

## CVTD BOARD MEETING AGENDA April 22, 2026

Notice is hereby given that the Cache Valley Transit District (dba Connect Transit) will hold its regular meeting beginning at: 5:30 pm on Wednesday, April 22, 2026. The meeting will be at the Connect Transit Board Room, 3021 N. 300 W. North Logan, Utah. The public may view the meeting via the link below. Public comments can be made at the anchor location.

Estimated time of consideration

5:30 PM      **BOARD MEETING AGENDA**

1. Call to Order
2. Pledge of Allegiance
3. Consent agenda
  - a - approval of agenda
  - b - approval of minutes - March 25, 2026
  - c - next meeting - May 27, 2026**
4. Public comments

5:35 PM      5. **Board Business**

- A. Review of planning effort - Peter Soderberg, Nelson/Nygaard
- B. Consideration of feasibility study on bus simulator - Todd Beutler, CEO \ General Manager

6:15 PM      6. **Management Report**

- A. Review of rider comment process - Spencer Green, Operations Supervisor
- B. Questions for management

6:30 PM      7. **Board Chair Report**

- A. Recognition of employee anniversaries
- B. Report on city council reports

8. Public comments

7:15 PM      9. **Adjourn**

Board meetings are streamed live on the Connect Transit YouTube channel at: <https://www.youtube.com/@connecttransit>

1 **Regular Board Meeting Minutes**  
2 **Cache Valley Transit District**  
3 **DBA Connect Transit**  
4 **Wednesday, March 25, 2026**  
5 **5:30 pm**  
6 **Connect Administration**  
7 **3021 North 300 West, North Logan, Utah**  
8 **Connect Transit Boardroom**  
9

10  
11 *Present:* Lieren Hansen, Glen Schmidt, Emily Fletcher, Mike Arnold, John Zsiray, Paul  
12 Mortenson, Ron Bushman, and Shaun Bushman

13  
14 *Excused:* Flor Estrada

15  
16 *Others:* Todd Beutler, Curtis Roberts, Gillian Crozier, Jody Kimball, Colton Fullmer,  
17 Mindy Spackman, and Charise VanDyke

18  
19 **Regular Meeting Agenda**

- 20  
21 1. *Call to order:* Board Chair Lieren Hansen  
22  
23 2. Pledge of Allegiance  
24  
25 3. Consent Agenda: Lieren Hansen asked for a motion to approve the consent agenda.  
26 Shaun Bushman moved; Emily Fletcher seconded. Vote unanimous.  
27 A. Approval of Agenda  
28 B. Acceptance of Minutes – February 25, 2026  
29 C. Next Board Meeting – April 22, 2026  
30  
31 4. Public comments: No questions or comments.  
32  
33 5. **Board Business:**  
34 A. Swearing in of new Board Member – Curtis Roberts, Administration Director  
35 (shifted from item B to A): Curtis Roberts completed the swearing in of the new  
36 board member, Paul Mortenson.  
37  
38 B. Recognition of Senator Chris Wilson – Lieren Hansen, Board Chair (delayed from  
39 item A to B): The Board wants to recognize Senator Chris Wilson for his  
40 significant contributions to Connect Transit. Including furniture, the new facility  
41 cost just over \$44 million to complete; Connect Transit’s match was \$5 million.  
42 Senator Wilson helped secure \$5 million for the new facility (11 percent of the

43 facility's cost), which helped bring the project to completion. Senator Wilson was  
44 also instrumental in working with Senator Harper on the changes to the Transit  
45 Transportation Investment Fund (TTIF), so that it could be used by smaller transit  
46 agencies for bus replacements (most of the funds were going towards urban areas  
47 in the state). Senator Wilson thanked the Board for the award. He talked about a  
48 few of the projects in Utah, including the progress that the legislature has made on  
49 the Great Salt Lake issue and the installation of fiber optic cable through Logan  
50 Canyon.

51  
52 C. Open Public Meetings Training – Dallin Petersen, Olson & Hoggan: Dallin  
53 Petersen conducted the OPMA training that board members are required to  
54 complete annually.

55  
56 D. Planning Study Overview – Peter Soderberg, Nelson Nygaard: The Project Team  
57 for this study is Peter Soderberg (project manager), Thomas Wittmann (principal-  
58 in-charge), and Alex Weber (deputy project manager). The project context, or  
59 what's driving the study, is population growth. There's been significant  
60 population growth since 2017, which has brought both challenges and  
61 opportunities. Traffic congestion has worsened, affecting the reliability of  
62 Connect's routes. There's been growth in some areas that may justify additional  
63 fixed route service (new or improved service). And despite reliability challenges,  
64 transit ridership has grown and surpassed 2019 levels (a 17 to 20 percent growth  
65 in ridership). This route study is a data driven process and will examine what's  
66 working well and what's not, as well as what opportunities there are. There will  
67 be targeted public engagement to see what would make them more likely to use  
68 transit. Another area it'll examine is alternative service models. This will also  
69 include both near-term recommendations (2 to 5 years out with no change or a  
70 slight increase to the budget) and a road map for long-term improvements. The  
71 scope of work includes 5 key tasks: public outreach (starting with a survey in  
72 April), transfer point analysis, prioritization model, service recommendations, and  
73 the final deliverables (report, story map, and presentation). Public outreach  
74 includes two phases. Phase 1 is to identify challenges and opportunities (what's  
75 working well and not); phase 2 will take place Fall 2026 and get feedback on  
76 service concepts. The outreach includes getting transit staff's perspectives, online  
77 surveys, pop-up meetings, and virtual meetings, with ongoing engagement with  
78 stakeholders. For Board engagement, there will be one-on-one meetings, regular  
79 project updates (at board meetings), collaboration on the prioritization model, and  
80 input on preliminary service scenarios and final recommendations. It is helpful to  
81 get information and input upfront, before it gets too far down the process.  
82 Examining existing conditions includes identifying strengths where ridership is  
83 high, where there are reliability challenges, where there are opportunities for  
84 additional service, where efficiency could be improved, and where there could be

85 alternatives. The transfer point analysis includes building on the success of the  
86 LOOP service for connections and core circulation, including adding potential  
87 transfer hubs to connect to the LOOP. It also includes examining where  
88 alternative service models may improve reliability. Prioritization in transit service  
89 is not a one-size fits all approach; it has to examine frequency vs coverage,  
90 service span and days of service, and coverage vs directness. This is where  
91 identifying the priorities with the Board becomes important. The service  
92 recommendations task includes preliminary service scenarios that are informed by  
93 technical evaluation, public feedback, and board priorities. The scenarios will be  
94 reviewed by the public to identify the likes and dislikes; it will also look at what  
95 can be combined to meet as many needs as possible. Improvements are prioritized  
96 to provide a roadmap for future service improvements. The final deliverables  
97 (report, story map, presentations) will be highly graphic to be more  
98 understandable. The project timeline has a planned completion of early 2027; the  
99 hope is to have general ideas to inform the budget discussions this fall. The next  
100 steps are launching phase 1 engagement (community survey and board member  
101 one-on-ones), evaluate existing conditions (route performance and potential  
102 “markets” for transit), and conduct ongoing Board engagement (monthly updates  
103 and prioritization model development). Discussion about the study and the survey.  
104 As a board member, it would be good to consider what questions, interests, and  
105 concerns they want to talk about in their one-on-one ahead of time; it’s good for  
106 the consultants to understand where there are potential goals, concerns, and  
107 disagreements. The survey will be gathering multiple types of information, such  
108 as demographic information and how passengers are using the service.

109  
110 E. Presentation on FY2025 fourth quarter financials – Curtis Roberts, Administration  
111 Director: These are the draft (unaudited) financial statements that show the  
112 culmination of FY2025 (or the year-end financials). Revenues exceeded expenses  
113 (we were within budget). A big thing to note is the restricted fund balance; this is  
114 from the sale of the old facility. The federal government allowed us to keep the  
115 funds from the sale, but they are restricted for future capital use (\$2.7 million).  
116 We’ve talked in the past about using this to develop the south end of our property  
117 to be a training area, so new drivers don’t have to go on the road to train. In the  
118 next item, Glen Schmidt will be talking about assigning fund balance for future  
119 capital purposes (\$12 million). On page 22 (page 27 in the packet), there was an  
120 addition of a “variance original to final budget” column (due to a change in  
121 government standards) that shows the amounts that the Board adopted in the  
122 budget amendment in September (2025). Preventative and facility maintenance  
123 looks like they spent over their budget amount even though they did not (spent  
124 \$15 million of the budgeted \$17 million so it’s \$2 million under budget). This is  
125 because in December (2025), the Board authorized an increase in the  
126 capitalization limit from \$5,000 to \$20,000, which reclassified some items out of

127 capital into those expense lines; so, the driving factor for those variances is that  
128 reclassification, but we didn't have time to do a budget amendment at that point.  
129 Overall, we're in compliance with the budget. Discussion about the budget. The  
130 \$3 million increase in federal/state grants comes from the delay in finishing the  
131 construction for the facility from December 2024 to 2025 (so it delayed when we  
132 could draw those grant funds).

133  
134 F. Consideration of fund balance assignment – Glen Schmidt, Budget Committee:  
135 Every year we've been able to increase our fund balance a little bit; we use the  
136 fund balance for capital purposes. This helps us secure federal funding when a  
137 match is required (usually a 20 percent local match). Glen Schmidt motioned to  
138 approve the recommendation from staff to assign \$12 million dollars of the fund  
139 balance. Mike Arnold seconded. Discussion about the fund balance. Most of this  
140 amount is not restricted; the restricted amount is the \$2.7 million from the sale of  
141 the old facility that must be used on capital. Vote unanimous.

142  
143 **6. Management Report:**

144 A. Change to Transit Transportation Investment Fund – Todd Beutler, General  
145 Manager: The TTIF has been in place for 3 years and is the only dedicated  
146 funding option for transit in the state of Utah; it was meant to be used statewide  
147 but has had limited reach in what areas have received funding. We worked with  
148 Senator Wilson on presenting different options to change it so that it could be  
149 used by smaller transit agencies. Initially, Senator Harper didn't like the proposed  
150 changes but eventually saw the wisdom of it. It hasn't been signed yet by the  
151 Governor (but it's pending). It's amazing that it was done within one year.

152  
153 **7. Board Chair Report:**

154 A. Recognition of Employee Anniversaries: Employee anniversaries include 15 years  
155 for Monte Baker (driver), 10 years for Lori Shoop (dispatcher), 7 years for Ellen  
156 Cooper (driver), 6 years for Bill Bowen (driver), 5 years for Preston Painter  
157 (driver).

158  
159 B. Report on City Council Reports: Shaun Bushman reported on the Cache County  
160 Council meeting he presented at on updates about Connect and how ridership is  
161 increasing. They seemed positively inclined and asked questions. Lieren  
162 mentioned that she will be presenting in another city council meeting in April.  
163 This is a great time for board members to update city councils because of the  
164 planning study and the public outreach efforts.

165  
166 8. Public comments: No questions or comments.

167  
168 9. **Adjourn:** Board Chair Lieren Hansen adjourned the meeting.

# Connect Transit Transit Route Study

April Board Update

April 22, 2026



# Agenda

01 | Foundational Context

02 | Data Sources

03 | Engagement

04 | Study Integration

05 | Board Involvement



# Foundational Context

## What is a Transit Route Study?

- A comprehensive review of all Connect Transit services
  - What is working well? What is not working well?
- A market assessment to identify key travel origins and destinations
  - How well are services aligned with markets?
- Incorporates rider and community priorities
- Develops cost-neutral service change recommendations and a road-map for future improvements



# Foundational Context

## Why have a Transit Route Study?

- The market for transit is constantly changing, particularly in growing areas like Cache Valley
- It is a best practice to review the efficiency and effectiveness of transit service every few years
- Ensure transit service continues to meet the needs of the community
- Adjust service levels to reflect current budget constraints
- Prioritize long-term service improvements to guide future planning decisions

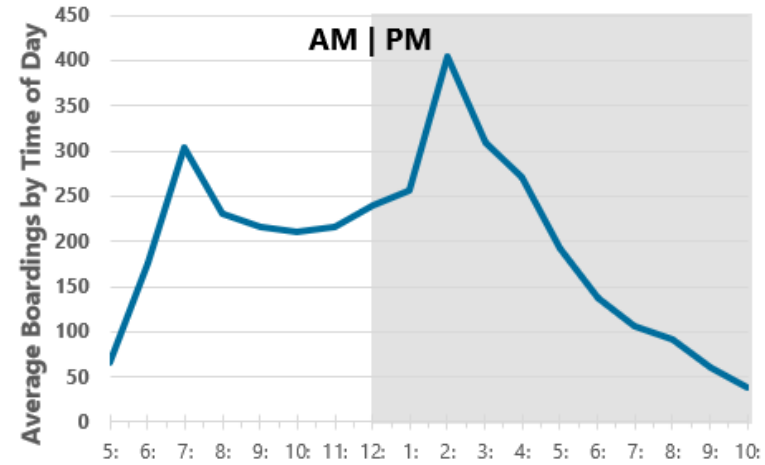


# Data Sources

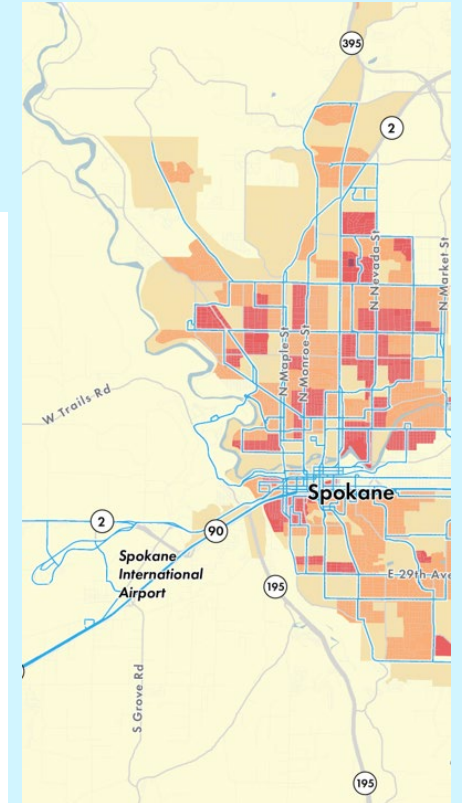
What data sources are we using?

- **Connect Transit data**
  - On-time performance data
  - Rider transfer locations
  - APC ridership data
- **Other data sources**
  - Population and growth projections
  - ACS demographics and employment data
  - Travel patterns
  - Other Regional Planning Documents

## Examples from Spokane Transit Authority COA



Source: Average Weekday Boardings from APC Data for 2022



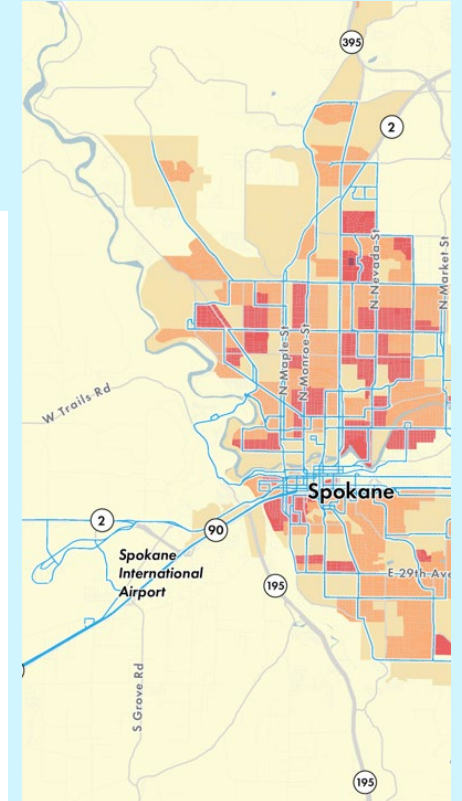
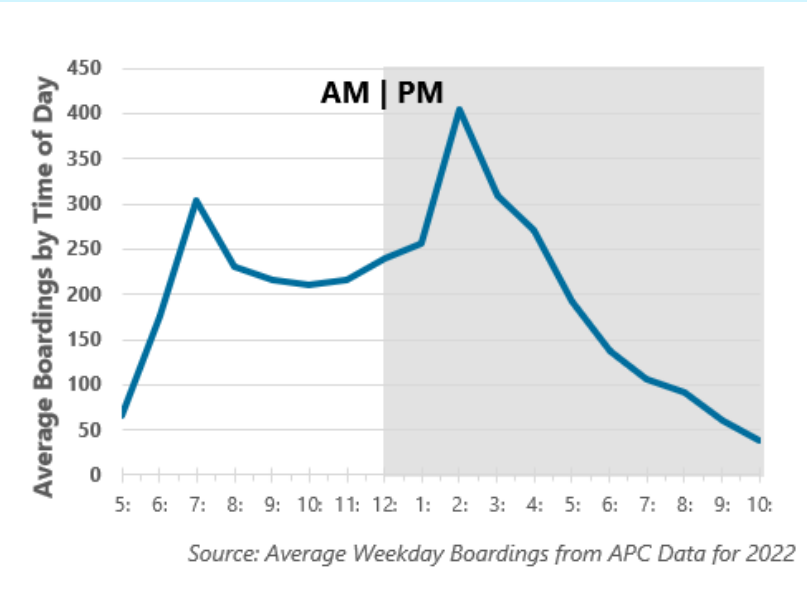
	Weekdays (Peak/Midday/Eve)	Saturday (Midday/Evening)	Sunday (Midday/Evening)
Headway (minutes)	15/15/30	30/30	30/30
Service span	5:20 a.m. – 11:47 p.m.	5:50 a.m. - 11:47 p.m.	6:05 a.m. – 9:39 p.m.
Average daily boardings	3,046	1,783	1,230
Boardings per revenue hour	24	26	20
<b>Weekday On-time performance</b>	<b>Early</b>	<b>On-Time</b>	<b>Late</b>
Percentage	14%	81%	5%

# Data Sources

How do we use this data?

- **Understand Transit Performance**
  - Which routes have high or low ridership or productivity?
  - Which routes are most often late?
- **Understand Market for Transit**
  - Where are the key population and job centers?
  - Are they being connected effectively?
- **Understand Regional Context**
  - Connect Transit is only one organization, planning doesn't happen in a vacuum

## Examples from Spokane Transit Authority COA



	Weekdays (Peak/Midday/Eve)	Saturday (Midday/Evening)	Sunday (Midday/Evening)
Headway (minutes)	15/15/30	30/30	30/30
Service span	5:20 a.m. – 11:47 p.m.	5:50 a.m. - 11:47 p.m.	6:05 a.m. – 9:39 p.m.
Average daily boardings	3,046	1,783	1,230
Boardings per revenue hour	24	26	20
<b>Weekday On-time performance</b>	<b>Early</b>	<b>On-Time</b>	<b>Late</b>
Percentage	14%	81%	5%

# Engagement

How are we hearing from the community and stakeholders

## ▪ Survey

- Generally, we consider 400+ survey responses to be a strong response rate
  - Current number of responses: **160**
- Previous experience in Cache Valley suggests there are high levels of local engagement
  - We're aiming for **several thousand responses**

## ▪ Stakeholder Input Meetings

- 3 meetings planned (May, Sept, Dec)
- Purpose to ask for input at key project touchstones
  - Existing Conditions
  - Prioritization Model
  - Scenario Development

Share your  
experience!



Your **feedback** helps improve service, enhance your experience, and shape the future of Connect Transit.

Connect  
Transit wants  
to make our  
service better.



[www.surveymonkey.com/r/  
ConnectTransitRouteStudy](https://www.surveymonkey.com/r/ConnectTransitRouteStudy)

Scan the QR code or follow the link to take our survey.

connect

# Board Involvement

How can you be involved in this process?

## Communicate

- Provide input on public engagement approach
- Help spread the word about the study and ongoing engagement opportunities

## Collaborate

- Make your (and your constituents') priorities known
  - We want to see your interests represented in these changes!
- Work together to develop a prioritization model for service concepts

## Champion

- Implementation depends on support
- We want to include you in the process, so you feel confident supporting recommendations

# Board Involvement

## Prioritization Framework Process

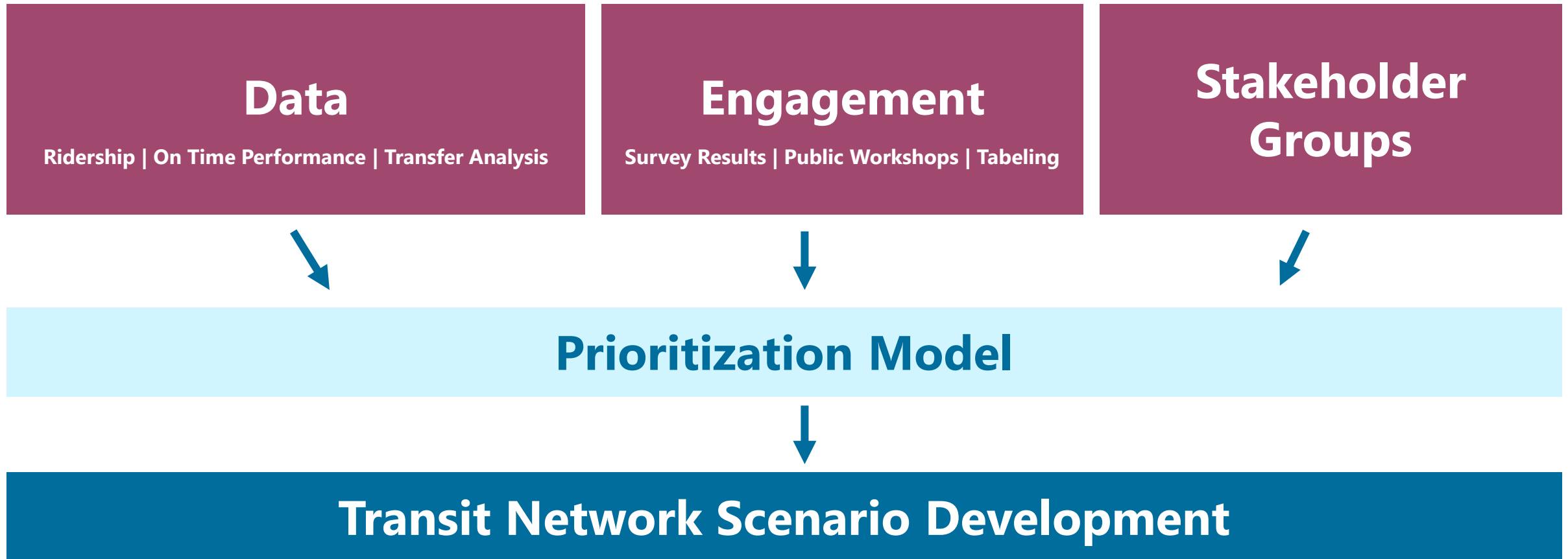
- Transit service can be provided in any number of different ways
- To find the most effective way to provide service, we need a model to prioritize certain elements
- In late Summer – early Fall:
  - Board workshop to collaboratively develop a prioritization model
  - Discuss current performance and transit markets
  - Identify key rider and community priorities
  - Determine key factors to be prioritized in the future network

**How can service ...**  
**... strive to reflect customer values?**

	Coverage	Connectivity	Frequency & Span	Speed	Fares	Amenities & Cleanliness	Reliability
Where I need to go	✓	✓					✓
When I need to go		✓	✓				✓
My time is valued		✓	✓	✓		✓	✓
Value for my money					✓	✓	✓
Getting there safely and comfortably						✓	✓
With flexibility to change	✓		✓				✓

# Study Integration

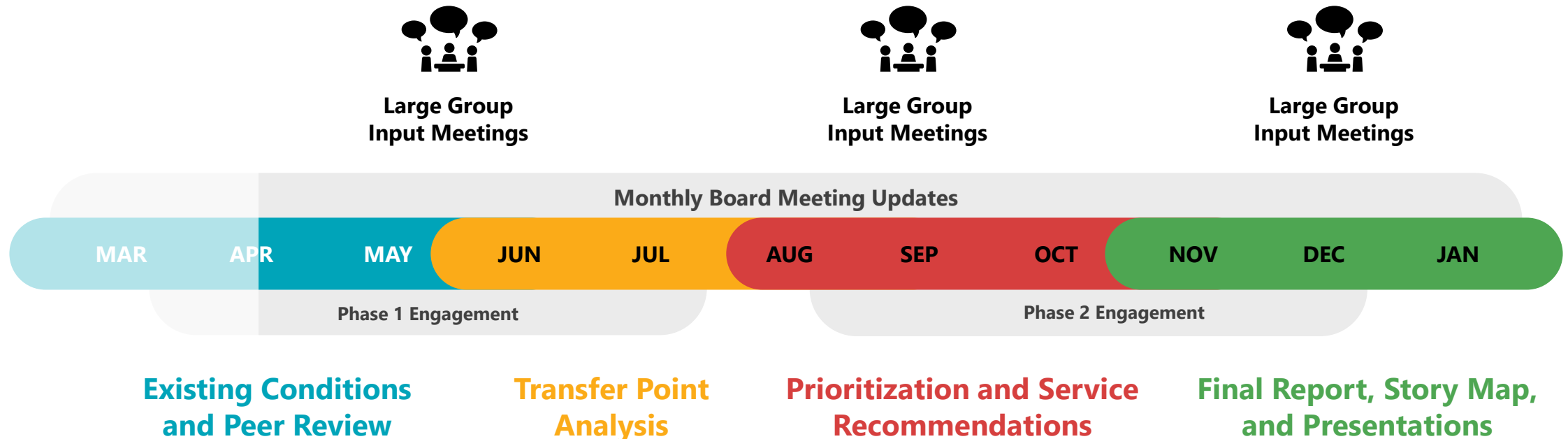
How will this information work together to create the Transit Route Study?



# Project Timeline

## Important milestones

- **Planned completion in early 2027**
- **Preliminary recommendations in time for budget process in Fall 2026**



# THANK YOU!



**Peter Soderberg**

Project Manager

206-576-9974

[psoderberg@nelsonnygaard.com](mailto:psoderberg@nelsonnygaard.com)