



Utah Transit Authority

Board of Trustees

MEETING MINUTES - Draft

669 West 200 South
Salt Lake City, UT 84101

Thursday, November 4, 2021

3:30 PM

FrontLines Headquarters

Public Hearing - 2022 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 3:30 p.m.

2. Pledge of Allegiance

Attendees recited the Pledge of Allegiance.

3. Safety First Minute

Daniel Riley, UTA Manager of Security, delivered a brief safety message.

4. Budget Overview

a. UTA Tentative 2022 Budget Overview

Bill Greene, UTA Chief Financial Officer, provided an overview of the tentative 2022 budget. He reviewed proposed service changes, operating budget expenses by office, operating budget expenses by category, and changes in fulltime employee (FTE) headcount. Mr. Greene then summarized the capital budget, including detail by project, detail by asset management (state of good repair), and five-year capital plan. He summarized funding sources and associated uses and outlined next steps.

Discussion ensued. Questions on inflation adjustments and fuel price forecasts were posed by the board and answered by Mr. Greene.

5. Public Comment

In Person Comment. No in person comment was given.

WebEx Comment. Comment was given via WebEx by George Chapman. Mr. Chapman provided comment on a number of topics, which he also sent to the agency via email. The text

of Mr. Chapman's email is included as Appendix A to these minutes.

Online Public Comment Summary. Online public comment was read into the record by Megan Waters, UTA Community Engagement Manager, and is included in Appendix B to these minutes.

6. Adjourn

A motion was made by Trustee Acerson, and seconded by Trustee Holbrook, to adjourn the public hearing. The motion carried by a unanimous vote and the hearing adjourned at 4:00 p.m.

Transcribed by Cathie Griffiths
Executive Assistant to the Board Chair
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, audio, or video located at <https://www.utah.gov/pmn/sitemap/notice/712393.html> for entire content.

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

Approved Date:

Carlton J. Christensen
Chair, Board of Trustees

Appendix A

**WebEx Comment
Public Hearing - 2022 Tentative Budget**

From George Chapman:

Implement \$1 fare for buses to research the real fare elasticity. You may find it is better for ridership and revenue.

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 pther 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.

Appendix B

Online Comment Public Hearing - 2022 Tentative Budget

From Cali McMurtrey:

Hello,

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.

From Joshua Prettyman:

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.

From Logan Millsap:

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).

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."

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?

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.

Thank You.