



# Utah Transit Authority

## Board of Trustees

### MEETING MINUTES - Draft

669 West 200 South  
Salt Lake City, UT 84101

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Thursday, October 10, 2024

5:00 PM

FrontLines Headquarters

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#### Public Hearing - 2025 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. Note that an informational public open house began at 5:00 p.m.

#### 2. Pledge of Allegiance

Attendees recited the Pledge of Allegiance.

#### 3. Safety First Minute

Alisha Garrett, UTA Chief Enterprise Strategy Officer, delivered a brief safety message.

#### 4. Budget Overview

##### a. UTA Tentative 2025 Budget Overview

Jay Fox, UTA Executive Director, reviewed the 2025 budget approach, guiding priorities, and alignment with the agency's strategic plan.

Brad Armstrong, UTA Director of Budget & Financial Strategy, provided an overview of the 2025 operating budget, including expenses by category, office, mode, and full-time equivalents (FTEs), along with a summary of the 2024 capital budget.

Fox described several initiatives included in the 2025 budget.

Armstrong concluded by outlining the budget approval process.

#### 5. Public Comment

Jolisha Branch, UTA Public Hearing Liaison, provided information on the public comment

period on the tentative budget. The public comment period is currently open. Comments are welcome and can be submitted through 5:00 p.m. on November 6, 2024, through any of the following ways:

- Email: [hearingofficer@rideuta.com](mailto:hearingofficer@rideuta.com) <<mailto:hearingofficer@rideuta.com>>
- Phone: 801-743-3888
- Mail: Utah Transit Authority, C/O Jolisha Branch, 669 W 200 S, Salt Lake City, UT 84101
- Website: [www.rideuta.com/budget](http://www.rideuta.com/budget) <<http://www.rideuta.com/budget>>

### **In Person/Virtual Comment**

In person comment was given by Mary Rose Eargle, Adam Danos, and Claudia Johnson.

Virtual comment was made by Zach Scriven.

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

### **Online Comment**

No online comment was received for today's meeting.

## **6. Adjourn**

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 5:59 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 or audio located at <https://www.utah.gov/pmn/sitemap/notice/943021.html> for entire content. Meeting materials, along with a time-stamped video recording, are also accessible at [https://rideuta.granicus.com/player/clip/326?view\\_id=1&redirect=true](https://rideuta.granicus.com/player/clip/326?view_id=1&redirect=true).

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

Approved Date:

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Carlton J. Christensen  
Chair, Board of Trustees

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**Appendix A****Transcript of Public Comment****Mary Rose Eargle:**

So, my name is Mary Eargle or Mary Rose Eargle. So, I'm here today with the Neuro Inclusive Autism Community Coalition, and I'm actually giving comment on behalf of one of our members whose name is Gregory Crowley. So let me just pull up what he sent me. He sent me. So, Gregory uses UTA On Demand and he suffers from epilepsy. He's also a self-advocate on the spectrum. On the spectrum, so he's really dependent on transportation and so he uses UTA On Demand to get to like the trains and the TRAX. So, he just wanted to bring up expanding services to the area out of 5600 W and make it to at least to the Mountain View Corridor. So, he experiences, he has to go up a big hill, and it's hard for him. He can't walk very well, and he has a lot of health issues. And he also has to cross this busy intersection, and there's a divider. But that's just how the boundaries happen to be set up. So, so that's his comment today. He just wanted to advocate for UTA On Demand. He thinks it's a great service and expanding that just a little farther. So, thank you.

**Adam Danos:**

Well, good evening. UTA board members. My name is Adam Danos, and I am the local group coordinator of Neuro-Inclusive Autism Community Coalition. I'm here today to advocate for change for TRAX Blue Line. And the TRAX Blue Line is really kind of outdated compared to Red and Green Line trains. So, the main problem is though for TRAX Blue Line is that people will have to use the accessibility ramp to get groceries in and put heavy bikes in. Like especially on my part where I brought my bike on the ramp. I was barred from the Blue Line to go get home. And so, since my bike is really heavy, it's really kind of not worth bringing that heavy bike up the stairs. And so, there was an article out there on KSL that does explain about a grant that UTA got. It was back in the 2023. They did say they got a grant, but the where's the newer cars today? So, at our CAT team meeting that you just had last week you did address about some problems that you had for the TRAX Blue Line. And so, we did advocate for this change, and we did bring up that we're kind of expecting that change to happen or wanting them kind of expecting this to happen like before 2030. Because with the Olympics coming here in 10 years, this is a big step that UTA needs to consider if they want to improve their transit service. And from the way I see the TRAX Blue Line, the service is really kind of since you only get on one car from the accessibility ramp, we want the cars to be low leveled. And so, I have to give this announcement and address that to y'all. So, thank you so much for your time for my comment and I look forward to talking to y'all soon.

**Claudia Johnson:**

My name is Claudia Johnson, and I used to come here on a regular basis for the regular board meetings and I've enjoyed it, and I was impressed that somebody came and actually talked and addressed it. I was also impressed the fact that you addressed didn't solve the problem, but you addressed that back. And I'm sure you have a little more comfort of knowing they are working on it. It may not be when your timeframe, but that happens, and I appreciate being able to stand up and tell you that I see you're doing the right things. It's not perfect, but when none of none of us are perfect and we're all learning, and if the public would take the time to come in and give the feedback, I think they would be surprised that they're not just going to be given a run around, but they're actually going to listen. And as I mentioned to several of you earlier, it's been fun to have come to the board meetings in the previous life because I can see the impact that I may have had on the board on UTA or some of the other clients, because I've been able to be a voice which somebody hasn't, and I appreciate that. But I really appreciate that you're giving some feedback now, because you need those warm fuzzies no matter what. And thanks for putting up with me, even though I didn't fill out a card.

**Zach Scriven:**

Awesome. Hey. Hey, guys. I'm Zach Scriven. I'm a resident of Salt Lake City, and I'm an avid user of the UTA services. When I first moved here three years ago, I was not a transit user, and I've since fallen in love with the TRAX, the FrontRunner, and even taking the bus for the first time. I commend UTA for

looking at things holistically. I noticed you guys talked about the One UTA plan. I think that's really awesome. You know the I hear the FrontRunner has double tracking and great separation in its future plan. I think that would be a great objective to accomplish. Increasing service and reliability of the for the FrontRunner. So, my comment is about rather than having a siloed or ad hoc grade separation project is to encourage UTA to look at a unified plan. I'm here to talk about the Rio Grande Plan. Every and, and more specifically about the cost. Everyone wants to talk about the cost of doing the Rio Grande Plan, but let's look at the cost of not doing it. As you guys know, the North Temple viaduct cost \$70 million in 2010. That'd be about ninety \$99 million today. Granted, you know all those grade crossings may not be as complicated like with the TRAX flying over it and that kind of thing, but Rio Grande plan removes 8 at-grade crossings. That's 900 S, 800 S, 200 S, 300 N, 400 N, 600 W, 800 W, 900 W. Not only that, it opens up two, three previously closed streets, 200 N, 50 N, and 700 S. If you're calculating that would be almost a billion dollars to do in an ad hoc manner. In other words, it's going to be almost as expensive as the Rio Grande Plan, and it doesn't open up any land for redevelopment. Oh, not to mention the new UTA headquarter building, the value. You guys' value could go up, potentially with the with the increase of transit-oriented development that the Rio Grande Plan offers. The stand-alone grade separation projects do not accomplish this. So, let's do it the right way. We need to budget from the UTA in 2025 to study the plan and incorporate it into a 10-year vision. Let's fast track the Rio Grande Plan. Thank you.