

CONNECT TRANSIT BOARD MEETING AGENDA

June 24, 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, June 24, 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 - May 27, 2026
 - c - next meeting - July 15, 2026**
4. Public comments

- 5:35 PM 5. Board Business**
- A. Review planning study - Peter Soderberg, Nelson Nygaard

- 5:55 PM 6. Management Report**
- A. Overview of driver training - Kaylee Fonnesebeck, HR Manager
 - B. Update on installation of new camera systems on buses - Curtis Roberts, Administration Director
 - C. Overview of budget timeline - Curtis Roberts, Administration Director
 - D. Questions for management

- 6:25 PM 7. Board Chair Report**
- A. Recognition of employee anniversaries
 - B. Report on city council reports
 - C. Report on Transit Day on the Hill
8. Public comments

- 6:45 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, May 27, 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, Flor Estrada, John Zsiray, Paul
12 Mortenson, Ron Bushman, Mike Arnold, and Shaun Bushman
13

14 *Excused:*
15

16 *Others:* Todd Beutler, Curtis Roberts, Mindy Spackman, Gillian Crozier, Colton Fullmer,
17 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 Glen Schmidt moved; John Zsiray seconded. Vote unanimous.
27 A. Approval of Agenda
28 B. Acceptance of Minutes – April 22, 2026
29 C. Next Board Meeting – June 24, 2026
30
31 4. Public comments: Mary Gillmore thanked the Board for the service Connect Transit
32 provides. She is a part-time caregiver for her mother in Lewiston and recently lost her
33 car due to financial hardship. But the bus service has allowed her to continue caring
34 for her mother and work full-time, despite losing her car.
35
36 5. **Board Business:**
37 A. Consideration of FY2025 Audit – Glen Schmidt, Audit Committee Chair: Trae
38 Johansson from Squire and Company talked about the financial audit. Connect
39 Transit received an unmodified opinion, or “clean opinion,” which means that the
40 financial statements can be relied upon to get an accurate picture of Connect
41 Transit’s finances. The audit reviewed three overall areas. One was the audit of
42 basic financial statements according to accepted auditing standards (or making

43 sure that things are recorded properly for the correct period and the correct
44 amount). The auditors also examine whether the staff is following their financial
45 policies. Out of all of Squire's clients, Connect Transit is one of the most well
46 documented. The second area that is examined is an audit of federal programs;
47 Connect Transit receives federal dollars, so the auditors conduct compliance tests
48 to provide reasonable assurance that the money is being used for what it is marked
49 for. The last area that the auditors examine is state compliance. The State of Utah
50 issues a compliance guide of items for the auditors to look through each year; the
51 areas tested include budgetary compliance, fund balance, restricted taxes and
52 other related restricted revenue, fraud risk assessment, and cash management. All
53 three areas received an unmodified, or "clean," opinion, which is a testament to
54 Connect's accounting team.

55
56 B. Presentation of FY2026 first quarter financial report – Glen Schmidt, Budget
57 Committee Chair: Everything is running as expected, except in fuel prices. The
58 fuel prices have spiked, so it is an area of concern. There might be a budget
59 adjustment if needed, but there might be savings elsewhere in the budget to cover
60 the increase. Discussion about fuel. Connect was under budget for the first part of
61 the quarter, but for the last part of the quarter the prices really skyrocketed. The
62 budget was \$3.20 a gallon and the price is now \$4.56 a gallon (even for bulk
63 fuel). Fuel is purchased every 3 weeks. We have fund balance to cover the extra
64 cost on a short-term basis if needed. Discussion about accident insurance
65 recovery. One of the other biggest differences in the budget is that there were a
66 couple of accidents and then the recovery with insurance to do the repairs, which
67 is required to be reflected in the budget. The money is only used to fix buses.

68
69 C. Review of planning study – Peter Soderberg, Nelson/Nygaard: The first phase of
70 engagement is about listening to the community and identifying needs. We want
71 to hear from riders what their experience has been and how to improve service,
72 and from non-riders to see what changes could be made to attract new riders. It's
73 also about engaging with community leaders and stakeholder groups. There has
74 been a combination of virtual and in-person engagement. In this phase, we're
75 generally asking what is working well and what is not working well, as well as
76 identifying how we can improve. The focus of the board member one-on-ones
77 was getting the Board's perspectives on strengths and opportunities. During the
78 one-on-ones, there was generally a lot of agreement; meeting with each individual
79 helped to understand the unique perspectives and get a sense for the community in
80 general. Agency strengths include strong trust and support from the community,
81 financial responsibility (as evidenced by the audit), and staff recruitment and
82 retention. Possible improvement priorities include service to new destinations
83 (Brigham City, Wellsville, trails and recreation access), improved service span
84 (later evenings, earlier mornings, more Saturday service, add Sunday service),

interest in exploring new service models and ideas, and finding ways to attract new riders to the system in this growing area. The online survey has been open since April and will close at the end of May. There was targeted advertising promoting the survey through Connect Transit and municipal partners' social media accounts, Utah State University student email, and flyers on-board buses, in shelters, and at the transit center. There are nearly 550 responses to date (82 percent of respondents so far are current transit riders). The results aren't finalized, but we can share some initial results. Overall, there's a lot of support for Connect Transit with 91 percent saying that they view Connect Transit service as very or somewhat valuable and 85 percent of respondents have a favorable view of Connect Transit. Even those who don't use the transit service see it as valuable. The highest priority improvements include later evening service (49 percent of respondents), more Saturday service (44 percent), more frequent service (42 percent), and adding Sunday service (38 percent). This is indicative of a growing community with more diverse and expanding travel needs; this is something we see with agencies of this size. These priorities will be reflected in the draft service scenarios. Last week we (the consultants) were on-site for four hours for the Operator Engagement meeting (they spoke with about 40 individuals in total). These are some of the most valuable engagements because they're day in and day out seeing what is happening on the routes. The common themes included: worsening traffic congestion (Main Street and near the Walmarts), challenges with alignment and schedule on Routes 7 and 11, exceeding capacity on the Green Loop during morning peaks, opportunities for bus stop consolidation, and expanding Pool service into Nibley. The Stakeholder engagement meetings were split into two sessions with about 20 total participants (municipal partners and advocacy groups). We wanted to know where they see service going and what the priorities are for the stakeholders. The vision and priorities for service: fast, convenient, and efficient; attract new riders to the system; earlier morning and later evening service; improve bus stop amenities; add frequency; and improve travel times (more competitive with driving). The pop-up engagement events at the Transit Center engaged about 150 people over two days (also encouraging them to take the survey). The common themes: Connect Transit is working well; there is a lot of support for Connect Transit in the community; later evening service and Sunday service would help people get to and from work more easily; and new service to Wellsville or Brigham City. Some key findings from Phase 1. Connect Transit is serving the community well and has built a lot of support from riders and non-riders. Later evening service, more weekend service, and more frequent service are the most requested improvements. Overall, there are opportunities to improve efficiency and effectiveness: route realignments, exploring alternative service models (like multi-hub), expanding Pool service, and expanding to new destinations. The next step is transfer point analysis (June – July). Basically, where are the potential transfer locations outside of downtown

Logan? And how could these change how service is provided? Then comes the prioritization framework (July – August); this is in depth board engagement asking what are the top priorities for service changes? And how do we balance the tradeoffs? Following this are the service recommendations (August – October) or two to three alternative network scenarios designed to test tradeoffs. This kicks off Phase 2 of the public engagement. We want to know what are the best and worst features of each scenario? Then those strongest elements will be combined into a single preferred alternative. The planned completion of the study is early 2027. The preliminary recommendations will be made in time for the budget process in Fall 2026. Discussion about Phase 1. For an agency the size of Connect, we've had better engagement than usual. Wellsville has been approached in the past; the survey showed a 50-50 split on if people wanted service, so the mayor was not ready to put it on the ballot.

6. Management Report:

- A. Vehicle procurement update – Curtis Roberts, Administration Director: The increases in frequency to bus service has added enough mileage that it's created a need to accelerate bus purchase from 2029 to 2028. Because the timeline for ordering buses is now 2 years, we've started the process for those bus replacements. So, we will be replacing 6 of the large buses (40 foot). Discussion about the bus purchase process. Piggybacking on another contract (which is what we did) is faster than the bidding process and prices are competitive on larger contracts. The base price will be fixed after it gets through the design, but it will not be finalized until the prebuild 8 months before delivery. The timeline has steadily increased over the last ten years; ten years ago, it was 12 to 14 months and now it's 2 years. Buses are now about ¾ of a million dollars (used to be \$200 to \$300 thousand per bus).
- B. Update on Transportation Transit Investment Fund – Todd Beutler, CEO: The Transportation Transit Investment Fund or TTIF was set up by the Utah Legislature about 6 years ago. Historically, TTIF has primarily funded projects in the Wasatch front area. This past legislative session, the Legislature carved off 3 million dollars of that funding for use in bus replacement. Connect has been working with Senator Wilson and Senator Harper to demonstrate the need for TTIF funds in other parts of the state; Connect wants to demonstrate the need to make the change ongoing instead of a one-time thing. The funds will be used over the next three years and we're working cooperatively with UDOT, who has the responsibility of establishing a prioritization process to determine how the funding is allocated across the state.
- C. Update on Transportation and Infrastructure Committee Bill – Todd Beutler, CEO: Every five or so years at the national/federal level there is a transportation

bill reauthorization; the current bill expires in September. The process starts in the House in the Transportation Infrastructure Committee with the draft; the House has released the draft language and from there the Senate will do their version of the bill. The House and Senate then reconcile the differences. Todd sits on a national transit board, so he's been involved in the process; several of the things they asked for are in the draft – good indicators that they are listening to transit needs and hearing us. But it's early in the process, so the final version could be very different.

D. Employee BBQ June 23rd – Todd Beutler, CEO: A reminder about the employee BBQ; board members can cook or eat with the employees. It helps build rapport.

E. Questions for management: No questions.

7. **Board Chair Report:**

A. Recognition of Employee Anniversaries: Employee anniversaries include 28 years for Travis Mitchell (driver), 21 years for Fred Behm (operations supervisor), 18 years for Clark Winward (facility technician), 12 years for Stacey Corbridge (dispatcher), 7 years for Peter Storper (driver), 5 years for Clayton Jensen (vehicle maintenance technician), and 5 years for Darrell Knowles (driver).

B. Report on City Council Reports: Board members chatted with two city council members (one from Hyde Park and one from North Logan) at the stakeholder input event for the planning study. Lieren went and presented to Millville in April.

C. Report on DC trip: The trip to Washington DC went well. They met with Congressional staff and leaders. Representative Burgess Owens mentioned that they like to see cooperative efforts within states like what Connect has been doing with the TTIF.

8. Public comments: No comments or questions.

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

Connect Transit Transit Route Study

June Board Update

June 24, 2026

Agenda

01 | Engagement Recap

02 | Existing Conditions

03 | Service Characteristics

04 | Performance Stats

05 | Market Analysis

06 | Next Steps

Phase I Engagement Key Findings

Understanding Needs and Priorities

- Connect Transit is **serving the community well** and has built a lot of **support** from riders and non-riders
- **Later evening** service, **more weekend** service, and **more frequent** service are the most requested improvements
- There are opportunities to **improve efficiency and effectiveness** through:
 - Route realignments
 - Exploring alternative service models
 - Expanding POOL service
 - Extending to new destinations



Existing Conditions Summary

What is working well? Where are the challenges?

- **Service Characteristics**

- Route frequency
- Service span

- **Performance Statistics**

- Route level ridership and productivity
- Route level on-time performance
- Stop level ridership

- **Market Analysis**

- Population & Employment Density
- Transit Propensity Index

Route Frequency and Service Span

How often does the bus come? How early/late does the bus run?

Weekday Frequency

- **High Frequency (15 min)**
 - Blue and Green Loop
- **Standard Pulse (30 min)**
 - Routes 1-9; 12, 15
- **Low Frequency (60+ min)**
 - Route 11 – hourly
 - Route 16 – four trips per day

Saturday Frequency

- **High Frequency (15 min)**
 - None
- **Standard Pulse (30 min)**
 - Blue and Green Loop
- **Low Frequency (60+ min)**
 - Routes 1-12 – hourly
 - Route 15 – 90 minutes
 - Route 16 – no service

Weekday Service Span

	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00
Blue Loop																		
Green Loop																		
Route 1																		
Route 2																		
Route 3																		
Route 5																		
Route 6																		
Route 7																		
Route 8																		
Route 9																		
Route 11																		
Route 12																		
Route 15																		
Route 16																		

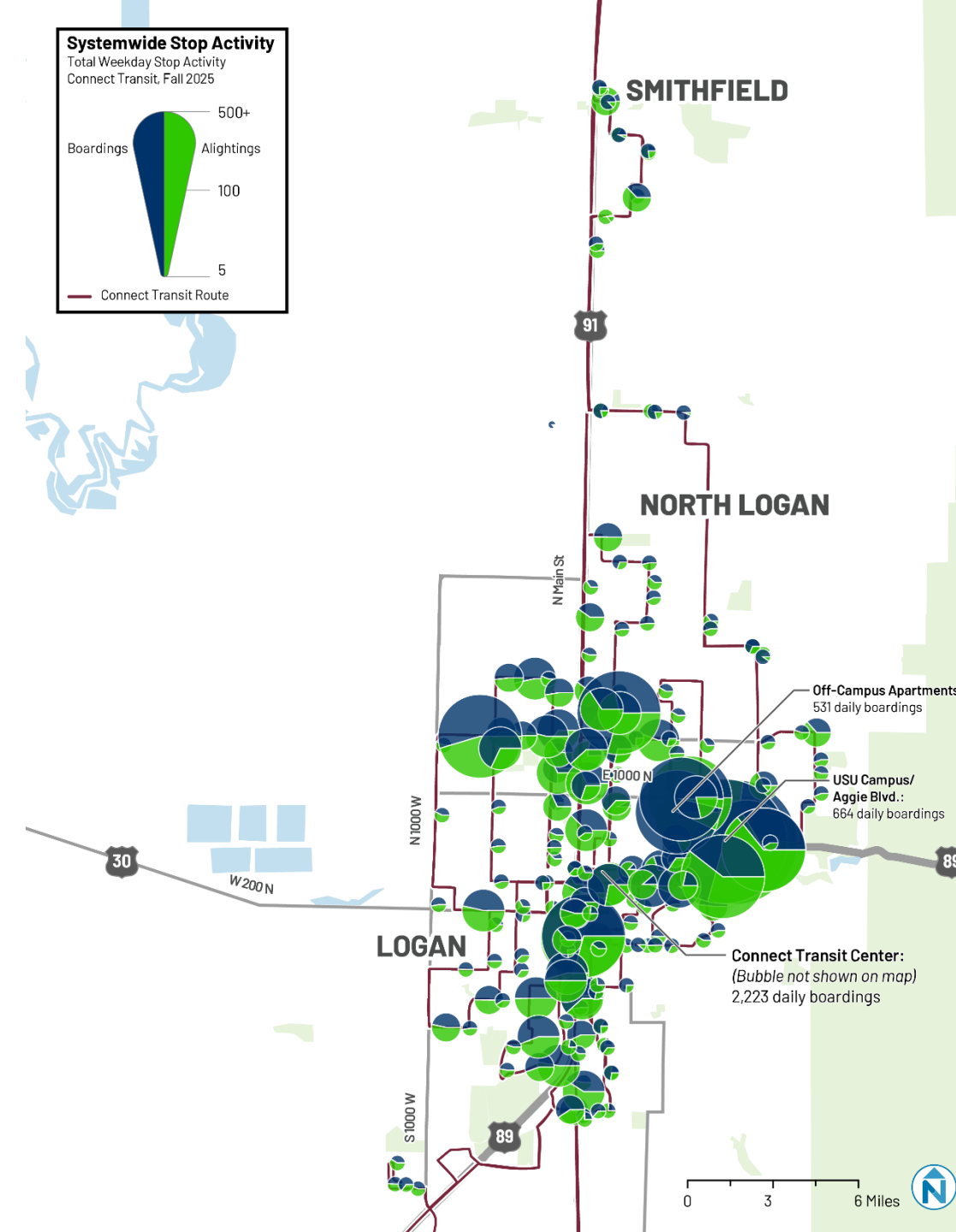
Saturday Service Span

	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00
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Stop Level Ridership

Where are riders traveling?

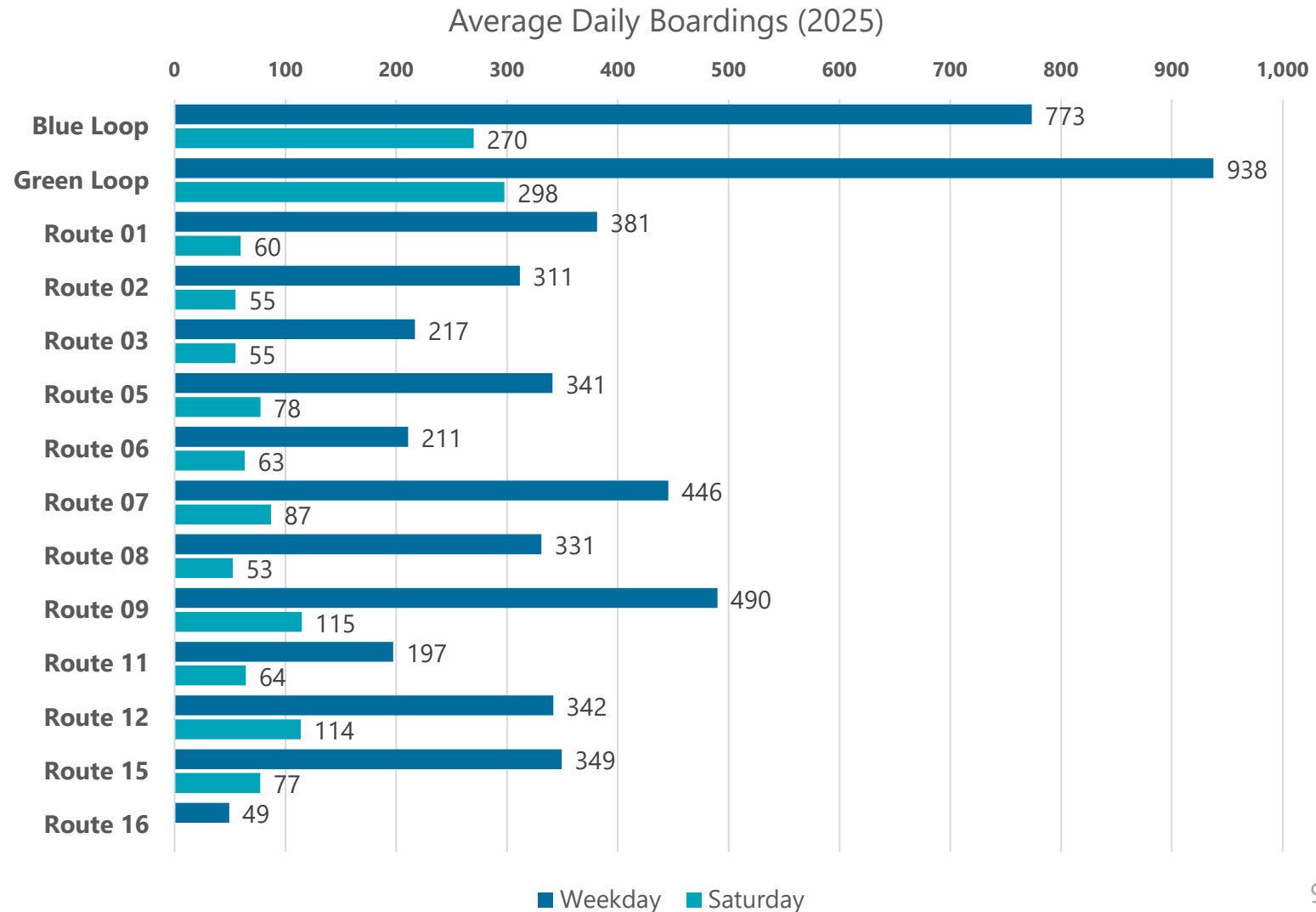
- Ridership is generally concentrated around the USU campus, Main St Corridor, and downtown Logan
- Highest ridership stops include:
 - Downtown Transit Center
 - Utah State University and off-campus housing
 - Main Street Corridor and Walmarts
 - Bridgerland Technical College



Route Level Ridership

Average daily boardings on weekdays and Saturdays for each route

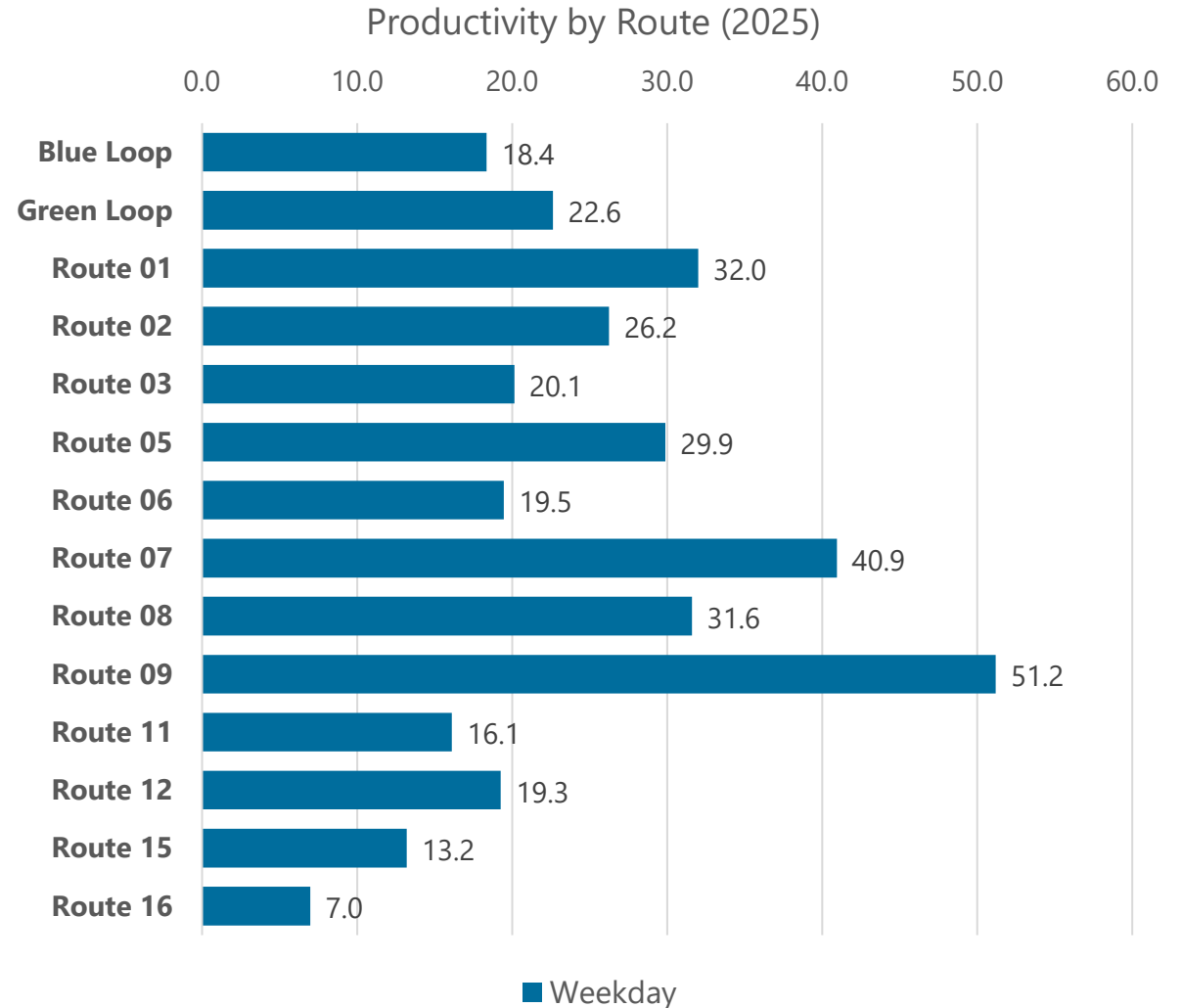
- Ridership is driven by high frequency Loop Service
 - 46% of all system boardings
- Routes 9, 7, and 1 are also high performing local routes
- Data from Fall 2025 shows Route 15 ridership may be increasing
- Routes 16, 11, 6, and 3 have the lowest ridership



Route Level Productivity

How many people are carried per hour of service operated?

- Productivity (boardings per revenue hour) is a measure of how efficiently transit moves people
- Despite high ridership, Loop routes have below average productivity
 - This suggests there may be an opportunity to more efficiently allocate resources along the Loop routes
- Routes 9, 7, and 1 have high productivity in addition to high ridership

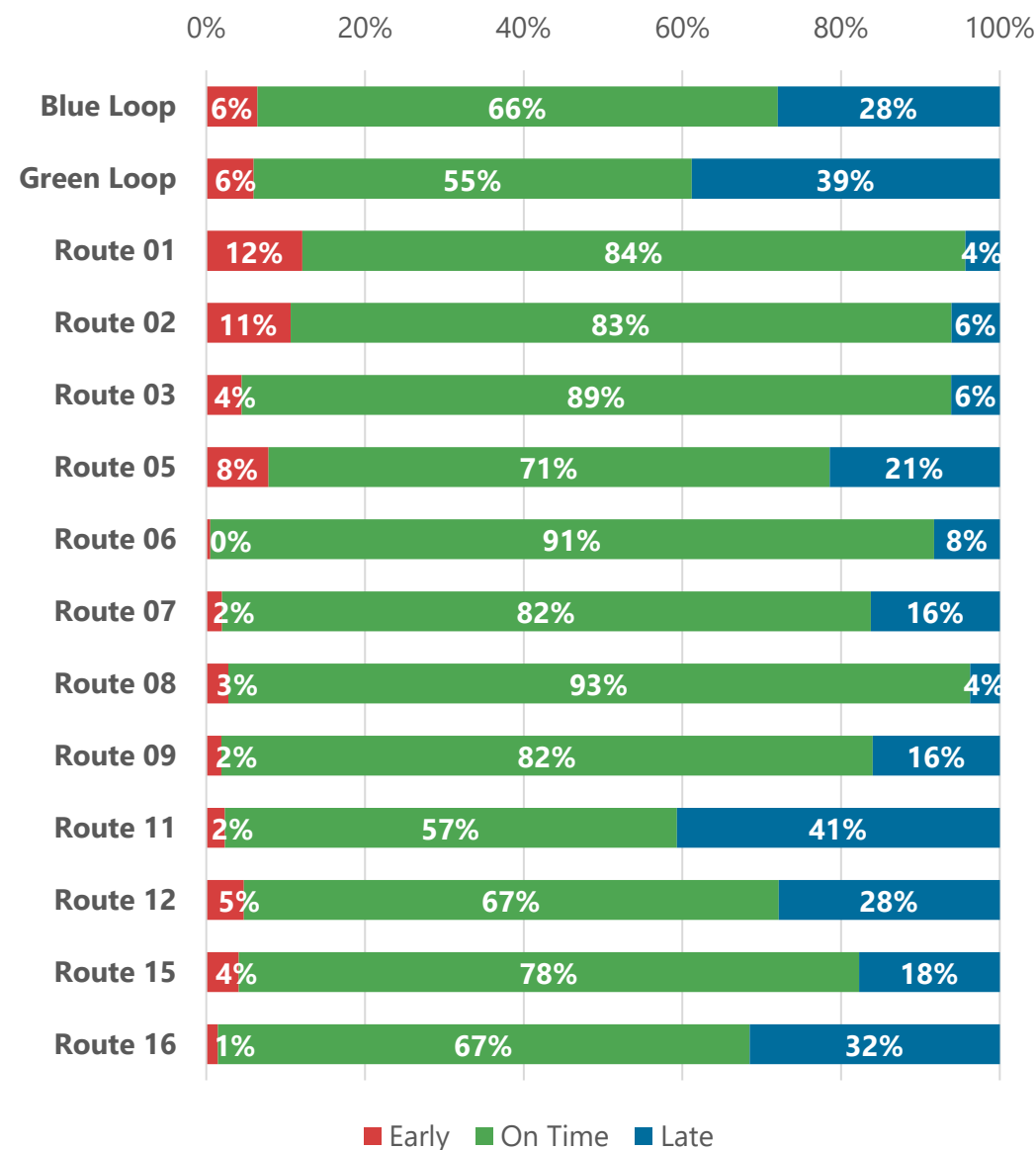


On-Time Performance (OTP)

How reliable is bus service?

- **On-Time Performance:**
 - Early – Departing over 1 min early
 - Late – Arriving over 5 min late
 - On-Time – All other trips
- Agencies typically target around 85% OTP
- Blue and Green Loop*, Route 11, and Route 16 have notably poor OTP
 - Long distances, congested corridors, highway crossings may all contribute
- Routes 1 and 2 are frequently departing early

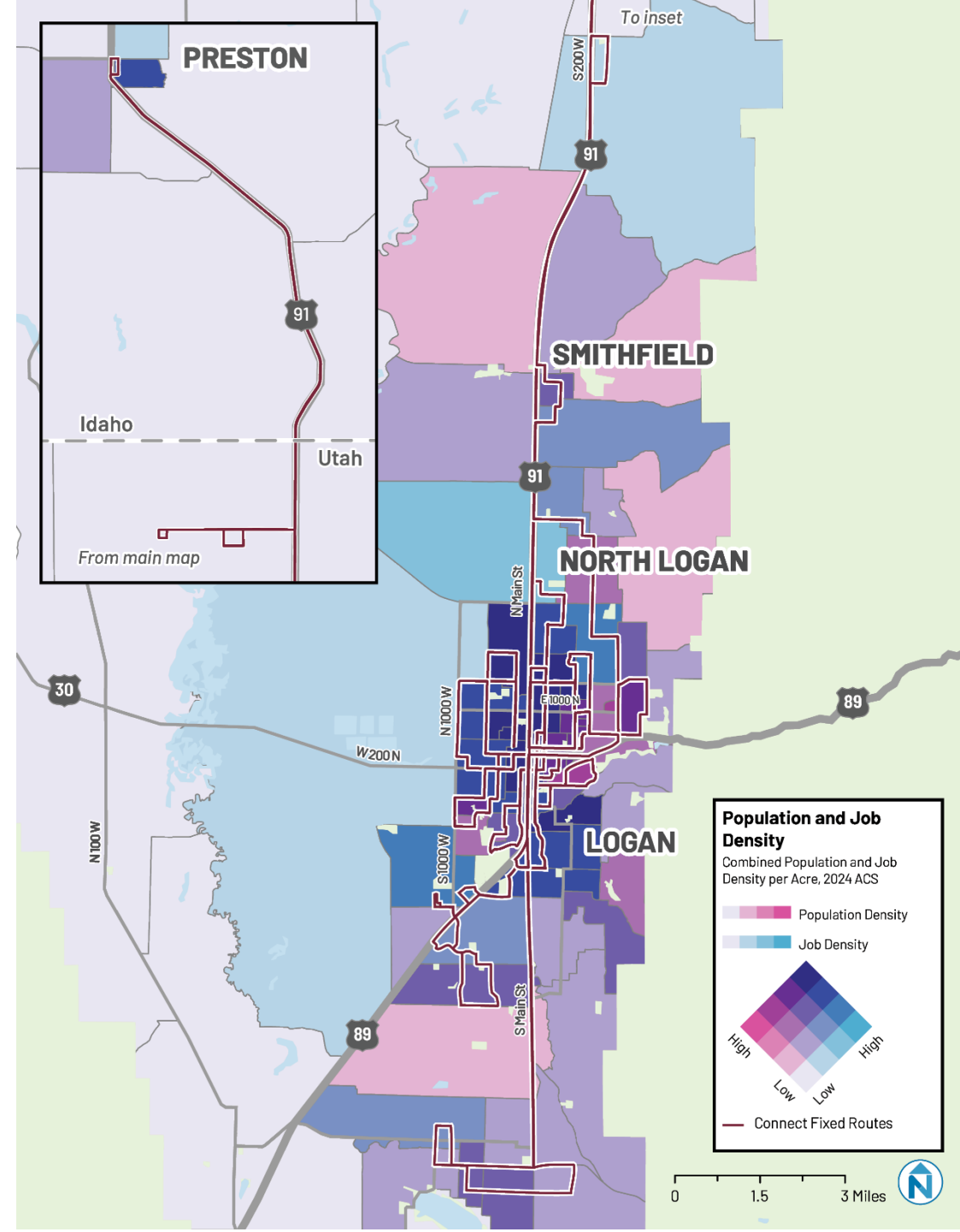
*actively adjusted to avoid bunching



Transit Demand Index

Where are population and employment density the highest?

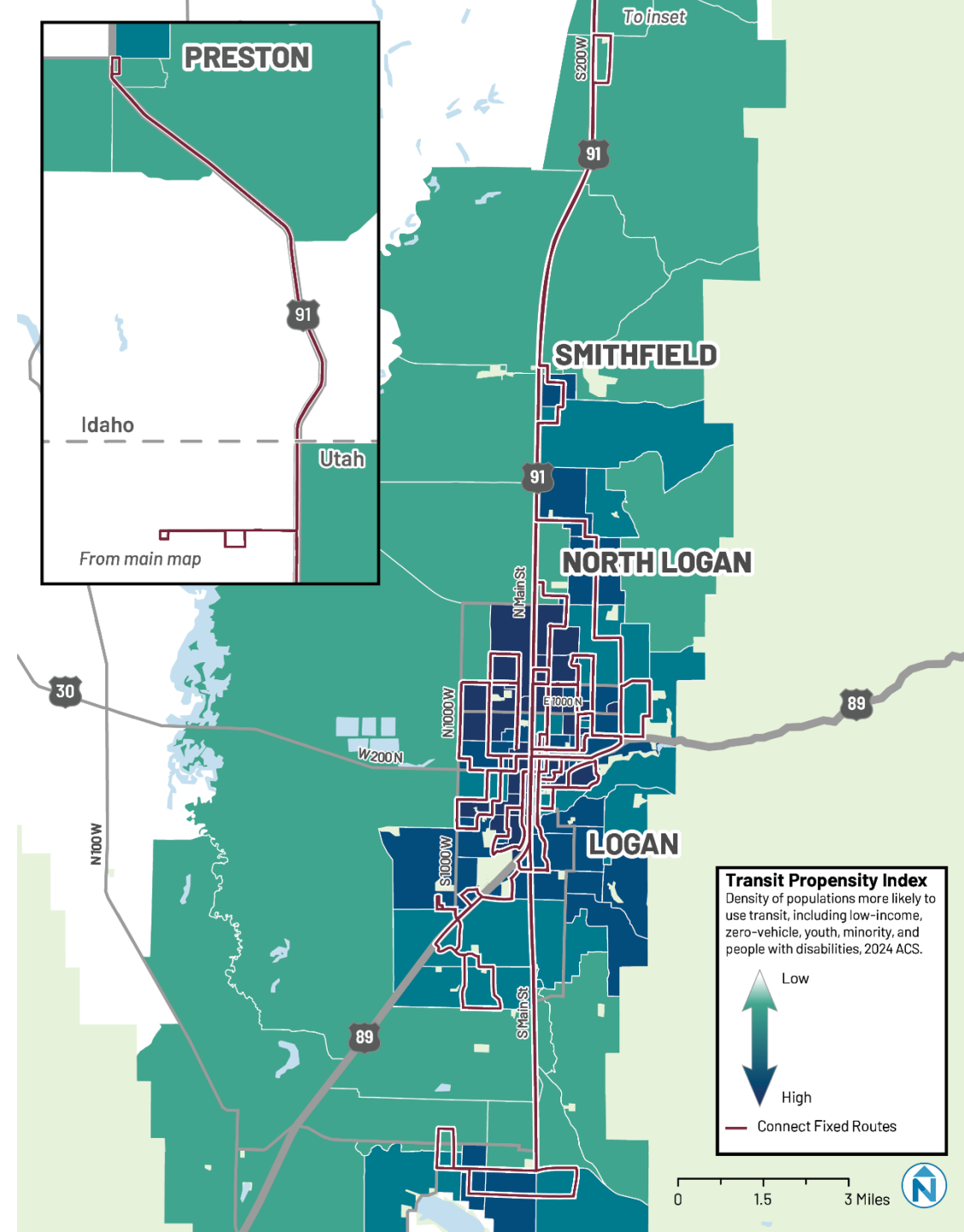
- The highest demand areas are generally well served by Connect Transit
- Population and Employment density are highest in:
 - Downtown Logan
 - Along the Main Street Corridor
 - Surrounding Utah State University
- River Heights and Providence have relatively high demand and are served by POOL service



Transit Propensity Index

Where do people who are most likely to use transit live?

- Index shows densities of people likely to ride transit, including:
 - Low-income households
 - Zero-vehicle households
 - Youth
 - Minorities
 - People with disabilities
- The highest need areas are generally well served
 - River Heights and Providence are served with POOL service



Existing Conditions Key Findings

What is working well? Where are the challenges?

- The areas with **high need** and **high demand** are both well-served by Connect Transit
- Service span is somewhat limited, particularly on Saturdays
- Ridership is driven by USU, Main Street corridor, and the high-frequency Loop routes
- Despite high ridership, the Loop routes have **below average productivity**
 - There may be an opportunity to reallocate service more efficiently
- On-time performance is notably poor on Loop routes and longer distance services like Routes 11, 12, and 16

Next Steps

Prioritization Framework and Board Workshop

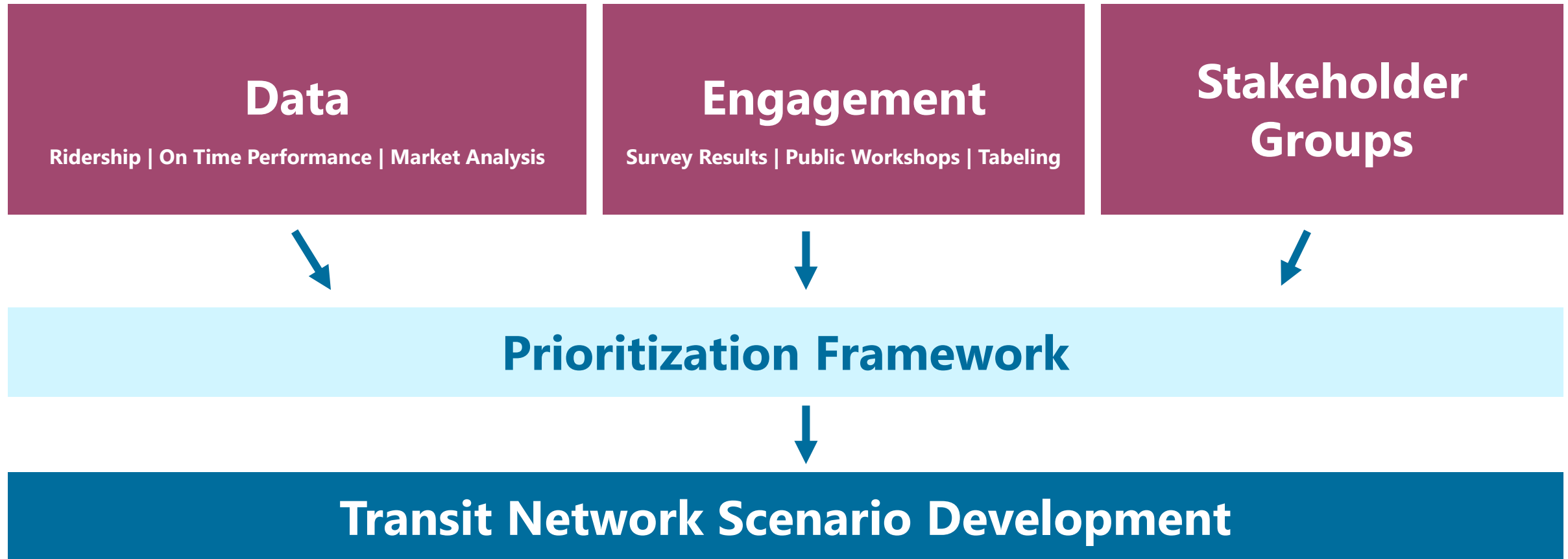
- **July 15 Board Workshop**

- Transit planning concepts and tradeoffs presentation
- Interactive transit planning game
- Discussion on tradeoffs and service priorities

- Feedback from workshop will be used to develop **prioritization framework** which will inform service recommendations
 - Ex. How well do recommendations align with identified priorities?

Study Integration

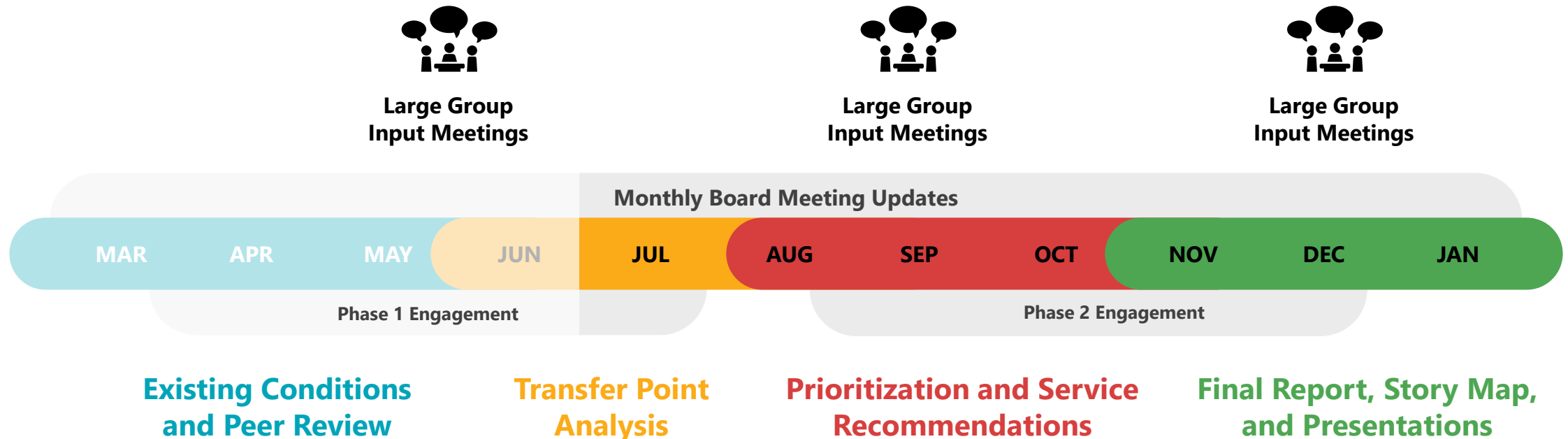
How will this information work together to create the Transit Route Study?



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