



# Utah Transit Authority

## Board of Trustees

### MEETING MINUTES - Final

669 West 200 South  
Salt Lake City, UT 84101

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**Thursday, October 30, 2025**

**5:30 PM**

**FrontLines Headquarters**

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#### **Public Hearing - 2026 Tentative Budget**

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

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 5:30 p.m.

**2. Pledge of Allegiance**

Attendees recited the Pledge of Allegiance.

**3. Safety First Minute**

Beth Holbrook, UTA Trustee, delivered a brief safety message.

**4. Discussion Items**

**a. UTA Tentative 2026 Budget Overview**

Jay Fox, UTA Executive Director, provided an overview of the budget process and the budget alignment with UTA's strategic plan.

Viola Miller, UTA Chief Financial Officer, summarized the 2026 tentative budget and reviewed the 2026 tentative operating budget, including expenses by mode, office, category, and full-time equivalents (FTEs), as well as 2026 tentative capital funding details. Miller concluded by outlining the next steps in the budget approval process, along with options available for public comment.

**5. Public Comment****In Person/Virtual Comment**

In person comment was given by:

- Melissa Clark, Eagle Mountain City Council Member
- Donna Burnham, Eagle Mountain City Council Member
- Charlotte Ducos

No virtual comment was given.

A transcript of the public comment is included in Appendix A to these minutes.

**6. Adjourn**

Jay Fox spoke about agency efforts in Utah County just prior to the meeting close.

A motion was made by Trustee Holbrook, and seconded by Trustee Acerson, to adjourn the meeting. The motion carried by a unanimous vote and the meeting adjourned at 5:53 p.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/1028753.html> for entire content. Meeting materials, along with a time-stamped video recording, are also accessible at <http://rideuta.granicus.com/player/clip/411>.

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

Approved Date: November 12, 2025

DocuSigned by:  


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Carlton J. Christensen  
Chair, Board of Trustees

**Appendix A**  
**In Person Public Comment**

**Melissa Clark:**

Thank you, good evening. I'm Melissa Clark, I'm a member of the Eagle Mountain City Council. I'm here tonight because Eagle Mountain and the entire northwest corridor of Utah County is at a crossroads, and we need a strong partner in UTA. We are one of the fastest growing regions in the state, and in the nation. Eagle Mountain alone is adding more than 30 new residents, um, every other day, so combined between Eagle Mountain and Saratoga Springs, we're adding 30 every day.

In 2024, we issued over 1,500 building permits, more than any other city in Utah. We are doing our part to address the state's housing affordability crisis. And we're taking on the responsibility of long-term regional growth. But that kind of growth brings enormous pressure, and we cannot build our way out of this with roads alone.

Right now, our infrastructure is overwhelmed. SR-73 carries nearly 50,000 vehicles daily. Rated at a level of service of E. Pony Express Parkway sees nearly 40,000 vehicles daily, also, at level of service E, and still Eagle Mountain has no real transit service. We have a very, very limited bus twice a day. And that's why UTA's previous commitment to launch Route 860, a fixed-route bus to Eagle Mountain city center with 30-minute frequency starting in April of 2026 was so important. It acknowledged our need and gave, it gave our residents and planners something to build around. But in this proposed budget, that service has been removed. Let me be clear, pulling back on that promise to the fastest-growing city in the state sends the wrong message, not just to our residents, but to every community trying to grow responsibly.

At the same time, Eagle Mountain is leading in more than just housing. We're home to billions of dollars in commercial and industrial investment from companies like Meta, Tyson, Google, QTS Tract, and Annual Energy. That economic growth delivers real benefits to the state, thousands of high-paying jobs that grow Utah's income tax base, and infrastructure improvements, broadband, energy, water, that support broader regional systems.

Eagle Mountain is showing up. We've hosted UTA in our city, we've met with trustees and planners, and we've worked with Utah County and our neighbors to explore local funding options. We're not just asking for help. We're offering partnership. But partnership needs to be mutual. We're asking UTA to restore Route 860 to the 2026 budget and honor the April service commitment and stand with us as we build a regional transit system that keeps pace with growth.

Our city is ready, our residents ready. And now we need UTA to be ready, too.

Thank you for your time, and for your continued service to our region.

**Donna Burnham:**

Hi, I'm Donna Burnham, and I serve on the City Council of Eagle Mountain as well. And I'm also

petitioning you to, um, reinst... reinstate the Route 860.

I want to give you a little history of Eagle Mountain, because I know there's some concern about our low ridership numbers. Um, I've been on the council for 16 years. And when I was first on the council, we had standing room only on those buses because they were express buses to Salt Lake and to Orem. And literally our residents complained because they're, they were standing, and they were upset, that that was the complaint. Now we have very few people riding, because by the time it, um, my friend who rode the express bus quit riding because it took him twice as long to get to work going to the, the FrontRunner station, and then to work, then it did the express bus. And so, it became not worth it, but he's one of those people that has severe migraines, and sometimes his wife now has to go get him. um, whereas when he could do TRAX or FrontRunner, it was, it was accommodating for him.

We have a lot of people like that that need that kind of help. So, I would beg you not to just look at our ridership numbers and go, "Oh, they're not gonna ride the bus." They will. We will ride the bus, because it's getting to the point where our residents, that's all they talk about on our Facebook pages. Um, we're getting beat up all the time about the traffic. And one of the things that we really, really need is, um, a lane that's specific so that we could have a BRT-style transit, so that it would be faster. And we're willing to partner to make that happen. We want to work with you. We know what budgets are like. We get it. We have to deal with our city budget, and it's hard, because we need about 30 more employees than we have right now, and we can't hire them. So we get where you guys are at.

So, we're not trying to throw eggs at you or anything like that, um, but we are the fastest growing city in the state, and that's not going to stop anytime soon, and so we need your help. We're surrounded by mountains and then blocked off by a lake. You're never going to be able to build enough roads. So we need transit, or we're not going to be able to function as a city. So I hope that you'll reconsider. Thank you.

**Charlotte Ducos:**

Hi, my name is Charlotte Ducos. I'm also from Eagle Mountain. I am currently a resident running for city council and wanted to come and speak tonight.

I, uh, by day, am a schoolteacher. I teach at the high school, and so my, the people I spend my day with are young people. And as we got on the train to come here tonight, who got off the train? But that, that group of individuals that, that, that I teach. And we have a lot of our students out in Eagle Mountain that travel down to MTECH to take classes, and they're clogging up our streets, even in the middle of the day. They have expressed that they would love to be able to ride transit but don't have that option available to them. So in every 30 minutes, all day long, would have ridership from our young people if it came down specifically to that Thanksgiving Point Lehi Station, because right there, they get off. They've got their MTECH, um, right there. And so that would take trips off the road, and it would also provide ridership for that all-day long um, route.

I've also met with senior citizens in our community who have indicated that having a route

that would get them to shopping areas and things like that would be very, very helpful to them, because driving, obviously, is a difficulty for them. And so, having something that is reliable, and they know what time they can go and catch it, would be very helpful to them as well.

We're a growing community. Uh, Melissa did an amazing job of sharing with you all kinds of statistics about that. It's not going to slow down, and so we need solutions, and this is, this is where we're coming to try and grow responsibly, and to have those opportunities available. Um, and so I'm here also to ask you to reinstate Route 860. Um, hopefully you will consider that. I believe that it will be an investment that is worth making. Our community is very young. That's the group that's riding. And, uh, and so we'd like to help boost your ridership. Thank you.