

2022 Tentative Budget Public Comment Summary

Updated 12/2/21

Public Comments

Stakeholders:

UTA received 7 responses from stakeholders confirming receipt of the Tentative 2022 Budget materials (signature sheets can be found in Appendix 1):

- Alta - objection
- Cedar Hills – no objection
- Davis County – no objection
- Mapleton – no objection
- Orem – no objection
- Roy – no objection
- WFRC

3 comments/questions from stakeholders were also submitted:

1	<p><i>Alta</i></p> <p>I DO have objections to the tentative budget. It seems misguided to me, despite UTA receiving nearly 1/3 of its income from bus services, increases to service over the next 5 years are NOT concentrated in that mode of transportation. I suggest Bus service be extended and expanded: include non-ski season buses in the canyons. Hiking, and other uses abound. Also, lengthen the hours of operations so that employees can take the bus rather than their personal vehicles. Additionally, investigate using non-polluting buses rather than diesel, as you have in North Salt Lake. I applaud the electric buses that are in-service and are expanding in UTA’s fleet; keep that going. Air quality is crucial to our quality of life throughout Utah and the West.</p>
2	<p><i>Utah County</i></p> <p>How is the public notified and invited to attend public comment as they may choose?</p>
3	<p><i>WFRC</i></p> <p>Thank you for providing this information. The budget - and budget materials - seem well constructed.</p> <p>The increase in your sales tax revenues is remarkable -- over a five-year period from \$245M to \$419M!</p> <p>One question I/we have that's not clear to us is how the \$390M in federal stimulus funds have been used (to this point). Those funds exceeded the losses in revenues from fares and advertising and one-year decrease in federal preventive maintenance (why did that happen?). It doesn't seem that the expenses increased, nor did reserves or debt service payments.</p> <p>We're excited about the opportunities for the \$20M in partner funds. We are discussing that internally and will be back in touch in the near future with potential concepts.</p>

Public:

5 comments from members of the public were received regarding the 2022 Tentative Budget (as of 12/1/21).

1	<p><i>George Chapman</i></p> <p>Implement \$1 fare for buses to research the real fare elasticity. You may find it is better for ridership and revenue.</p>
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Enforce mask mandates. 50% of buses that I have ridden in the last month have had riders without masks.

If UTA wants more than a 4% increase in ADA riders, put a bigger canopy from the shelters over the sidewalk to near the bus stop curb. Tell drivers to actually get 6 inches from the curb and enforce/ticket those who make it hard to get to the curb (200S at 870E is a big problem).

Put in real time bus arrivals at the stop. Watch how often riders at stops step into the street to see if the bus is coming.

UTA would get better ridership increases with electric bus implementation. I remind UTA that your predictions on ridership have been way off. The predicted ridership for 35MAX was over 5000 but was 3200. S-Line promised 5000 but got 1300/day. Airport was predicted to be over 5000 a day but was around 1100 a day before the pandemic. Recognize that when people see the significant pollution increase from FrontRunner double tracking with the predicted 7500 more riders a day, there will be a big backlash. And pollution increases from removing 2 lanes of traffic for BRTs in order to get 2000 riders a day onto UTA vehicles is not decreasing pollution.

UTA also increases pollution by backing up traffic by waiting in the travel lane! The worst increase in pollution is the 500 East bus that may be forced to drive 5MPH southbound! Clean diesels need higher speeds to be clean.

And the noise of buses in canyons is a big complaint from residents and users. Buy more electric buses and use them in the sound constrained canyons.

UTA should not go into TOD joint development but should rent properties to developers like many other transit agencies.

The depot district bus garage is going to quickly be out of date and inefficient since the outlying areas deserve the bus garages, smaller bus garages and electric buses. UTA should stop pouring money into this gold plated elephant.

Stop covering up windows and operating buses like above ground subways.

And I still think BRT seating is unsafe.

2 *Cali McMurtrey*

I am disappointed to not see the removal of fares in your budget. It accounts for only 5.7% of revenue, and fares prevent the most vulnerable and those most in need from riding transit. As a landlord I have seen this with my tenants. As Covid hit hard at the most vulnerable in our population, I think this should be a priority. The first two weeks of a job don't have a paycheck, but still require transit. If someone cannot get to their job they cannot get that paycheck. I used to find it incomprehensible that a bus fare would prevent people from a job until I saw it firsthand. I now let my tenant use my farepay card. Either way someone pays - either private people (like me) stepping in, or loss of tax income because my tenant can't get a job or can only get one of the few jobs (if any) in walking distance).

If UTA is to serve the public interest, then it must serve the most vulnerable populations, those most in need of transit. I would like to see the budget revised to remove fares. If it can be removed in part (for the airport service, for Salt Lake City) it can be removed in full. I have full faith that UTA can still accomplish meaningful

	goals with 94% or more of its budget, but the most meaningful goal is helping those in need to get back on their feet through empowering them through transportation.
3	<p><i>Joshua Prettyman</i></p> <p>I would love to see more service on frontrunner and an extension further south. At least to Payson. It would open up a lot of possibilities.</p>
4	<p><i>Logan Millsap</i></p> <p>Advertisements that cover the windows of buses severely degrade the rider experience. Looking through ad mesh is worse than looking through a filthy, grimy window. They makes buses feel dim and cave-like. They block the view, making the journey less pleasant (and contributing to motion sickness for some riders). And at night they make it nearly impossible to see out of the windows in order to know where you are (more than once I have missed my stop due to this issue).</p> <p>It says to riders, "The people outside the bus viewing this ad are more important than the people inside the bus trying to see through this ad."</p> <p>Advertising provides only 0.2% of UTA's operating revenue, which I think is a poor return for the negative effect it has on riders' experience. Why should we expect anyone to willingly choose transit if they can't even see out of the windows?</p> <p>I understand that 0.2% is still a sizable amount in dollars. I request that in future, advertisements simply not be allowed to cover the windows. They should be placed below the window line.</p>
5	<p><i>Linda Kemmer</i></p> <p>I got an email about the 2022 budget and wanted to chime in. What is happening with the 5600 west/mountain view corridor transit project? For a long while I've seen a UTA sign (similar to what I see near trax stations/bus depots) on the east side of the 5600 w/3500 s intersection. Is that part of this transit project? Please fill me in. Is TRAX going to be extended to 5600 W??? I WOULD LOOOVE THAT. I would take trax so much more if it went to 5600 west.</p> <p>Also, I have taken some photos of the two bus stops nearest my home. I wanted to submit some feedback regarding these two stops. Is this the email I can send those pictures to or is it another email? I've been wondering if I need to send them to UDOT as well since part of my idea/feedback involves adding a crosswalk that isn't currently there. Again, I'd take the BUS even more if I could easily cross the street to get to the eastbound stop.</p>

UTA Tentative 2022 Budget - Signature Sheet

I, Margaret Bourke, representing myself as one resident & a Councilwoman from the Town of Alta,

have received a copy of the Utah Transit Authority's Tentative Budget for 2022.

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: Margaret Bourke

Date: November 29, 2021

Printed Name: Margaret Bourke

Title: Councilwoman Town of Alta

Please return to UTA:

By emailing: boardoftrustees@rideuta.com

By mail: Attention: Board of Trustees
Utah Transit Authority
669 West 200 South
Salt Lake City, UT 84101

I DO have objections to the tentative budget. It seems misguided to me, despite UTA receiving nearly 1/3 of its income from bus services, increases to service over the next 5 years are NOT concentrated in that mode of transportation. I suggest Bus service be extended and expanded: include non-ski season buses in the canyons. Hiking, and other uses abound. Also, lengthen the hours of operations so that employees can take the bus rather than their personal vehicles. Additionally, investigate using non-polluting buses rather than diesel, as you have in North Salt Lake. I applaud the electric buses that are in-service and are expanding in UTA's fleet; keep that going. Air quality is crucial to our quality of life throughout Utah and the West.

UTA Tentative 2022 Budget - Signature Sheet

I, Denise Andersen, representing Cedar Hills,

have received a copy of the Utah Transit Authority's Tentative Budget for 2022.

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: Denise Andersen

Date: 11/16/21

Printed Name: Denise Andersen

Title: Mayor, Cedar Hills

Please return to UTA:

By emailing: boardoftrustees@rideuta.com

By mail: Attention: Board of Trustees
Utah Transit Authority
669 West 200 South
Salt Lake City, UT 84101

UTA Tentative 2022 Budget - Signature Sheet

I, Bob Stevenson, representing Davis County,

have received a copy of the Utah Transit Authority's Tentative Budget for 2022.

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: 11/22/21

Printed Name: Bob Stevenson

Title: Chair Davis County Commission

Please return to UTA:

By emailing: boardoftrustees@rideuta.com

By mail: Attention: Board of Trustees
Utah Transit Authority
669 West 200 South
Salt Lake City, UT 84101

UTA Tentative 2022 Budget - Signature Sheet

I, Cory Branch, representing Mapleton City,
have received a copy of the Utah Transit Authority's Tentative Budget for 2022.
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: Cory Branch

Date: 2 December 2021

Printed Name: Cory Branch

Title: City Administrator

Please return to UTA:

By emailing: boardoftrustees@rideuta.com

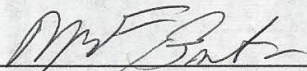
By mail: Attention: Board of Trustees
Utah Transit Authority
669 West 200 South
Salt Lake City, UT 84101

UTA Tentative 2022 Budget - Signature Sheet

I, MAYOR BRUNST, representing CITY OF OREM

have received a copy of the Utah Transit Authority's Tentative Budget for 2022.

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: 10/30/21

Printed Name: RICHARD F BRUNST

Title: MAYOR OF OREM

Please return to UTA:

By emailing: boardoftrustees@rideuta.com

By mail: Attention: Board of Trustees
Utah Transit Authority
669 West 200 South
Salt Lake City, UT 84101

UTA Tentative 2022 Budget - Signature Sheet

I, ROBERT DANDOOY, representing Roy City,

have received a copy of the Utah Transit Authority's Tentative Budget for 2022.

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: 18 Nov 2021

Printed Name: ROBERT E. DANDOOY

Title: MAYOR, Roy City.

Please return to UTA:

By emailing: boardoftrustees@rideuta.com

By mail: Attention: Board of Trustees
Utah Transit Authority
669 West 200 South
Salt Lake City, UT 84101