Bluffdale - no objection
3. Provo City - no objection
4. Herriman City - no objection
5. Utah Department of Transportation - no objection
6. Clinton City – no objection
7. Salt Lake County – no objection

Public:

44 comments from members of the public were received regarding the 2027 Tentative Budget (as of 10/26/2026).

	Name	Comment
1	Kenny	Hello UTA! 4% of your funding sources comes from rider fares. You don't disclose how much of that comes from the S-Line streetcar, but I'd wager it's less than 1/4 percent. I'm a resident of Sugarhouse, within 5 minute walking distance of the 700 East Station. I visit businesses all the time in central Sugarhouse near the Fairmont stop at the end of the line. Would I love to just hop on the train and go? Sure... but I never do. Paying a $2.50 fare to travel 1/2 mile is a barrier. Going through the motions of getting that fare, whether the kiosk or the app, is a barrier. That same $2.50 fare takes me to visit family from Central Pointe to Daybreak on the Red Line, some 20+ miles. Getting around my own neighborhood via public transportation shouldn't be a burden. Imagine if I had to solve some basic math equation to get my car started each time I wanted to go 1/2 mile. I could do it, but the effort it takes is needlessly obnoxious, and I'm going to reconsider every trip in favor of walking, or not going at all. Every station along the S-Line has high-density housing around it, and many other people in my position who are a stones throw away. That's a lot of people who could be utilizing the S-Line, but aren't. Ridership would improve considerably if you made it a free zone like downtown. Not only that, it'd funnel more riders to Central Pointe and increase Trax ridership, also. The whole point of the line is to serve these neighborhoods around the stations, so let it do just that. I'm tying this into budget comments because, as you state, 4% of revenue sources comes from fares, which is peanuts. Making the S-Line free would be a huge benefit to the community while having nearly no impact on UTA's funding. Plus, with the upcoming extension opening in a year, it'd be a nice incentive to promote it.
2	Brian Olsen	I assume that budget will need to increase due to higher fuel, insurance and labor costs.
3	Annise Arntsen	You have got to be f*cking kidding me
4	Jeremy Rieske	I’m sure the comments of “more x for less” is a dime a dozen. Not sure my comment is helpful beyond appreciating the service UTA provides in Salt Lake County, and hoping we see further expansions and frequency in the future, though rather is largely dependent on our legislatures supporting improvements to transportation rather than just blowing more money on road expansions that have no real benefit.
5	Pete Ross	Put some funding towards trac's seating. The smell is horrendous and does not make you want to ride the system.

6	Valdirene Thomas	Continue to next page
7	Macall	I believe this 2027 plan us great and I fully support the Tentative Budget. Thank you for allowing me to give my input towards this amazing plan.
8	Savanah Williams	The cost to ride UTA is simply too high already. I work for the local government and my work also cannot deem it reasonable to pay for what is necessary to provide their workers with a discount so the only discount I have is the fare pay card. If I take the front runner to work only two times a week it is 40 dollars a week. I make decent money, and I struggle to justify the cost of public transport. I am VERY against a price increase, and I will likely start driving my car from SLC to Provo every day (4 days a week) for work if the prices increase because I won't be saving any money by taking public transport anymore. If you want more people using it, the costs need to be reduced, not raised. I LOVE taking public transport, but it won't make sense anymore if I am not saving money. I think about all the people who rely on public transport strictly, and if I am feeling the pain of increased costs, I know they are feeling it more. I understand cost of living is increasing, but salaries are not rising at the same rate and soon only those whose employers or who are students are going to be your only customers. This proposal puts our rates at some of the highest in the country and its not comparable to the public transport in larger cities. You will lose many customers from this increase. I will leave you with one question. Is it worth it?
9	Bill Tiobbitts	Utah and other states are implementing Medicaid work requirements contained in HR 1 during the upcoming year. beginning on January 1, 2027. Please find a way to provide free transit service for people impacted by these work requirements in your budget for the upcoming year. One of the biggest obstacles low income people face in attempting to find higher paying jobs is access to reliable transportation. Here are a few reasons this is a good idea: • UTA is primarily funded by state and local government and so it is important their services are aligned with initiatives being worked on by state and local government. • UTA is in the process of moving all of its discounted price programs for youth, seniors, people with disabilities and people with incomes below 200 percent of the poverty level. The primary way people prove their income is low enough to qualify for a discount is having an active Medicaid card. Helping people comply with Medicaid work requirements will also help low income people maintain the active Medicaid card UTA relies on to determine eligibility. • Providing free service to people for a short time is a great way to potentially convert low wage workers into permanent transit users. • The UTA Board of Trustees is preparing to raise the cost per ride for bus and TRAX service from $2.50 per ride to $3 per ride. It is important that this price increase does not become another obstacle that prevents people from being able to comply with complicated Medicaid work requirements.
10	Ann Scarborough	Please help support those persons who have lost Medicaid benefits, or have had them reduced, by offering free transit for them.

11	Linda Smith	Please give people with Medicaid access to transit for free. UTA can afford it. People on Medicaid now have to work 20 hours per week. Their ability to work is highly dependent on their ability to the job or volunteer site. Having FREE public transit will help them maintain their Medicaid eligibility and be able to get medical care when needed.
12	Alyce Gross	Please allow people who are trying to comply with the job requirements to receive Medicare to ride public transportation for free.
13	Nicholas Bennett	To Whom It May Concern, Hello! I hope you are all enjoying the weather right now :) As a forewarning I have written a very long E-Mail, so please plan accordingly. I am rather a fan of UTA and I am very glad we have such a service, but there is a particular matter on which I wish to write: the discontinuance of the monthly pass. I have ridden the UTA buses, flex-buses, light-rail (i.e. TRAX), and FrontRunner on several occasions now. They are indeed very helpful in getting me from Point A to Point B, and I have had many adventures that I would eagerly recall here if it would not make the E-Mail interminably long. Suffice it to say, I am grateful for the many services provided. I have gone as far north as Brigham City, and as far south as Spanish Fork, and many a place in between. In fact, I take the train regularly for work. This brings me to my next point: from April 2024 through April 2025 (excepting one month in particular) I would purchase the monthly bus passes. I have quite a variable schedule at work, so the monthly bus passes were in fact my best option: I could board the train or the bus when and where I wished. I also went volunteering a lot in those years, and it was nice being able to board the train to go volunteering without having to go through the hassle of purchasing another pass every time I went. For May 2025 through July 2026 I was in Cache Valley (of whose public transit you have no doubt already heard, so I will omit such details here). Now I am back in Salt Lake, and some six days ago I went to purchase a monthly pass at a certain Smith's grocery store. In August and September 2026, I had mostly been buying one-way tickets on my way to work and walking the two-mile distance (slightly more) on my way home. I arrived at the said Smith's and told the lady at the customer service desk, "I just need a monthly bus pass." The kind lady replied, "We don't sell those anymore." In response to my shock of disbelief, the lady directed my attention to a notice placed at the counter. I read such notice to discover that UTA had discontinued monthly passes, much to my dismay. For this purpose I am writing: I think, in my opinion, it would be beneficial for patrons if the monthly passes were reinstated. Furthermore, it would be beneficial for UTA, and even for non-UTA patrons as well.

		My first point: it would be beneficial for UTA patrons. For the sake of the example, let us suppose that I (or any given patron) work five days a week (I often work six days a week, but let us be conservative in our estimates). If I buy an all day pass every day, that is about twenty days per month (five days times four weeks), which costs me $100. An all month pass cost me $85, which hypothetically saved me $15 overall. At first glance, me saving $15 per month might be seen as depriving $15 per month from UTA; however, this is not the case. Because I no longer have the luxury of the monthly pass, I have to minimize my public transit patronage. As aforementioned, in the past two months I bought one-way passes to work and then walked home. With an all day pass costing $2.50, I spent an estimated $50 each month (in August and September, respectively). This $50 is instead of the $85 monthly pass I otherwise would have purchased. The difference, $35, is what UTA would have earned if I had purchased a monthly bus pass ($70 between the two months). Even if the fare goes up to $3 per one-way pass, that is $60 instead of $85. However, I am only one person, but with the large number of UTA patrons, this number is no doubt much greater. Furthermore, the cancellation of the monthly bus passes is unlikely to increase revenue, as most of UTA's revenue comes from taxes. In the year 2025, UTA earned $516,838,987 from county taxes and $38,129,478 from passenger fares (see Annual Comprehensive Financial Report for 2025, pages 115 [Local Contributions in the Form of Sales Tax by County] and 47 [Statement of Revenues, Expenses, and Change in Net Position] respectively). Mathematically, revenue from fares equals approximately 7.377% of revenue from taxes. In other words, the cancellation of the monthly bus pass will have little to no effect on increasing revenue, but will inconvenience patrons, who will do as I have done and minimize patronage in order to save money. Lastly, reintroducing the monthly bus pass will remotivate patrons to take the train, instead of driving (I have one such friend who wanted to buy a monthly bus pass so he could save money on gas for his automobile, but I have yet to report my discovery to him, but I speculate that he will be disappointed). More individuals riding transit instead of driving will be better for the environment, which benefits everyone, regardless of UTA patronage. Furthermore, on two separate occasions I have nearly been run over by a car (at the same intersection!) on my walk home; therefore, a monthly pass encouraging me to take the train home would have a substantial effect on my livelihood. In conclusion, I am glad that we have public transit here in the area, it has been very convenient for me as I do not personally have a car (I know there are many places in the country, and even some within the state, that are public-transit deserts, so by no means am I a metaphorical ostrich-in-the-sand when it comes to public transit. I am very grateful indeed we have public transit, as evidenced by my constant patronage); however, as a paying customer (I calculate that since April 2024, I have spent over 1,000 dollars on UTA's public transit services) I do feel slighted that the principal service I utilized has been discontinued. The whole ordeal reminds me of a certain customer at my place of work when we were no longer able to acquire what she always bought (for the original company had stopped making the item) - she was disappointed indeed - and now I think I might know how she feels.

		Thank you for taking the time to read this essay (I might as well call this E-Mail an essay; after all, a rose by any other name would smell just as sweet). I hope you have a good day. And I hope the upcoming public hearing goes well, I assume I am going to have work that day - and it is unlikely I work the morning shift that day - but I hope it goes well and that the public isn't too harsh. But hey, whether I do have work that day or if I do get to go to the public hearing, I'll probably be taking the train to get there :) Thank you again! Keep moving Utah! Sincerely, Nicholas Bennett P.S. Good luck with all the upcoming Olympic stuff. I saw an advertisement a while ago (on the train, of course) and it looks like it'll be fun.
14	Bob Dalton	The proposed fare from $2.50 to $3.00 is extremely low and I support the increase. I support having fares high enough for UTA to pay for itself, not the taxpayer. Stop the taxpayer subsidizing UTA, let those who ride UTA pay the real cost.
15	Elizabeth McKnight	Dear Hearing Officer - UTA has a unique opportunity to help our city of Salt Lake once again. UTA was a shining star of urban transportation during the Salt Lake City Olympics, and we are hoping will be once again a key provider of fast, safe and inexpensive transportation during the upcoming Utah Olympic Games. I propose here that, in the interim between Olympics, UTA can also be a lifesaver now for those Salt Lake families already experiencing difficulties making ends meet due to high gas, diesel and food prices this year. This month many Salt Lake families and neighbors will also start to feel an additional financial and logistical burden should they lose Medicaid and Supplemental Nutrition (SNAP) benefits through not being able to commute reliably to their jobs, education, or volunteer commitments, which is a new absolute requirement to remain eligible for Federal healthcare and nutrition benefits. UTA has been a leader in the implementation of strategies to serve the general public and protect our air quality through a public bus system and the introduction of light rail -- TRAX. Please consider initiating a new era of serving Salt Lake by introducing free bus and TRAX fares for all our neighbors whose incomes or other circumstances qualify them for Medicaid or SNAP so that they can survive. Thank you for considering this proposal -
16	Merinda Cutler	Please include a line item for free transit service for people impacted by the new federal Medicaid work requirements. This will allow them to more easily and affordably reach the places of work and volunteering to meet these requirements. Thanks!
17	Dawn Lueck	I am writing in support of Powerful Moms Who Care to demand NO FARE INCREASE and NO to removing CASH payments on transit. We demand that FARE DISCOUNTS and TRANSIT BENEFITS be more accessible. Through simple, well-designed systems that center the

		passenger and affordability at the core of all plans, changes, and decisions. FREE FARE UTA! Public transit is a public good!
18	Cynthia Proctor	No fare increase!
19	Ann Larson	I am writing in support of Powerful Moms Who Care to demand NO FARE INCREASE and NO to removing CASH payments on transit. We demand that FARE DISCOUNTS and TRANSIT BENEFITS be more accessible. Through simple, well-designed systems that center the passenger and affordability at the core of all plans, changes, and decisions. FREE FARE UTA! Public transit is a public good!
20	Jaren Morgan	I am writing in support of Powerful Moms Who Care to demand NO FARE INCREASE and NO to removing CASH payments on transit. We demand that FARE DISCOUNTS and TRANSIT BENEFITS be more accessible. Through simple, well-designed systems that center the passenger and affordability at the core of all plans, changes, and decisions. FREE FARE UTA! Public transit is a public good!
21	Candice Gordon	Dependable reliable transportation is exactly what helps middle class and low income families or families that may be having vehicle repairs, we should be considerate of keeping our bus stops available because there is such a codependency. Less transit stop equals more late families and no shows in our shared community. Let's be honest and completely transparent utilizing the public transit is a lot cheaper than providing Ubers and Lyfts. Many individuals without transportation depend greatly on easily accessible routes and bus stops within walking distance of low income and medium income communities. Thank you for considering my thoughts on the matter
22	Lisa Bergantz	PLEASE!!! Tooele needs a TRAX line to the airport. AND... Tooele NEEDS bus service from Salt Lake City to run later. Right now the last bus runs around 5:30 pm. That's not late enough for the UofU college kids who have later classes and study groups. Please consider A 6:30 bus, 7:30 bus and a 9:30 bus. More business commuters would use the buses if there were actually buses that could get them home when they finished work. Thank you Please send me an email regarding these two very needed UTA services. Zem*****@hotmail.com Thank you!
23	Isaac Gabriel Stokes	This is a future suggestion, but can you make a new bus route 228 that goes from 2700 W. Sugar Factory Road station on TRAX red line down 2700 west to 15200 s in Bluffdale? And it can connect to F590 and 126 routes?
24	Isaac Gabriel Stokes	And the 228 bus schedule if implemented, can the one towards Sugar Factory station at 12600 south and 2700 west come at around XX:05 in the hour, to improve connection with a 126 bus towards Draper Town Center, which comes at XX:15, while a 228 towards Bluffdale come at around XX:35 in the hour to improve connection with a 126 towards Daybreak Parkway, which comes at XX:45?

25	Crossroads Urban Center	CROSSROADS urban center 60 YEAR ANNIVERSARY October 22, 2026 **re: Request for pause on price increases until after conducting outreach for discount passes** Dear Utah Transit Authority Commission Members: Crossroads Urban Center operates two emergency food pantries in Salt Lake City that are serving over 12,000 people each month. One highly sought source of assistance we provide to people at these pantries is day passes for UTA's transit service and so we are deeply familiar with the ways that access to transportation can create major problems for low income people. We are writing to you at a time when UTA is transitioning the way that it provides discounts to low-income people and considering an increase to the base fare for bus and TRAX service from $2.50 to $3.00. The attached report from Urban Institute shows that low income pass programs around the country are generally utilized by less than 30 percent of the people who are eligible but that with proper outreach utilization can be much higher than that. We are submitting this letter during the public comment period on UTA's proposed budget for the coming year because we would like to include funding in that budget for outreach to increase enrollment in all of UTA's discount passes and that any increase in prices be paused until that outreach has been completed. We would like to help with outreach efforts and so we are convening a virtual meeting on Zoon with community partners to discuss how seniors, youth, people with disabilities, and individuals with income under 200 percent of the poverty level can best be informed about UTA's discount pass programs and incentivized to enroll in them. That meeting is scheduled to take place on Thursday, November 5, 2026, at 2:00 PM. You or your representative can register for that meeting here: https://us06web.zoom.us/meeting/register/0fCuhCK2TXuDzV9yo4tlwA#/registration We look forward to meeting with you. Sincerely, Glenn Bailey, Executive Director Executive Director Glenn L. Bailey Board Chair Karen I. Silver 347 South 400 East Salt Lake City, Utah 84111 ph: 801.364.7765 www.crossroadsurbancenter.org
26	Monisha Parker	Here is my feedback on the budget. **When explaining the revenue and expenditures for the budget of the Utah Transit Authority (UTA), it's important to present a clear and organized overview,**

		highlighting key components and their implications for public transit. Here's a structured approach to conveying this information: **1. Introduction** Start with a brief introduction to the Utah Transit Authority, emphasizing its role in providing public transportation services, including buses, TRAX light rail, and commuter rail. Mention the importance of a well-structured budget for maintaining and improving transit services. **2. Revenue Sources** Fare Revenue: Income from passenger fares. Sales Tax Revenues: Reference any local sales taxes allocated specifically for transportation projects, noting expected growth or decline. Advertising Revenue: Discuss revenue generated from advertising on buses and at transit stations and how this may change over the budget years. Other Sources: Include any other revenue sources, like asset sales or interest income. State Funding: Contributions from state transportation funds. Federal Funding: Grants from federal agencies (e.g., Federal Transit Administration). **3. Expenditures** Operational Costs: Salaries, benefits, maintenance, and fuel costs. Capital Investments: Funding allocated for infrastructure improvements, the acquisition of new vehicles, and technology upgrades. Marketing and Outreach: Include a budget for promoting services to increase ridership and public awareness. Technology Investments: Discuss costs related to upgrading technology for ticketing, route planning, and customer service enhancements. Safety and Security: Mention any budget allocations directed towards safety enhancements and security measures. Administrative Costs: Salaries, operational costs, and other administrative expenditures. Debt Service: Mention obligations related to debt service, as they often take up a significant portion of the budget. **4. Budget Balancing** Discuss how UTA strives to balance its revenues and expenditures. This may involve: Prioritizing Investments: Allocating funds based on community needs and strategic goals, such as improving service reliability or expanding coverage. Cost Control Measures: Implementing strategies to reduce operational costs without compromising service quality. Public Engagement: Involving the community in discussions about budget priorities to ensure that spending aligns with public needs. **5. Challenges and Opportunities** Address potential challenges that UTA faces with its budget, such as fluctuating revenues, rising operational costs, and the need for expansion. Highlight opportunities for growth, including federal funding opportunities for transit improvements or partnerships that can enhance revenue. **6. Conclusion** Conclude by reiterating the importance of a well-planned budget in ensuring efficient public transit that meets the needs of Utah residents. Emphasize UTA's commitment to transparency and community engagement in its budgeting process.

		7. Visual Aids Consider incorporating charts, graphs, or tables to visually represent revenue sources, expenditures, and budget trends over time, as these can significantly aid in understanding complex financial data. By structuring your explanation in this comprehensive way, you provide a clear, informative overview that can help stakeholders understand the financial workings of the Utah Transit Authority. Strengthening operational efficiency and reducing expenditures for an organization like the Utah Transit Authority (UTA) involves a multifaceted approach that includes operational improvements, technology integration, collaboration, and community engagement. Here are some strategies for each category mentioned: **1. Operational Costs** Preventive Maintenance: Enhance and strictly adhere to preventive maintenance schedules to reduce costly breakdowns and extend the lifespan of assets. Utilize data analytics to predict and prevent failures. Energy Audits and Conservation: Conduct regular energy audits of facilities and implement energy-saving measures (e.g., LED lighting, HVAC optimization). Fuel Price Hedging: Explore strategies to hedge against fuel price volatility to secure more predictable costs. **2. Capital Investments** Phased Investments: Break down large capital projects into smaller, manageable phases to spread costs over time and allow for adjustments based on evolving needs. Data-Driven Asset Management: Implement a comprehensive asset management system to track the condition and lifecycle of all assets, informing timely and strategic replacement or rehabilitation decisions. Public-Private Partnerships: Explore partnerships with the private sector for funding and development of infrastructure to alleviate the financial burden on the authority. **3. Marketing and Outreach** Data-Driven Marketing: Utilize ridership data, demographic information, and survey feedback to understand target audiences and tailor marketing efforts for maximum impact and ROI. Digital Marketing Strategy: Utilize cost-effective digital marketing strategies, such as social media and email campaigns, to reach a larger audience with lower expenditures. **4. Technology Investments** Cloud Computing: Utilize cloud-based solutions for data storage and processing, which can often be more cost-effective than maintaining on-premise infrastructure. Open Source Software: Explore the use of open-source software where feasible and appropriate, reducing licensing fees. Data Analytics Platforms: Develop or acquire robust data analytics platforms to collect, process, and analyze operational, ridership, and financial data to inform decision-making. Cybersecurity Infrastructure: Prioritize investments in strong cybersecurity measures to protect sensitive data and ensure the reliable operation of technological systems. **5. Safety and Security** Focus on Prevention: Invest in preventative measures that reduce the likelihood of incidents, which is often more cost-effective than reacting to them.

		Advanced Surveillance Systems: Utilize modern CCTV systems with analytics capabilities for monitoring and incident response. Partnerships with Law Enforcement: Foster strong partnerships with local law enforcement agencies to share resources and responsibilities for security. Employee Training: Provide ongoing, comprehensive safety and security training for all staff, including de-escalation techniques and emergency procedures. **6. Administrative Costs** Streamlined Processes: Continuously review and optimize administrative processes to eliminate redundancies and improve efficiency. Shared Services: Explore opportunities to share administrative services (e.g., HR, IT, finance) with other government agencies or public entities. Performance Management and Accountability: Implement robust performance management systems to ensure staff are productive and contributing effectively. **7. Debt Service** Refinancing Debt: Explore options to refinance existing debt at lower interest rates if market conditions allow, reducing annual debt service obligations. Prudent Debt Management: Maintain a strong credit rating through responsible financial management, which can lead to lower interest rates on future borrowing. Long-Term Financial Planning: Develop long-term financial plans that account for debt service obligations and their impact on future budgets. By prioritizing operational efficiency, leveraging technology, fostering community engagement, and seeking innovative funding strategies, the Utah Transit Authority can strengthen its financial health while enhancing service delivery for its users. Strategic planning and implementation of these recommendations could help balance budgetary constraints while maintaining a high level of service quality. Strengthening and reducing routes for any transit agency is a complex balancing act, requiring a data-driven approach and careful consideration of community needs. For the Utah Transit Authority (UTA), this would involve a comprehensive review of its diverse service types. Here's a breakdown of strategies for strengthening and reducing each category, with a focus on UTA's context: **1. Transit Bus (Local Bus Routes)** Route Rationalization and Simplification: Analyze overlapping routes and consider consolidating them into more direct, high-frequency services with better transfer points. Increase Frequency: Higher frequency on high-demand routes makes transit more convenient and competitive with driving. Focus on core corridors and routes serving major employment centers, educational institutions, and retail hubs. Low Ridership Analysis: Identify routes with consistently low ridership, especially those that run parallel to more efficient services or have low operational cost-effectiveness. Enhance Passenger Experience: Improve bus stop amenities (shelters, real-time information displays), cleanliness, and security. **2. Bus Rapid Transit (BRT)** Enhance BRT Features: Ensure BRT corridors have dedicated lanes, off-board fare collection, platform-level boarding, and high-frequency service. Data Analysis for Optimization: Continuously monitor BRT ridership and travel times to identify opportunities for frequency increases or operational tweaks.

		Improve Connectivity: Ensure seamless transfers between BRT lines and other modes (rail, local bus) at key hubs. **3. Light Rail (TRAX)** Increase Frequency on Core Lines: Especially during peak hours, on busy segments, and to serve major destinations. Improve Station Accessibility and Amenities: Enhance pedestrian access to stations, improve station lighting, security, and provide real-time information. "Last Mile" Solutions: Partner with microtransit or bike-share programs to improve access to TRAX stations. **4. Commuter Rail (FrontRunner)** Increase Frequency (Especially Peak Hours): More frequent service during morning and afternoon commutes can attract more riders and make it more competitive with driving. "Park and Ride" Lot Enhancements: Improve amenities and security at park-and-ride lots to encourage more users. **5. Streetcar** Enhance Frequency and Reliability: Streetcars often serve dense urban areas, so high frequency and on-time performance are crucial. Complementary Service: Position the streetcar as a key connector within urban cores, linking to other transit modes. **6. Microtransit** Expand Service Areas Strategically: Focus on areas with low transit coverage, emerging neighborhoods, or to fill gaps in fixed-route service. Promote User-Friendliness: Ensure the app and booking process are intuitive and accessible. Integrate with Fixed-Route: Position microtransit as a "first mile/last mile" solution connecting users to bus and rail stations. **7. Paratransit** Streamline Eligibility and Booking: Make the process for qualifying for and booking paratransit rides as simple and accessible as possible. Regular Re-certification: Periodically review paratransit eligibility to ensure continued need. Technology Integration: Implement advanced scheduling and dispatch software for better efficiency and communication. **8. Vanpool** Sunset Underperforming or Dissolved Vanpools: Regularly review vanpool groups and disband those that no longer meet minimum ridership requirements or have dissolved. Provide Driver Training and Support: Ensure vanpool drivers are well-trained and have reliable vehicles. By systematically analyzing each service type through the lens of these principles and strategies, UTA can work towards a more efficient, effective, and sustainable transit system that better serves the diverse needs of its riders. Increasing fare structures for public transportation like those of the Utah Transit Authority can be a sensitive issue that requires careful consideration of several factors, including operational costs, community impact, and public feedback. Here's a structured approach to increase the fare structure: **1. Research and Analysis**

		Cost-Benefit Analysis: Evaluate the operational costs vs. revenues. Determine what costs (fuel, maintenance, labor) have increased and how this impacts overall funding. **2. Engagement and Communication** Public Involvement: Hold community meetings, focus groups, or surveys to gauge public sentiment on fare increases. Offer explanations on why increases are necessary (e.g., rising operating costs, improvements in service). Transparency: Clearly communicate how the additional revenue will be used – for example, for service improvements, maintenance, or expansion of services. **3. Structured Proposal** • Regular fare: Increase from $2.50 to $3.00 • Reduced fare: Increase from $1.25 to $1.50 • One-Day Pass: Increase from $5.00 to $6.00 • Reduced One Day Pass: Increase from $2.50 to $3.00 • Express Bus fare: Increase from $5.00 to $5.50 • Reduced Express Bus fare: Increase from $2.50 to $2.75 • Commuter Rail One-Way fare: Increase from $2.50 to $3.50 • Reduced commuter rail One-Way fare: Increase from $1.25 to $1.75 • Commuter Rail 31-Day Pass: Consider an increase from $77.50 to $93.00 • Reduced commuter rail 31-Day Pass: Increase from $38.75 to $54.25 • Paratransit and Microtransit fare: Increase from $3.00 to $3.25 **4. Transparency** Clearly Communicate Needs: Provide detailed explanations of why fares need to increase, focusing on funding allocation and benefits to riders. Informing the Community: Setup webinars, social media campaigns, or printed newsletters to keep riders informed about fare changes, effective date, and the reasons behind the decision. **5. Review and Adjust** Monitor Impact: After implementing changes, monitor ridership numbers and public feedback closely. If ridership declines significantly, assess whether adjustments are needed. Regular Reviews: Establish a routine (e.g., annually) to review fare structures and adjust as necessary based on operational costs, ridership levels, and funding needs. By taking a strategic and user-driven approach to fare increases, the Utah Transit Authority can enhance its fare structure while maintaining public support and access to transportation. The Utah Transit Authority (UTA) can explore several avenues for grant funding both at the federal and state levels. Here are some steps and resources they can consider for grant applications and affordable grant writing assistance: **Federal Grant Opportunities** Grants.gov: This is a central database for finding federal grants. UTA can search for grants specifically related to transit and transportation. The primary federal agency for public transportation funding is the U.S. Department of Transportation (DOT), specifically through the Federal Transit Administration (FTA). Capital Investment Grants (CIG) Program (Section 5309): This is a major source of funding for large-scale transit infrastructure projects, including new transit lines, extensions, and major system upgrades.

		State of Good Repair Program (Section 5337): Funds are available for maintaining and improving the condition of existing transit assets, such as buses, rail cars, and infrastructure. Public Transportation Formula Grants for States and Localities (Section 5307/5311): These are formula grants that provide recurring funding for transit operations, capital purchases, and maintenance. UTA would likely receive a portion of these funds allocated to Utah. Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310): Provides funding for programs and capital projects that improve mobility for seniors and individuals with disabilities. Low or No Emission Vehicle Program (Section 5339(c)): Funds the purchase or lease of low or zero-emission transit buses and the necessary charging or fueling equipment. **State Grant Opportunities** UDOT Website: Regularly check the UDOT website for any grant programs or funding opportunities related to public transportation. The primary state agency for transportation in Utah is the Utah Department of Transportation (UDOT). While UDOT's focus is primarily on highways, they do have divisions and programs that can involve or partner with public transit. UDOT Divisions: Explore UDOT's divisions, particularly those related to Planning and Programming or any specific divisions that might oversee multimodal transportation or local government partnerships. State Transit Funding: Utah may have its own state-level dedicated funding for public transit that complements federal funds. This information is typically found on the UDOT website or through legislative appropriations. Inter-Agency Partnerships: UTA might be eligible for grants from other state agencies that align with their mission, such as those focused on environmental protection (e.g., for zero-emission initiatives), economic development, or community services. Legislative Appropriations: A significant portion of state funding for public transit often comes through direct legislative appropriations. While not a "grant" in the traditional sense, understanding the legislative process and advocating for UTA's needs is crucial. **Affordable Grant Writing Assistance** Local Nonprofits and Universities: Many local nonprofits and universities may offer grant writing assistance at a lower cost. They often have staff or graduate students who can provide support. Freelance Grant Writers: Platforms like Upwork or Fiverr can help UTA find freelance grant writers who may work at competitive rates. Be sure to check their backgrounds and experiences related to transit grants. Grant Writing Workshops: UTA can look for workshops offered by local nonprofit networks or chambers of commerce. These workshops often cover the basics of grant writing and may provide targeted help. By exploring these state and federal funding sources and utilizing affordable grant writing resources, the Utah Transit Authority can effectively enhance their budget through grants. It’s essential for UTA to stay informed about upcoming grant opportunities and deadlines and to build strong partnerships with organizations that can assist them in the application process.

		Several companies manufacture a range of public transit vehicles, including gas or electric buses, light rail, and paratransit vehicles. Here are a few notable ones: **1. New Flyer (NFI Group):** New Flyer is a leading manufacturer of heavy-duty transit buses in North America. They offer a variety of electric, hybrid, and clean-diesel buses. They also provide paratransit vehicles through their subsidiary, ARBOC Specialty Vehicles. NFI Group also offers solutions through its subsidiary, Alexander Dennis. **2. BYD Factory:** BYD is a produces electric buses and other electric vehicles. They are known for their affordable electric buses and have a growing presence in the global market. **3. Gillig:** Gillig is another major player in the transit bus market, offering a range of diesel, hybrid, and electric buses. **4. Nova Bus:** Nova Bus, a subsidiary of Volvo, offers a range of electric and hybrid buses. They are known for their commitment to sustainability and innovation in public transit. **5. Stadler:** Stadler is a Swiss company that manufactures a variety of rail vehicles, including light rail and tram systems. **6. Siemens Mobility:** Siemens Mobility provides a public transit solutions, including light rail. They are known for their advanced technology and comprehensive transit systems. When considering affordability, it's important to note that prices can vary widely based on the specific requirements, customization, and volume of the order. Additionally, many governments and municipalities offer subsidies or grants for the purchase of eco-friendly public transit vehicles, which can significantly reduce the overall cost. **FARE GATE 3D TECHNOLOGY IN PUBLIC TRANSIT** When it comes to affordable fare gate 3D solutions for public transit, several companies stand out. **Vix Technology:** Has entered the market with affordable options that include 3D fare gates. Their systems emphasize reliability and ease of use, ensuring that transit agencies can maintain high service levels without breaking the bank. **Thales Group:** Offers integrated fare management systems and automated gates for public transit. **Scheidt & Bachmann:** Another established global provider. They have experience with complex transit systems. Again, quality is high, but compare pricing carefully. **Gunnebo Entrance Control:** Gunnebo Entrance Control is a security solutions provider that also offers fare gates. They can sometimes be a cost-effective option, especially if you are looking for robust security features alongside fare collection. If you're looking for a cost-effective solution, consider reaching out to these companies or exploring local providers in your region. Additionally, advancements in 3D scanning and AI technologies are increasingly being integrated into fare gates for enhanced security and user experience, so it's worth inquiring about the latest innovations. Several companies offer affordable transport software solutions for public transit agencies and operators, ranging from scheduling and dispatch to real-time tracking and fare collection. Here are some top options based on pricing and features: **1. Trapeze Group (by Modaxo)** • Best for: Mid-sized to large transit agencies

		• Key Features: Scheduling, dispatch, real-time tracking, passenger information, fare management • Pricing: Custom quotes (competitive for public transit) **2. RouteMatch (by Modaxo)** • Best for: Small to mid-sized transit agencies • Key Features: Demand-response transit, fixed-route management, reporting • Pricing: More affordable than enterprise solutions **3. Ecolane** • Best for: Paratransit & demand-responsive transit • Key Features: Dynamic scheduling, ADA compliance, automated dispatching • Pricing: Mid-range, scalable for small agencies **4. Optibus** • Best for: AI-driven scheduling & operations • Key Features: Cloud-based planning, real-time optimization, electric fleet support • Pricing: Subscription-based (affordable for small agencies) **5. TransLoc (by Ford Mobility)** • Best for: Microtransit & on-demand services • Key Features: Real-time tracking, mobile app integration, rider analytics • Pricing: Competitive SaaS model **6. Swiftly (for Real-Time Transit Management)** • Best for: Real-time operations & passenger info • Key Features: Predictive arrival times, performance analytics • Pricing: Mid-range, scalable **Free/Open-Source Alternatives** • OneBusAway (Passenger info system) **Recommendation** • If you need full-featured but affordable, try RouteMatch or Optibus. • For on-demand transit TransLoc. • For real-time tracking Swiftly. Several companies offer contactless fare payment solutions for public transit at affordable prices, leveraging contactless cards, mobile apps, or NFC technology. Here are some notable ones: **1. Masabi (Justride Platform)** • Solution: Mobile ticketing & contactless EMV payments (credit/debit cards, Apple Pay, Google Pay). • Affordability: Reduces infrastructure costs for transit agencies. • Deployments: London (TfL), New York (MTA OMNY), Boston (MBTA), and others. **2. Littlepay** • Solution: Contactless EMV payments for buses & transit. • Affordability: Low-cost processing for small & large agencies. • Deployments: UK (multiple bus operators), Australia, US. **3. Bytemark (Account-Based Ticketing)** • Solution: Contactless & mobile payments. • Affordability: Flexible pricing for agencies. • Deployments: US & international transit systems. **Best for Low-Cost Solutions?**

		• Masabi (Justride) and Littlepay are strong choices for affordable, scalable solutions. Several companies focus on providing microtransit solutions at affordable prices for public transit systems. Some notable providers include: **1. Via** - Via offers on-demand transit solutions that can operate as supplementary services for public transit systems, often at competitive prices. **2. May Mobility** - They provide autonomous shuttle services that could be part of public transit solutions, focusing on safety and efficiency. **3. Liftango** - This company specializes in shared mobility solutions and offers services that can complement public transit at a low cost. **4. Keolis** - A global leader in public transportation, Keolis has launched microtransit services in various regions, exploring cost-effective ways to enhance transit connectivity. It's important to evaluate each company's offerings and how they can align with the specific needs of a community or transit agency to determine which could be the most affordable and effective solution.
27	Kevin Miller	Your proposed changes include nothing about improved bus services. Bus Service actually takes people to school and work. Every new Trax line has resulted in a reduction of bus service. It seems that awards are more important than actual public service. Now you would expand the S-line. The S-line is not a bad idea but it doesn't take people, or very many, to their place of work or school. Buses do that. You need to expand and improve bus service long before any expanse of rail service, even though this will not win awards. You want to increase fares. As a public service this is wrong. With radical increases in the price of gas and private transportation, public transportation should be increasingly accessible. Increasing fares does not accomplish this. Kevin Miller South Salt Lake
28	Madison Clement	I disagree with the fare increase and the removal of cash payments on transit. The increase of fare and removal of cash payments will make the transit less accessible for those who need it most. Vulnerable populations are at risk without accessible transit traveling around Utah will be impossible.
29	Bethany Nay	Fare increases and removing cash payments specifically target at-risk populations that utilize the UTA more than the average person. Those experiencing homelessness and low-income rely on UTA services. By requiring fare cards, people will face unnecessary barriers to service, especially if they do not have electronic devices themselves. Increasing fare rates, no matter how little, can seem monumental to those in poverty.
30	Kimber Petrossi	I agree with this group because sometimes not all family's especially single moms can afford to get everyone on the bus, trax or FrontRunner as it is fare wise at the moment the free fare zone and free fair days help so no family might go broke taking transit all the time fare is fine with the amount it is right now.
31	Juliane Cook	I would like to see more bike/micromobility carriers added to trains and buses. There have been many commutes where there has not been enough room for bikes and scooters, so many people are left standing with their bike as people have to maneuver around them. I think it would also be nice to have carriers that have the ability to load larger tires 2.5-3+ inches).

32	Michelle Johnson	Good afternoon, we live close to the Roy train station and enjoy riding it to the Utah Jazz games. Now that Salt Lake also has a NHL team and is in the process of getting a MLB team I think it is time to make some changes in the train schedule: 1. Support the NBA, NHL and future MLB teams. Keep front runner running until the games are over and run it on Sundays if there is a game. Some basketball games don't start until 8 so we either have to drive or leave before the game is over. You should be supporting these events until they are over just like they do in other cities. We went to a capitals came in Washington DC that had 4 overtime's. They announced over the speaker that the train would wait until it was over no matter how long it lasted. I expect no less here. 2. Support games on Sunday 3. Pay someone to check everyone's tickets. Lots of people don't pay. If you check all the tickets the price to ride will be cheaper and more people will ride and less people will be on the freeway. The police do spot checks occasionally. We have watched people get on, see the cops, and go out the other door because they didn't buy a ticket. Thanks for considering these suggestions Sincerely, Michelle Johnson
33	Chris Rivero	Good afternoon, Why is there a 35% increase in the budget for UTA on Demand? This service could be somewhat replaced with buses, both flex and fixed route. In 2024, park city removed microtransit citing cost. They even said it's cheaper to run buses. What are the ridership numbers for the current zones? They are never made public. It's always nice seeing vehicles with the UTA logo registered in other states. Before approving this, ask yourself: What is the subsidy per passenger vs a bus? Would a bus be more efficient? I'm guessing this is where the raise for frontline workers went. Thank you, Chris Rivero
34	Raquel Mace	**UTA OPERATOR SPEECH** Good afternoon, everyone. My name is Raquel Mace, and I'm a proud UTA bus operator. UTA says: **"WE MOVE YOU!"** So today I have one question:

WHO'S MOVING US FORWARD?

Mr. Fox, operators deserve three things:

TRANSPARENCY. TRUTH. AND ANSWERS WE CAN COUNT ON.

I've been pursuing my education for five years, working toward my MBA, and I work alongside intelligent, hardworking operators every day.

WE KNOW THE NUMBERS, TOO.

UTA's 2026 operating budget is approximately $489 million, about 5% higher than the previous adjusted budget.

Employee compensation increased approximately $16 million, or 7%.

Benefits increased another $7 million, or 6%.

Yet our wage progression is frozen.

So I have a simple business question:

IF EMPLOYEE COMPENSATION INCREASED 7%, WHY IS OUR PROGRESSION FROZEN?

Where is that additional compensation going?

How much is reaching frontline employees?

And when does our progression start moving again?

Because everything else kept moving.

Our mortgages moved.

Our insurance moved.

Our groceries REALLY moved.

THE ONLY THING THAT DIDN'T MOVE WAS OUR RAISE.

Now look at the market.

UTA advertises a top operator rate of about $30 an hour.

Denver reaches $36.59 this year.

Minneapolis-St. Paul reaches about $37.13.

Chicago reaches $42.46.

LA Metro's union schedule reaches above $42.

That's roughly 22% to more than 40% higher than UTA's advertised top rate.

So:

HOW COMPETITIVE DOES UTA WANT TO BE?

And here's another business question:

WHAT DOES IT COST UTA TO LOSE AN EXPERIENCED OPERATOR?

		UTA offers a $2,000 hiring incentive and up to 11 weeks of training. Add recruitment, overtime, vacancies, and lost experience. **THOSE COSTS ADD UP.** Has UTA calculated the total replacement cost? If so: **SHOW US THE NUMBER.** And compare that cost with restoring wage progression. Because retaining experienced operators isn't just an expense. **IT'S GOOD BUSINESS.** Today, we need three things: **A CLEAR EXPLANATION of why progression is frozen.** **A WRITTEN PLAN to restore it.** **AND A REAL TIMELINE.** But let's be clear. This shouldn't be management against operators, or operators against our union. We should be working together. **WE'RE NOT AGAINST UTA.** **WE ARE UTA.** UTA says: **"WE MOVE YOU!"** We're doing our part every day. Now: **MOVE THE NEGOTIATIONS.** **MOVE THE PROGRESSION.** **MOVE US FORWARD.** We know the numbers. **NOW LET'S MAKE THE NUMBERS MAKE SENSE.** Thank you.
35	Dawn Lueck	I am writing in support of Powerful Moms Who Care to demand NO FARE INCREASE and NO to removing CASH payments on transit. We demand that FARE DISCOUNTS and TRANSIT BENEFITS be more accessible. Through simple, well-designed systems that center the passenger and affordability at the core of all plans, changes, and decisions. FREE FARE UTA! Public transit is a public good!
36	Your Name here	I am writing in support of Powerful Moms Who Care to demand NO FARE INCREASE and NO to removing CASH payments on transit. We demand that FARE DISCOUNTS and

		TRANSIT BENEFITS be more accessible. Through simple, well-designed systems that center the passenger and affordability at the core of all plans, changes, and decisions. FREE FARE UTA! Public transit is a public good!
37	Matthew Minkevitch	Please keep fares down. I can understand increases in fuel costs, but please find a way to hold prices as is. I would be most willing to encourage my senator and representative to increase the allocation to UTA to provide you the funding you need. Also, I would like to add my voice in support of the Frontrunner to add an additional bike friendly car during peak hours to accommodate the many people who ride their bikes to catch the Frontrunner. I appreciate the UTA and the tremendous services that you provide. Keep up the good work!
38	Jessica hunter	I am writing in support of Powerful Moms Who Care to demand NO FARE INCREASE and NO to removing CASH payments on transit. We demand that FARE DISCOUNTS and TRANSIT BENEFITS be more accessible. Through simple, well-designed systems that center the passenger and affordability at the core of all plans, changes, and decisions. FREE FARE UTA! Public transit is a public good!
39	Crystal Young	Exciting possibilities in this budget! I hope to see greater opportunity to expand autonomous microtransit. I think it's Utah's best opportunity to expand transportation options for people who cannot drive or do not have reliable access to a car. Neighborhood transit connections can make the difference between access and isolation. I support microtransit that connects people to where they need to go: jobs, medical appointments, groceries and the regional transit system. Please prioritize wheelchair-accessible service, telephone/app booking and dependable operating hours. Thank you!
40	Stephanie de Luna	Public transportation should be accessible for everyone!
41		Hello, My name is Dawn, I am with Powerful Moms Who Care. We are a project of Crossroads Urban Center. Which, I believe you received a letter from. So you know, we are calling for a pause on the 2027 budget. We ask that you evaluate and address the lack of usage with your discount programs. We know what your discounts are under used and difficult to access. I would like to first address your website. It is porley designed. It is not easy for poor people to access the website to apply for discounts they are eligable. You need to make sure you include the public in user testing to ensure the website is actually user friendly. You have to take into consideration that poor people do not always have phones, access to internet or a computer. We tested your website out with an 81 year old man in our office. He was not able to figure out how to apply for senior citizen discount. He got frustrated and quit. We are demanding that you do not raise fares. Specially when the usage of your discount programs is so low. We need UTA to address these issue. You cannot rely on non-profits to be the solution to people gaining access to discount programs. We do not have the money or the man power to address this. UTA needs to come up with online

		platforms and other options that directly reach those that should have discount programs. If they have medicaid, they should have their discount fare. If they are a parent or guardian, you need to be sure they have their discount. Next I want to address the plan to eleminate cash payment. This agian, will have a harmful impact on poor people. Not everyone has a phone or a way to pay electronically. Just today, I spoke to a man in the front of Crossroads Urban Center emergency food pantry. When telling about your intention to increase fare and eliminate cash payments. He said, "How will I pay? I dont even have a phone." This man is a Veteran and uses a wheel chair. So what, is he just going to be left on the side of the road in the middle of winter. Becuase you all dont allow cash payments? We demand that UTA centers the passenger in all stages of planning and decision making. You need to be able to tolerate poor people enough to hear from them. Otherwise, your solutions are not going to make a different. Powerful Moms Who Care believes that Public Transit is a Public Good. Public Transit is a Public Good. Public Transit is a Public Good. Shout out to UTA drivers, we love you. And Shout out to my girl Michelle Smith, she was a UTA driver before she lost her life to cancer. Thank you, Dawn Lueck Community Organizer-Powerful Moms Who Care
42	Michael Kroll	My name is Michael Kroll, homeowner in Rose Park, Union Stagehand of IATSE Local 99, University Instructor in Orem, and regular transit rider. I moved to Salt Lake City from the Chicagoland area in June 2025, hoping to escape a transit agency heading straight towards a fiscal cliff after years of stagnation in responding to new ridership trends due to agencies having leadership that didn't even ride the system. At the time, the UTA was a breath of fresh air showing strong post-pandemic ridership returns and plans to expand service in both the short and long term and an APTA Award to show for it. That sentiment has been completely reversed since then, transit in the Chicagoland area has not only been funded, but it has been completely restructured to get riders to their destinations more directly and timely whether they are riding bus or train and within the city or suburbs. Meanwhile most proposed UTA service expansions have been postponed if not shelved indefinitely as proposals in the previous 5-Year Plan are now 2 years behind schedule. All these setbacks to riders also coincide with the agency planning to increase fares as a partial solution to a rapidly approaching fiscal cliff. Since moving to Rose Park, I now have to deal with a Route 205 bus that is running half the weekday service it did before the pandemic, a Route 1 bus that is regularly delayed

		not due to traffic, but due to overcrowding, and a FrontRunner train that regularly lacks room for me to store my bike I use for first-and-last mile transportation. All these issues are proposed to be resolved in the new Long-Range Plan, but they are either too far down the line to provide the immediate assistance needed or have no date at all when they will be implemented. Frontline workers are also facing stagnation in quality improvements. Union workers of ATU Local 382 have been working under an expired contract this entire year, with recent negotiations being voted down by over 90% of members. I could understand the lack of service expansion if it meant these workers were getting the pay they deserve but that is clearly not the case as shown by the public comments last commission meeting. Our tax dollars are instead going toward legal fees to try and strip down the union as much as the State of Utah will allow the agency to. Still the agency thinks it is worthy of a new headquarters building despite the funding shortfalls. Current plans for Salt Lake Central do little if any to make the station area more accessible to those that live around it, nor allow further rail service expansions beyond FrontRunner 2X. All of this is happening in the shadow of the Historic Rio Grande station, sitting so close to its original purpose but regularly denied a return to form. Shortly after moving here, I picked up a UTA branded hat at the 2025 ADA Celebration and proudly wore it before misplacing it by the end of the year on one of my travels. At first, I was torn that I had lost that hat, but since then I realized I would not be able to wear it today with an indifference toward the agency similar to the one I previously had with the Chicago transit agencies. I hope the UTA can make some real changes to make me wish I still had that hat. Thank you.
43	Anonymous	I believe there needs to be public transportation. I don't believe it needs to be on the scale that Utah/UTA has developed it. Huge money pit for the tax payers here in Utah. Who ever manages this system must have unlimited funds, without explanation. There are job titles that are unexplainable,UTA has it's own police force, huge full size buses running mostly empty every fifteen minutes. re-routeing road systems for new bus routes. Buying half million dollar electric huge buses, when much smaller ones would do. The UTA trying to complete with Uber. I could go on & on. This system needs to be brought to check by some actual business people, not goverment people with a blank check. I'm going to contact some people to request a real close look at the totally out of control UTA system.
44	Anonymous	UTA no longer seems to be planning on the $10 billion dollar electrification of FrontRunner, with significant costs (not including UDOT contributions). The new locomotives that are being bought are a lot less expensive that the significant costs to plan electrifying FrontRunner. The savings should be used to decrease the projects budget and stop all further fare increases.

Appendix 1 – Signature Sheets

Town of Alta

Found in Sent - Town of Alta Mailbox

Roger Bourke 10:21 AM

UTA tentative 2027 budget signature sheet

To: boardoftrustees@rideuta.com

UTA Tentative 2027 Budget - Signature Sheet

I, Roger Bourke, representing Town of Alta,

have received a copy of the Utah Transit Authority's Tentative Budget for 2027. 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: 26 Sept 2026

Printed Name: Roger Bourke

Title: Mayor

Please return to UTA:

By emailing: transitcommission@rideuta.com
By mail: Attention: Transit Commission
Utah Transit Authority
669 West 200 South
Salt Lake City, UT 84101

City of Bluffdale

UTA Tentative 2027 Budget - Signature Sheet

I, Natalie Hall representing the City of Bluffdale,

have received a copy of the Utah Transit Authority's Tentative Budget for 2027. 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: Natalie B Hall

Date: September 28, 2026

Printed Name: Natalie Hall

Title: Mayor

Please return to UTA:

By emailing: transitcommission@rideuta.com
By mail: Attention: Transit Commission
Utah Transit Authority
669 West 200 South
Salt Lake City, UT 84101

Provo City

UTA Tentative 2027 Budget - Signature Sheet

I, Marsha Judkins, representing Provo City,

have received a copy of the Utah Transit Authority's Tentative Budget for 2027. 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: 10/1/2026

Printed Name: Marsha Judkins

Title: Mayor

Please return to UTA:

By emailing: transitcommission@rideuta.com
By mail: Attention: Transit Commission
Utah Transit Authority
669 West 200 South
Salt Lake City, UT 84101

Herriman City

UTA Tentative 2027 Budget - Signature Sheet

I, Lorin Palmer, representing Herriman City,

have received a copy of the Utah Transit Authority's Tentative Budget for 2027. 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: 10-1-2026

Printed Name: Lorin Palmer

Title: Mayor

Please return to UTA:

By emailing: transitcommission@rideuta.com
By mail: Attention: Transit Commission
Utah Transit Authority
669 West 200 South
Salt Lake City, UT 84101

Utah Department of Transportation

UTA Tentative 2027 Budget - Signature Sheet

I, Carlos Braceras, representing the Utah Department of Transportation, have received a copy of the Utah Transit Authority's Tentative Budget for 2027. 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: 10/16/2026

Printed Name: Carlos Braceras

Title: Commissioner

Please return to UTA:

By emailing: transitcommission@rideuta.com
By mail: Attention: Transit Commission
Utah Transit Authority
669 West 200 South
Salt Lake City, UT 84101

Clinton City

UTA Tentative 2027 Budget - Signature Sheet

I, Marie Dougherty, representing Clinton,

have received a copy of the Utah Transit Authority's Tentative Budget for 2027. 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: Marie Dougherty

Date: 10/19/26

Printed Name: Marie Dougherty

Title: Mayor

Please return to UTA:

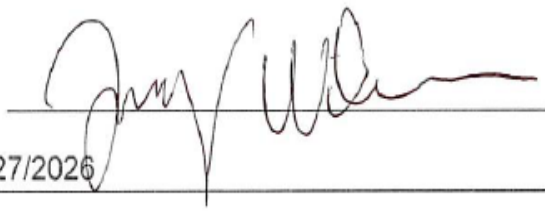
By emailing: transitcommission@rideuta.com
By mail: Attention: Transit Commission
Utah Transit Authority
669 West 200 South
Salt Lake City, UT 84101

Salt Lake County

UTA Tentative 2027 Budget - Signature Sheet

I, Jenny Wilson, representing Salt Lake County,

have received a copy of the Utah Transit Authority's Tentative Budget for 2027. 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: 10/27/2026

Printed Name: Jenny Wilson

Title: Salt Lake County Mayor

Please return to UTA:

By emailing: transitcommission@rideuta.com
By mail: Attention: Transit Commission
Utah Transit Authority
669 West 200 South
Salt Lake City, UT 84101

Salt Lake County Continued

SALT LAKE COUNTY

October 26, 2026

Utah Transit Authority Commission
Attn: Jay Fox
669 West 200 South
Salt Lake City, Utah 84101

Jennifer Wilson
Mayor

Erin Litvack
Deputy Mayor, County Services

Darrin Casper
Deputy Mayor, Finance & Administration

Catherine Kanter
Deputy Mayor, Regional Operations

Andrew Roberts
Chief of Staff

Re: *Salt Lake County Comments on Utah Transit Authority's 2027 Tentative Budget*

Dear Members of the UTA Transit Commission and UTA Management Staff:

Thank you for the opportunity to provide comments on UTA's Partial 2027 Proposed Budget. Salt Lake County strongly supports UTA's work to expand public transit throughout our growing region and to adopt innovative technologies and practices to meet modern transportation challenges

I have reviewed the proposed 2027 budget and am providing the signed budget form confirming my review, as required by Utah Code 17B-1-702. This letter supplements that submission with specific comments on key investments.

I would like to note several of UTA's planned investments and express appreciation for their inclusion in the 2027 budget:

- $3M allocated to the double tracking of the FrontRunner rail line in partnership with UDOT, which will greatly expand the capacity, frequency, and reliability of this essential commuter transit service
- $6.58M for ongoing construction to extend the S-Line Sugarhouse streetcar to Highland Drive and Simpson Avenue in Salt Lake City, effectively connecting a high-density residential and commercial area to our regional rail network
- $5.85M for new and upgraded infrastructure along 5600 West in western Salt Lake County to support new bus service along this key corridor, serving some of the region's fastest-growing cities as well as the Salt Lake City International Airport
- Significant and diverse "state of good repair" investments, including light rail vehicle replacement and rehabilitation of train control systems, which will keep our regional transit system working smoothly for decades to come

Salt Lake County Continued

These investments in expanding, modernizing, and maintaining our transit system will result in cleaner air, reduced traffic congestion, and safer and more accessible transit service for people along the Wasatch Front. These outcomes align closely with Salt Lake County's policy priorities fo expanding transportation choices and maximizing the effectiveness of our region's multi-modal transportation system.

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I would also like to express my support for UTA's continued investment in clean-air vehicle procurement and the transition to a more sustainable fleet as part of its proposed 2027 capital budget. While the purchase of fuel-efficient, reduced-emission clean diesel vehicles represents an important step toward improving regional air quality, we strongly encourage the Utah Transportation Commission and UTA leadership to continue prioritizing investments in fleet electrification and alternative fuel technologies. In particular, we encourage continued exploration and expansion of electric buses serving Salt Lake County and the broader region. As our population grows and regional transportation demands increase, investments in clean-energy transit will be essential to meeting our shared long-term goals for improved air quality, environmental stewardship, and a more sustainable transportation system.

We also recognize the importance of continued canyon bus service as a critical component of addressing traffic congestion, improving access, and protecting our sensitive canyon environments. We support UTA's continued commitment to providing canyon transit service, including working with a third-party provider to maintain and enhance service delivery. As canyon visitation and transportation demands continue to grow, we encourage the Utah Transportation Commission and UTA to work collaboratively with Salt Lake County and other regional partners to identify practical, common-sense solutions that improve canyon mobility, reduce vehicle traffic, and ensure reliable and accessible public transportation. As part of this effort, we also encourage exploring opportunities to incorporate electric buses into future canyon service, where operationally feasible, to further advance our shared air quality and environmental sustainability goals.

Salt Lake County Continued

Thank you again for the opportunity to comment on the proposed 2027 budget. We greatly appreciate UTA's hard work to meet Utah's mobility challenges. Please feel free to reach out to me if you would like to discuss my comments.

Sincerely,

Jenny Wilson
Salt Lake County Mayor

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