

UTA Board of Trustees Meeting

April 13, 2022



Call to Order and Opening Remarks



Pledge of Allegiance



Safety First Minute



Public Comment

Live comments are limited to 3 minutes per commenter

Public comment was solicited prior to the meeting through alternate means, including email, telephone, and the UTA website

Any comments received through alternate means were distributed to the board for review in advance of the meeting



Consent Agenda

- a. Approval of March 23, 2022 Board Meeting Minutes
- b. Canadian Travel Approval



Recommended Action **(by acclamation)**

Motion to approve consent agenda



Reports



Executive Director's Report

- FrontRunner Service – Removal of Comet Cars
- Employee Commendation – Officer Nicole Ravens
- Bus Maintenance Roadeo



FrontRunner Service – Removal of Comet Cars



Employee Commendation – Officer Nicole Ravens



Bus Maintenance Roadeo



Overall Results

Place	Business Unit	Employees
1st	Meadowbrook	Christian Shelley, Jason Ball, Gabe Romero
2nd	Riverside	Luis Martinez-Ramirez, Ramses Sandoval, and Dayton Chaves
3rd	Ogden	Ryan Lee, Todd Nelson, Andrew Maxwell
4th	Central	Tai Huynh, Courtney Godfrey, Chris Godfrey
5th	Meadowbrook 2	Josh Haddenham, Chad Hardy, Daryl Christenson
6th	Central 2	Bryan Eaton, Austin Colley, Jerry Li





Free Fare February Report



Overview

- Goals
 - Reduce emissions during poor air quality season
 - Honor Olympic legacy
- Collaborative initiative
- Ridership increases, including new markets
- Positive community & rider response



Partners & Funding

- Sponsored Funding

Sponsor	Amount Contributed
Wasatch Front Regional Council	\$ 500,000
Mountainland Association of Governments	\$ 300,000
Salt Lake City	\$ 135,000
Salt Lake County	\$ 100,000
Utah Division of Air Quality	\$ 78,000
Total	\$ 1,113,000

Partners & Funding

- Pass Partner Funding

Contributions to Free Fare February by Amount	Number of Pass Partners
Over \$100,000	3
\$50,000-\$99,999	4
\$25,000-\$49,999	7
\$10,000-\$24,999	8
\$1,000-\$9,999	37
<\$1000	37
Total Pass Partners	96
Total Revenue	\$1,400,000

Thanks to our Pass Partner Programs for their contributions!

- University of Utah
- Solitude
- Brigham Young University
- Utah Valley University
- Snowbird
- Fidelity
- Weber State University
- The Church of Jesus Christ of Latter-day Saints
- High Valley Transit
- State of Utah
- Brighton
- Salt Lake City (Hive Pass)
- Salt Lake Community College
- Intermountain Healthcare
- Alta
- Utah Association of Public Charter Schools
- Powder Mountain
- Snowbasin Resort
- Lucid Software
- Zions Bank
- ARUP
- Work Activity Center And more!

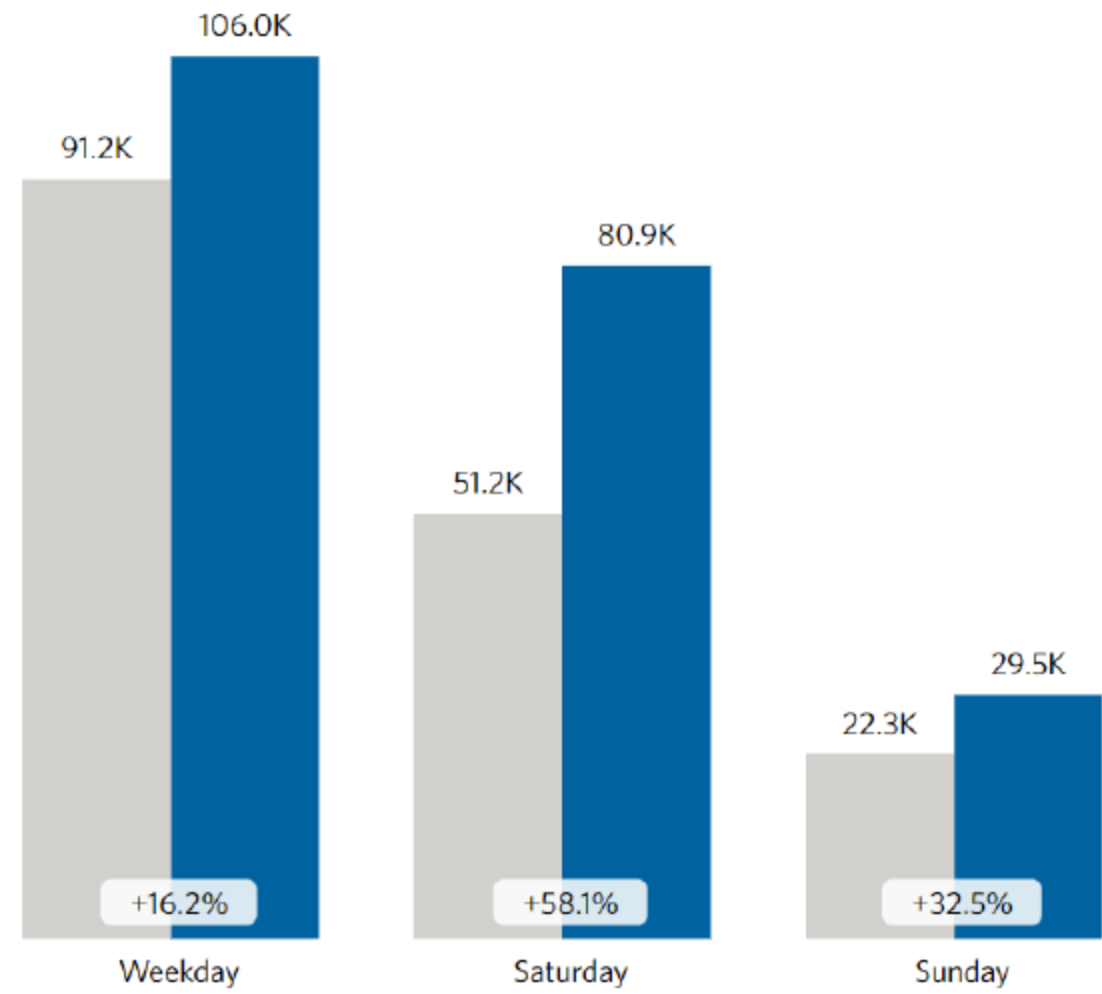


Ridership

- Ridership increased on all modes on most days (with the exception of UVX)
- Largest increases were observed on weekend days

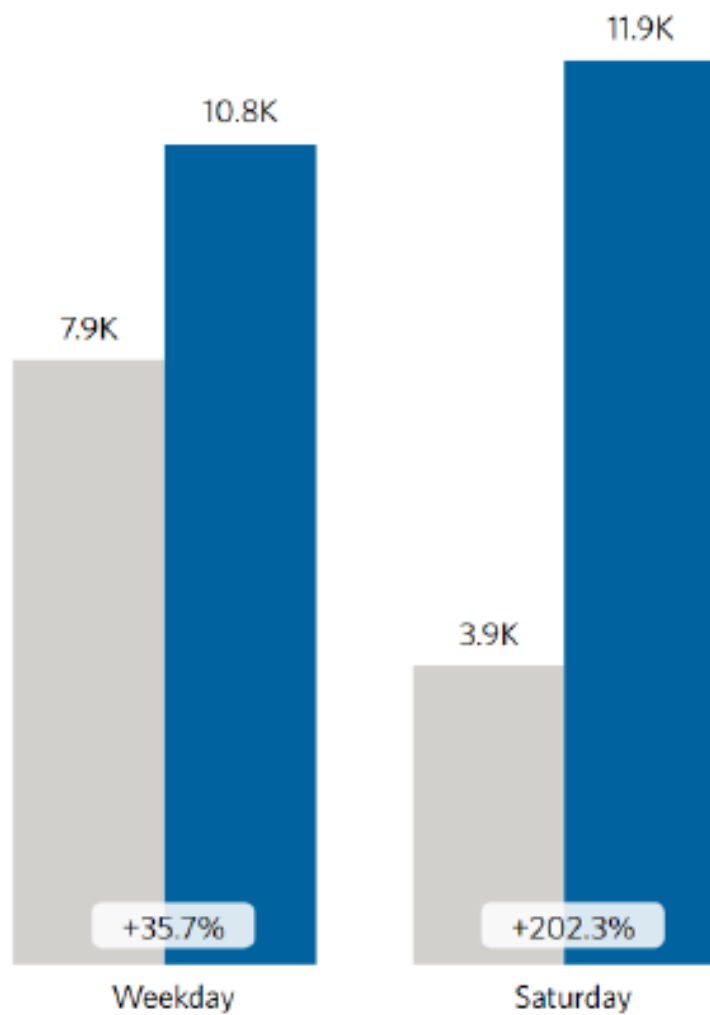
UTA Average Daily Ridership - All Modes

Month ● Jan 2022 ● Feb 2022



FrontRunner - Average Daily Ridership

Month ● Jan 2022 ● Feb 2022



Informing the Future

- Ridership information from FFF will be used by UTA Planning to inform near- and long-range planning efforts
- Monitoring ridership ongoing to understand sustainability of February increases
 - Rideuta.com/Data



Rider Survey

- Rider surveys were distributed by UTA staff during February at on-system locations throughout the service area
- Convenience sample, riders opted into taking the survey
- Survey was 10 questions, available online in Spanish & English
- 5,238 surveys were submitted

Give us your feedback on
**FREEFARE
FEBRUARY**



www.rideuta.com/freefare

Scan the code for a chance to win
free transit for a year and
other great prizes

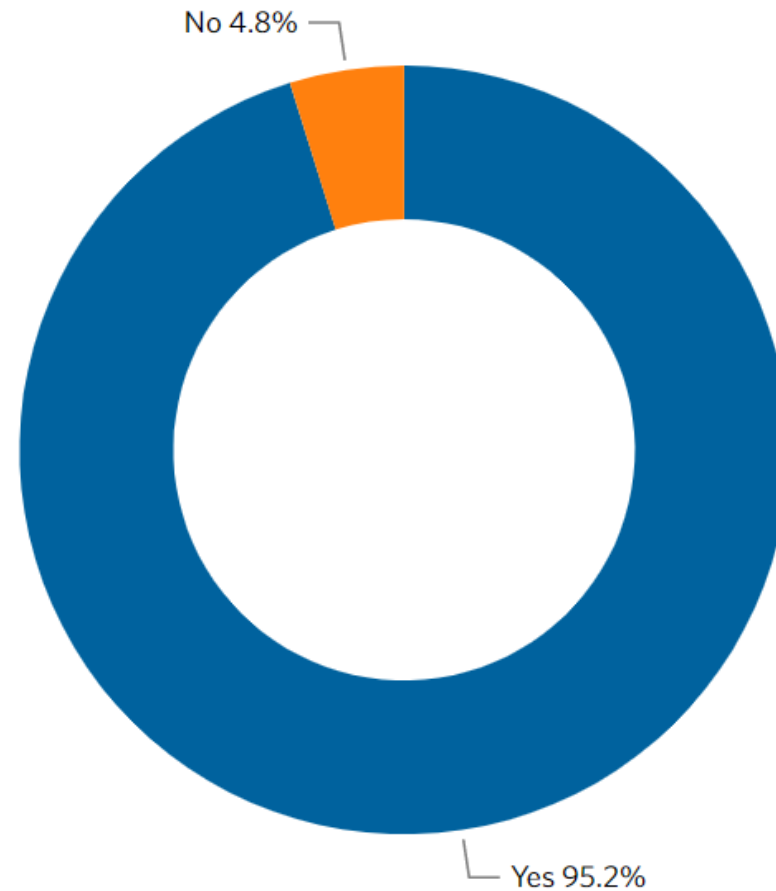
UTA 



Awareness

- 95.2% of survey participants indicated that they were aware that all UTA services were free during February.

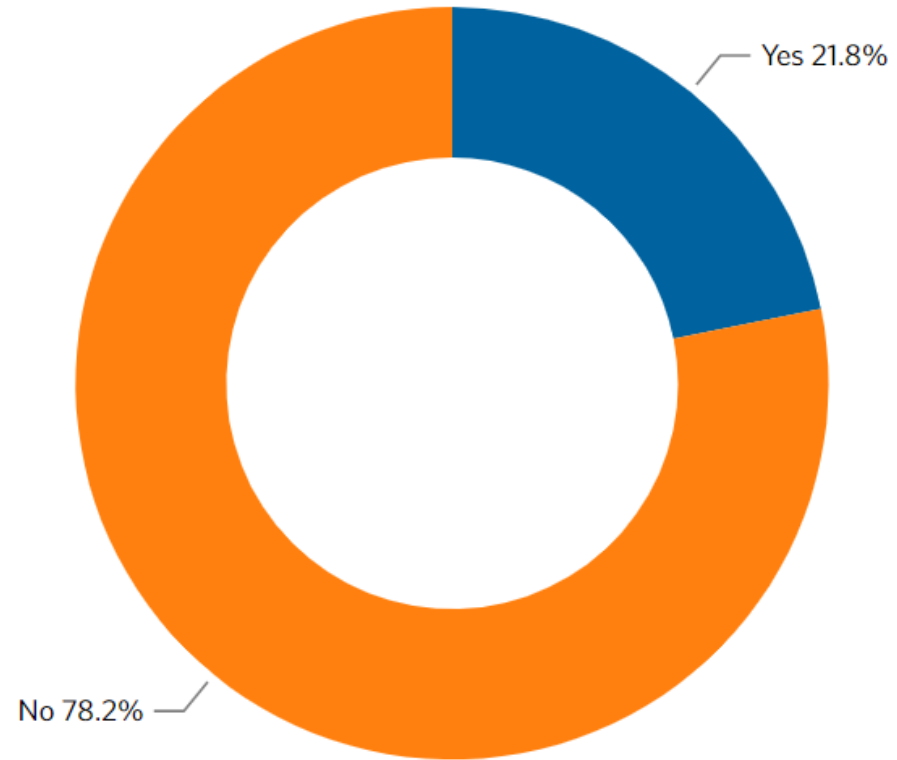
Do you know that all UTA services are free during the month of February?
(5082 Respondents)



New Riders

- Over 1/5 of survey participants indicated they were new to riding UTA

Are you new to riding UTA?
(5077 Respondents)



Riding Because It's Free

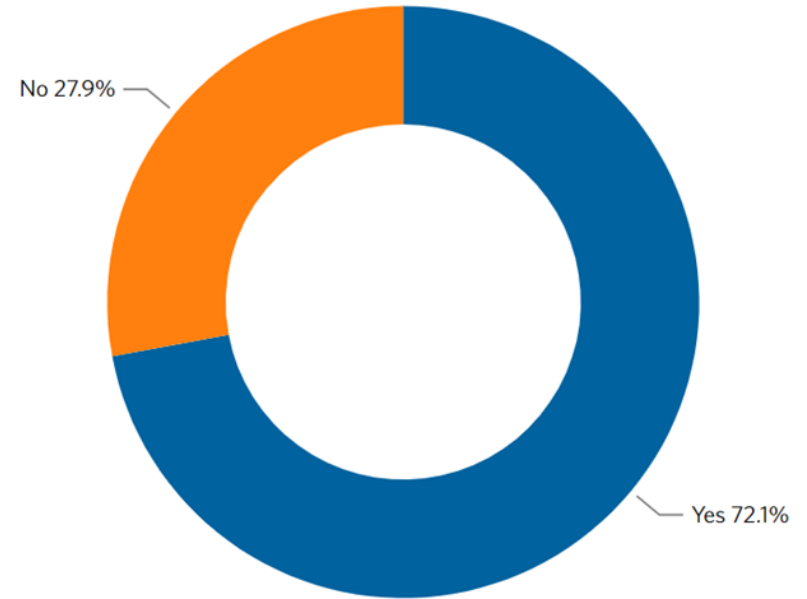
All Survey Participants

Are you riding this month because it is free?
(5076 Respondents)



New Riders Only

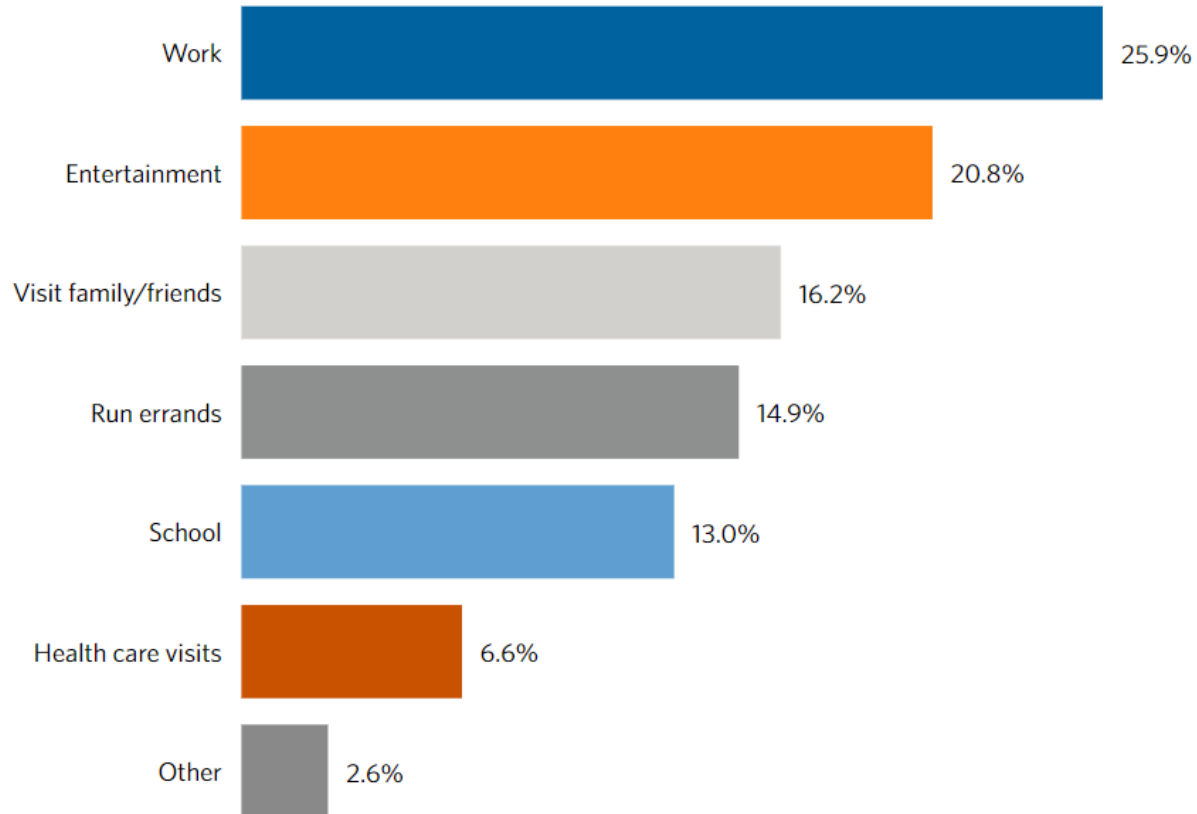
Are you riding this month because it is free?
(1106 Respondents)



Reasons for Riding

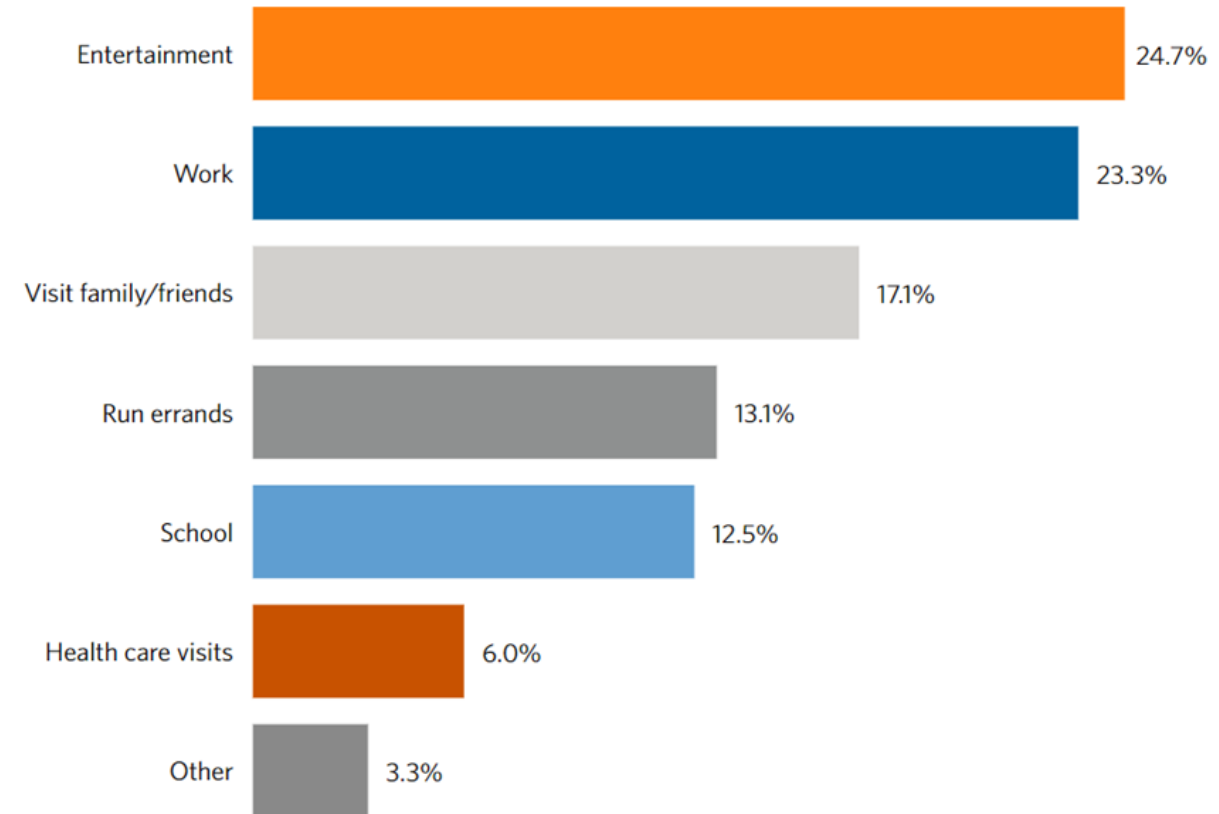
All Survey Participants

What are the reasons you are riding UTA services in February?
(5048 Respondents, 10655 Reasons)



New Riders Only

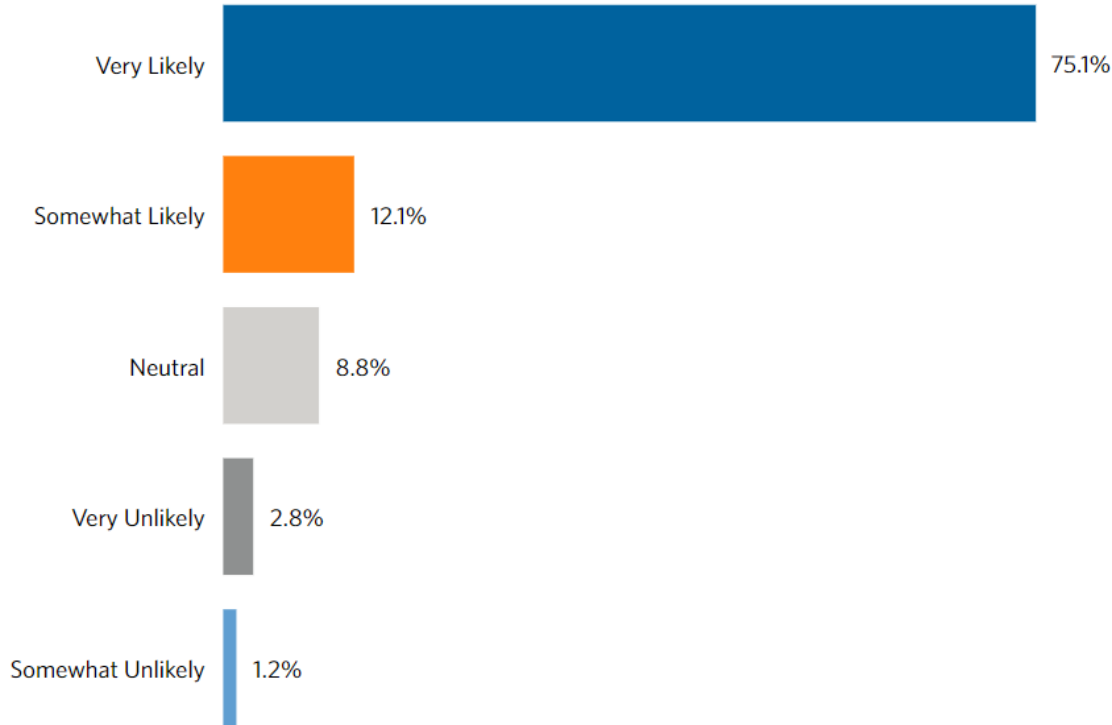
What are the reasons you are riding UTA services in February?
(1093 Respondents, 2210 Reasons)



Ride More if Free

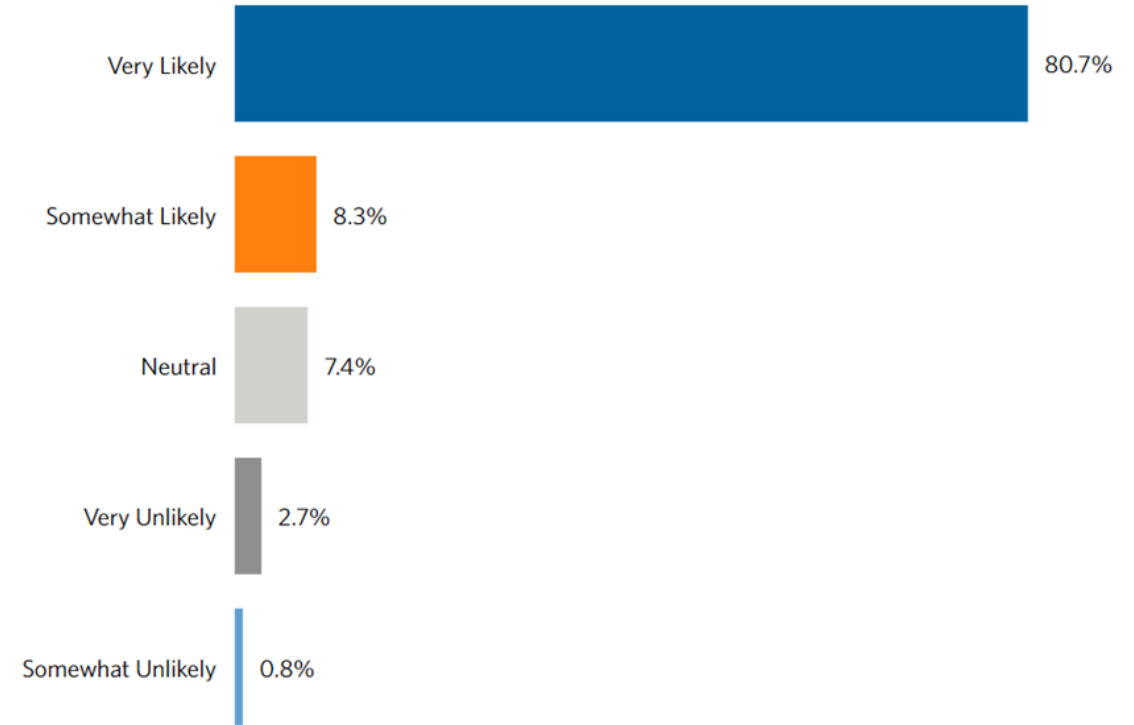
All Survey Participants

Would you ride more frequently if all UTA services were free?
(5085 Respondents)



New Riders Only

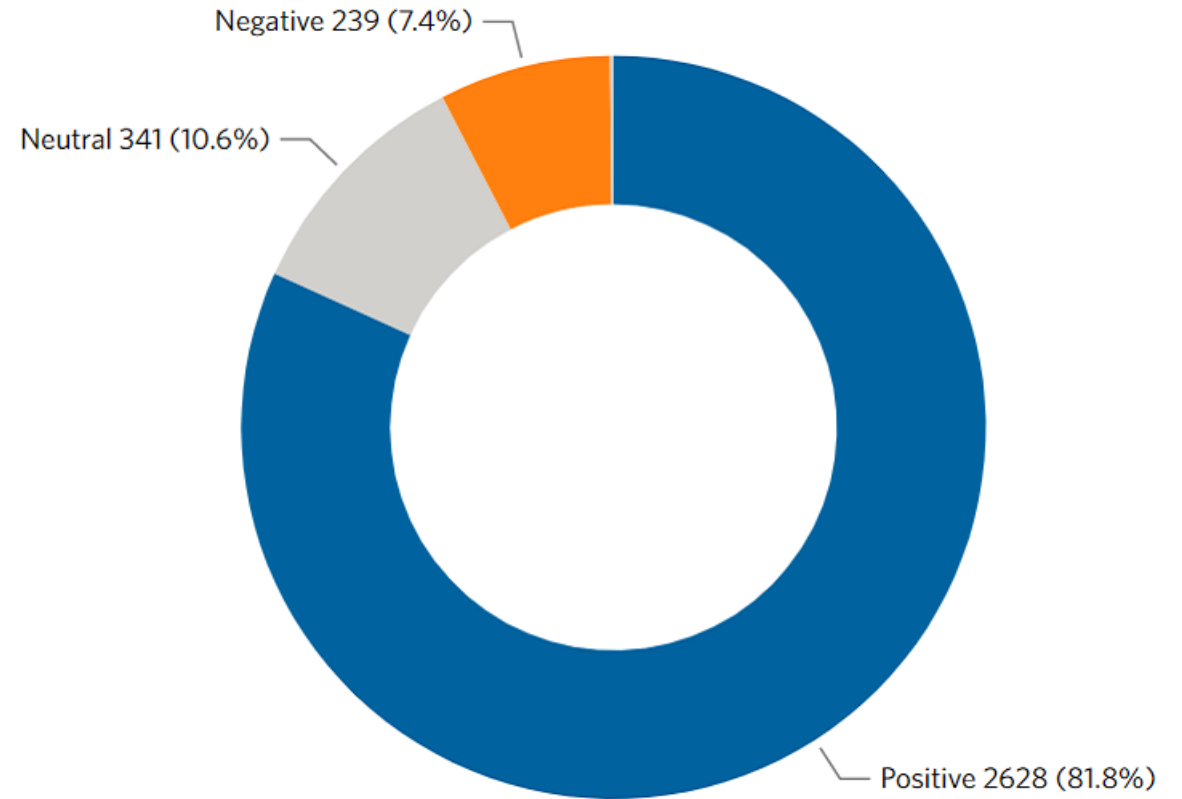
Would you ride more frequently if all UTA services were free?
(1106 Respondents)



Rider Survey Comments

- Over 3,000 survey participants submitted an open-ended response.
- Each response was read and assigned a sentiment (positive, negative, neutral), as well as categorized into overarching themes for context.
- Over 80% of the comments were positive in nature!

UTA FFF Rider Survey Comments: General Sentiments



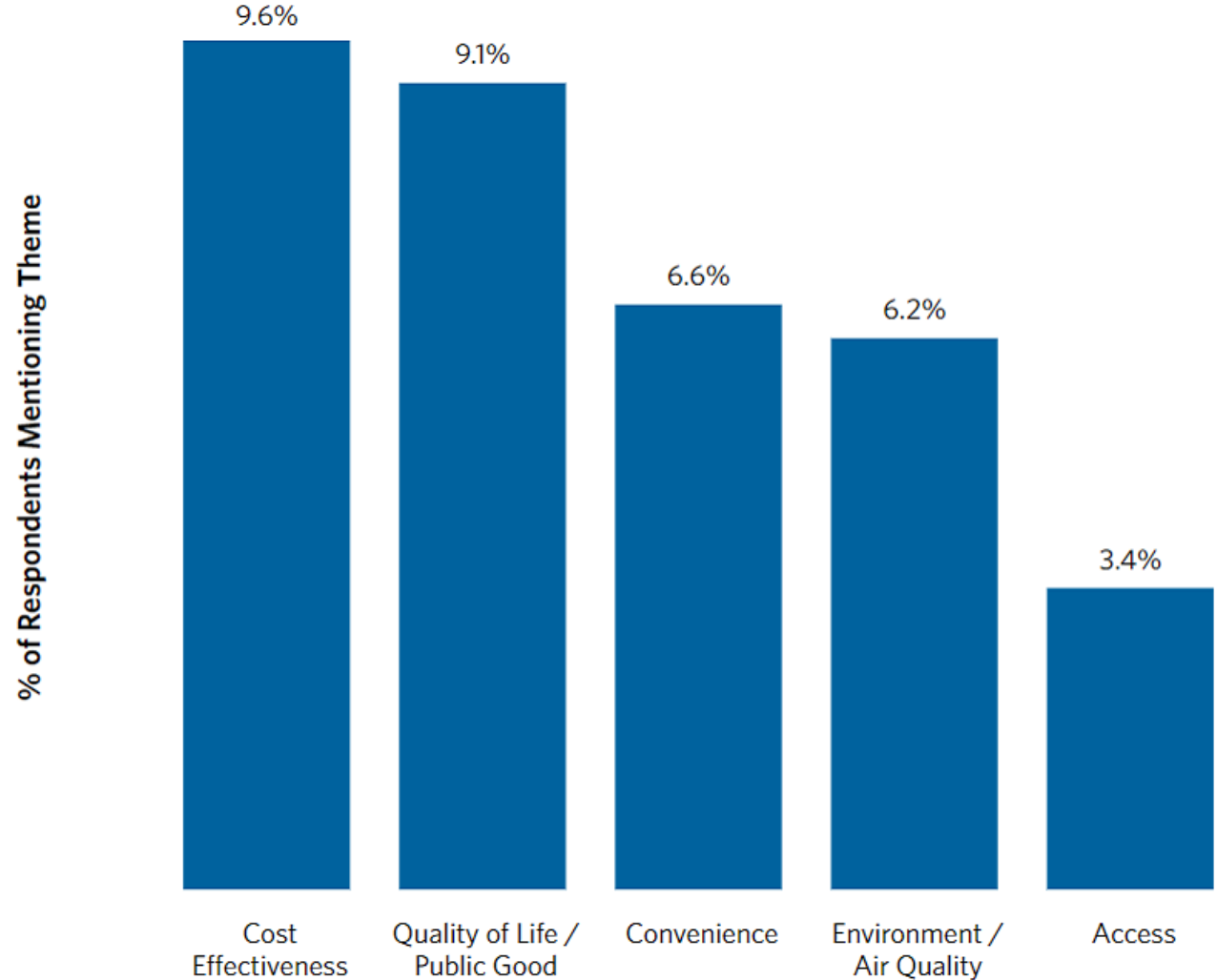
Positive Themes

81.8% of comments were positive.

The top 5 positive themes:

1. Cost effectiveness
2. Quality of life/public good
3. Convenience
4. Environment/air quality
5. Access

UTA FFF Rider Survey Comments: Top 5 Positive Themes



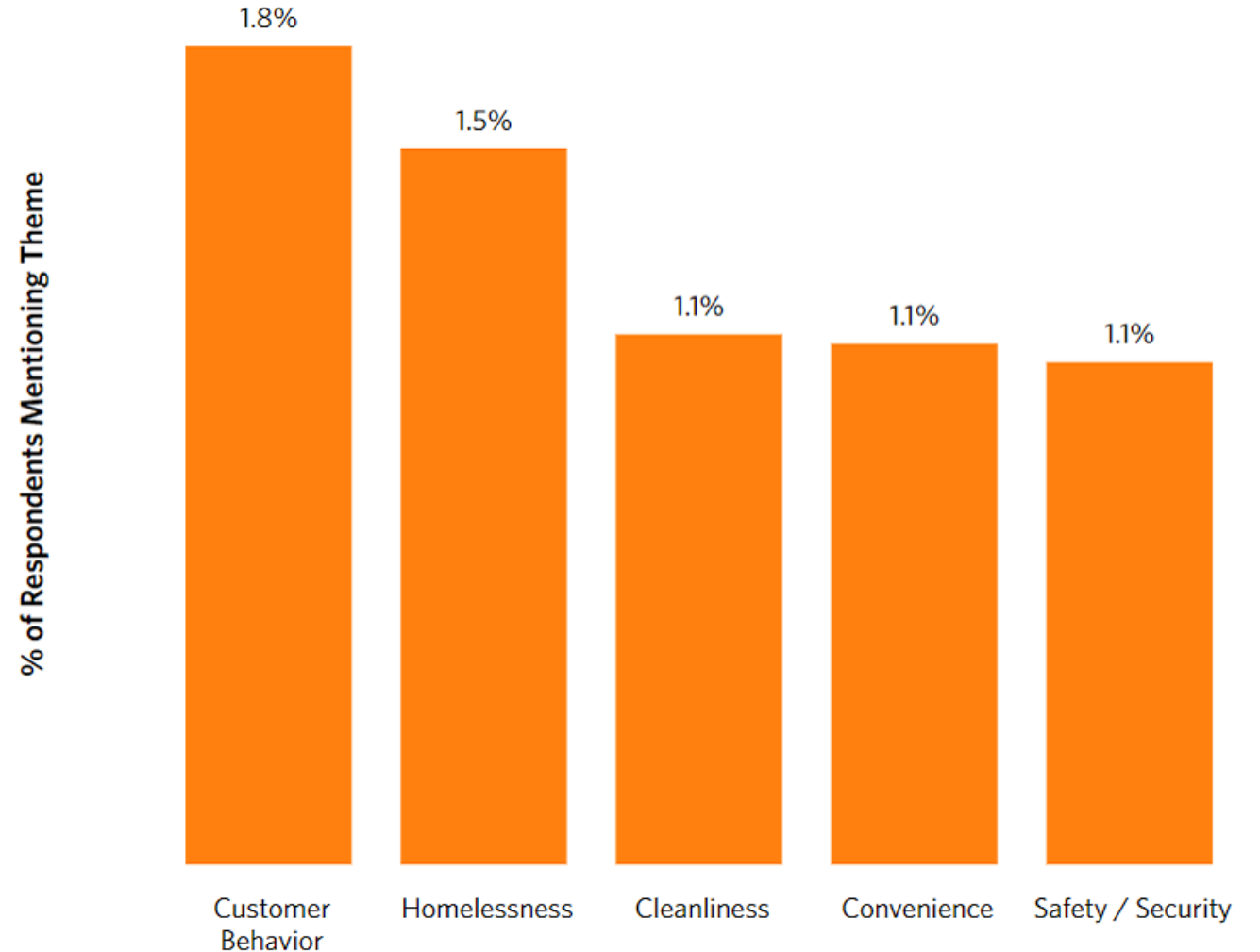
Negative Themes

7.4% of comments were negative.

Top 5 negative themes:

1. Customer behavior
2. Homelessness
3. Cleanliness
4. Convenience
5. Safety/security

UTA FFF Rider Survey Comments: Top 5 Negative Themes



Customer Service

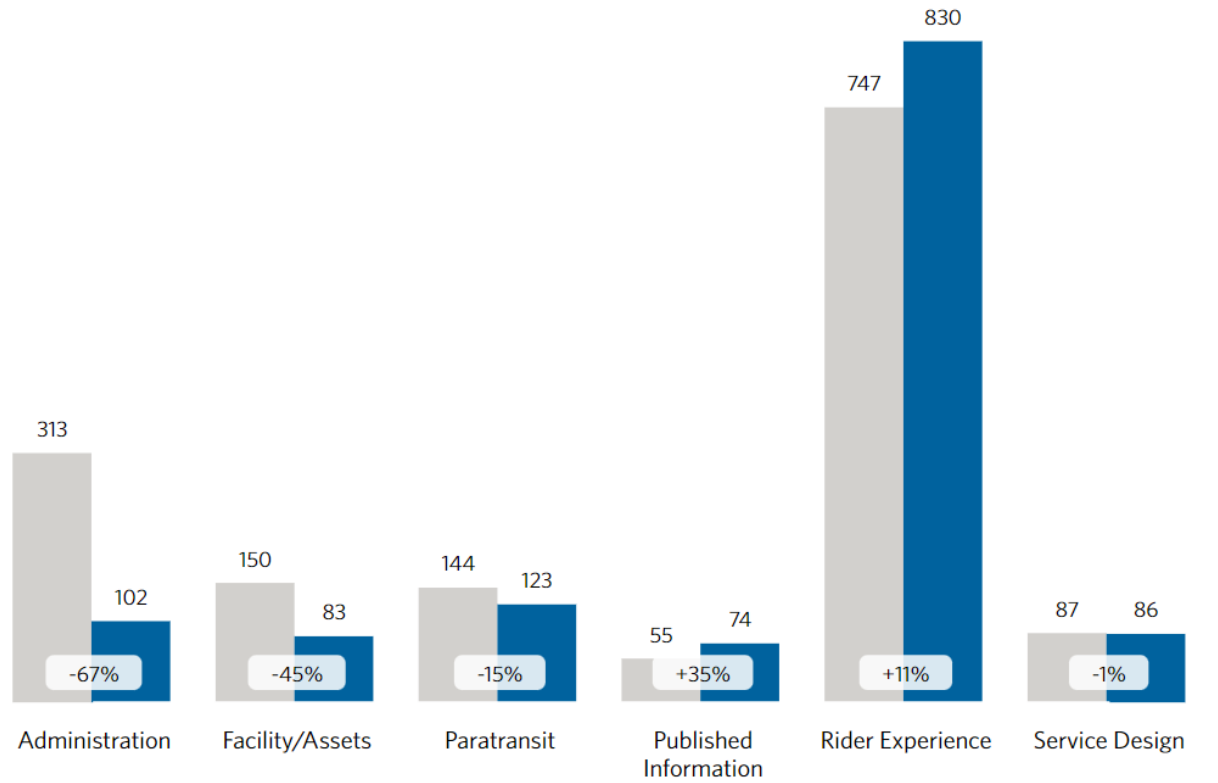
UTA Total Customer Service Calls

Month ● Jan 2022 ● Feb 2022



UTA TransTrack Customer Comments by Category

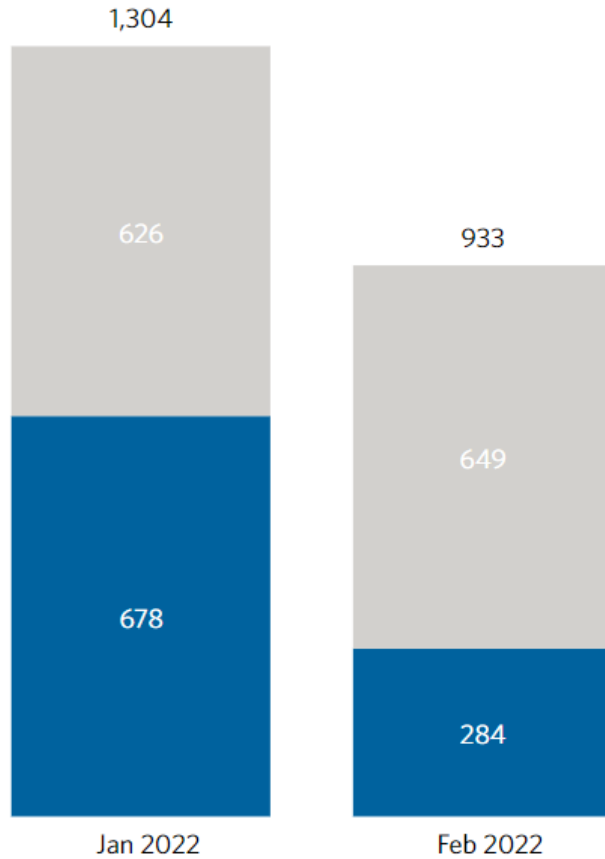
Month ● Jan 2022 ● Feb 2022



UTA Police

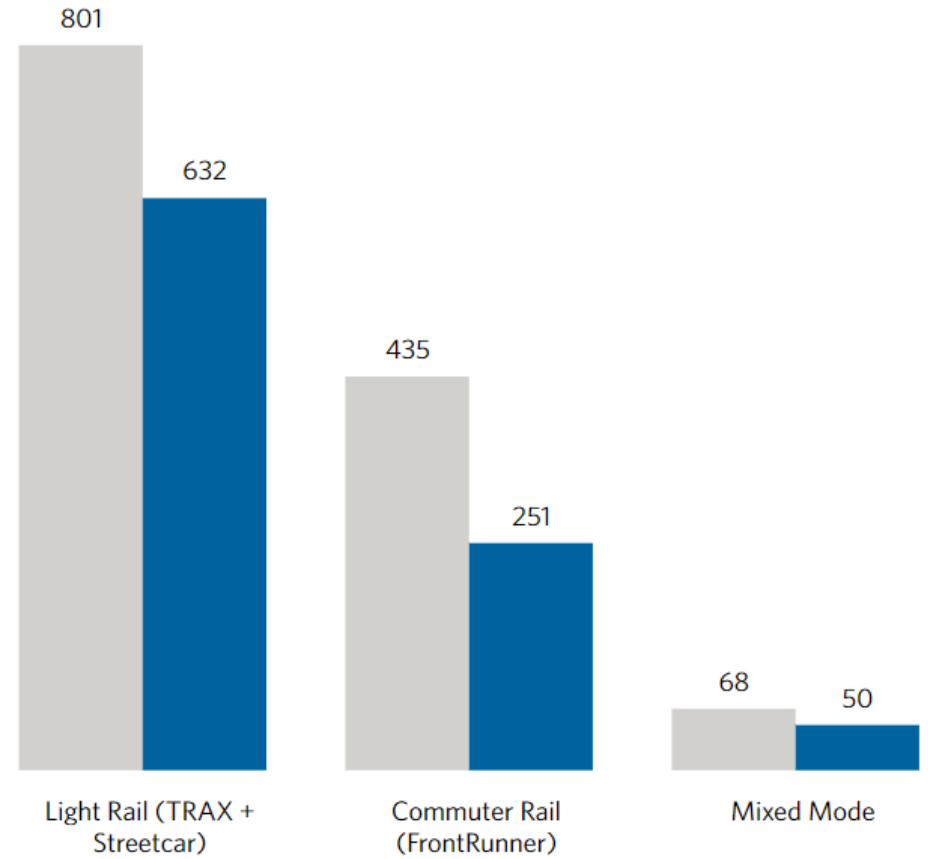
UTA Calls for Service by Type

Type ● Officer Initiated Calls ● Other Calls for Service



UTA Calls for Service by Mode

Month ● Jan 2022 ● Feb 2022



Estimated Environmental Impact

- February had a 21.4% increase in savings in criteria air pollutant production due to transit ridership compared to January
- Pollution savings due to individuals riding transit, who may have otherwise driven
 - UTA estimates about 47% of riders have the option to drive
- More people riding transit = fewer car trips and less air pollutant production

EPA Criteria Air Pollutants* Reduced by UTA Transit Ridership, Tons per Month

Month ● Jan 2022 ● Feb 2022

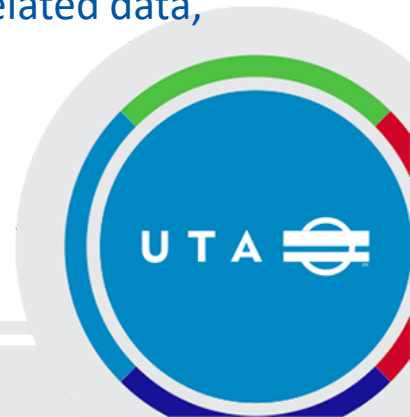


*Particulate matter (PM)
 + sulfur oxides (SOx)
 + nitrogen oxides (NOx)
 + carbon monoxide (CO)
 + hydrocarbons (HC)

Summary & Key Findings

- Ridership
 - Increases; New Markets
- System Considerations
 - Shift in work – possible need for additional information for customers (including those new to navigating the system), support for disadvantaged riders
 - Agency adaptability, acceptability
- Community Feedback
 - New riders, positive response
 - Access, quality of life, public service & good
- Limitations
 - Some relevant information was not available at the time of reporting – budgetary and workforce related data, such as cleaning, would be useful data points to include in analysis of this effort

Access full report at rideuta.com/freefare



Discussion & Questions



Financial Report – February 2022



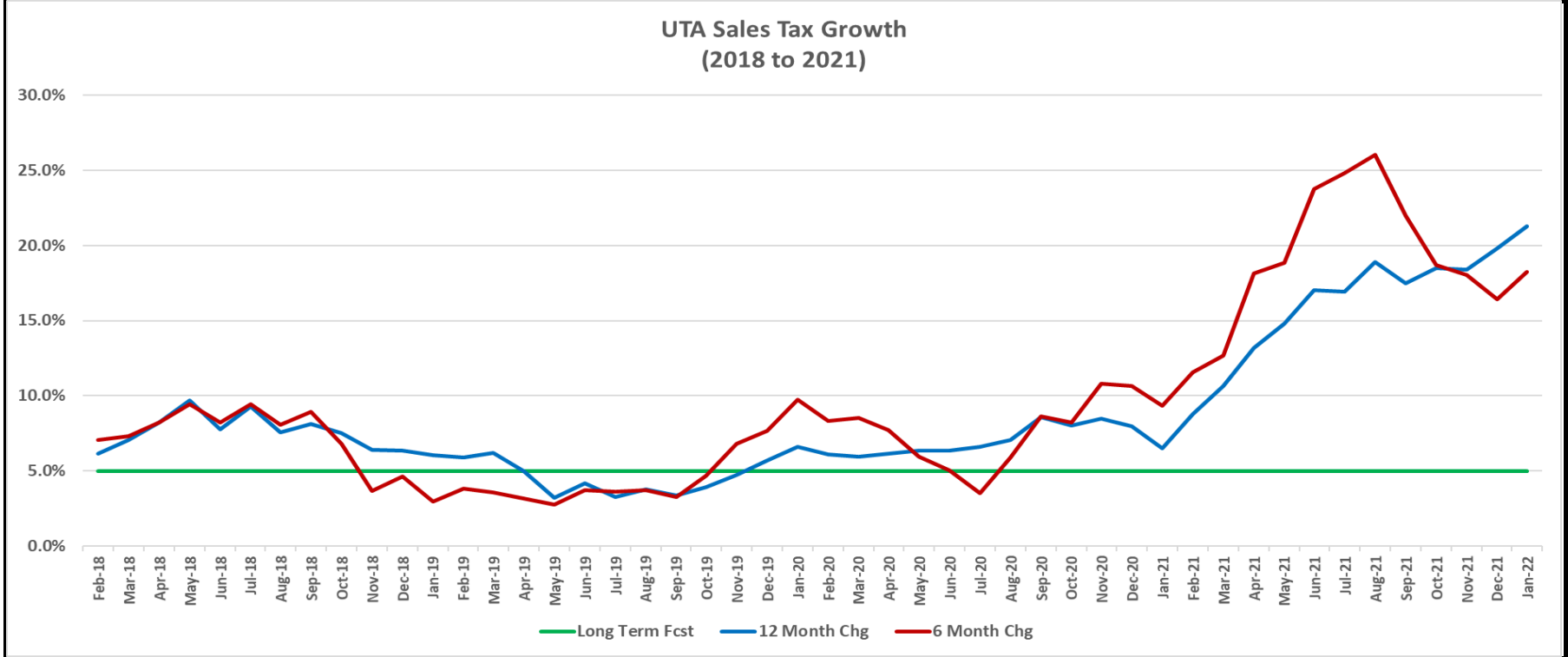
Operating



UTA Board Dashboard February 2022

UTAH TRANSIT AUTHORITY

Financial Metrics	Feb		Fav/ (Unfav)		YTD		Fav/ (Unfav)	
	Actual	Budget		%	Actual	Budget		%
Sales Tax (Jan '22 mm \$)	\$ 33.6	\$ 28.3	\$ 5.28	18.6%	\$ 33.6	\$ 28.3	\$ 5.28	18.6%
Fare Revenue (mm)	\$ 1.8	\$ 2.8	\$ (1.02)	-36.0%	\$ 4.3	\$ 5.7	\$ (1.35)	-23.7%
Operating Exp (mm)	\$ 24.8	\$ 29.0	4.22	14.6%	\$ 49.5	\$ 59.5	\$ 10.04	16.9%
Subsidy Per Rider (SPR)	\$ 8.88	\$ 13.25	\$ 4.37	33.0%	\$ 9.49	\$ 13.25	\$ 3.76	28.4%
UTA Diesel Price (\$/gal)	\$ 3.16	\$ 2.75	\$ (0.41)	-15.1%	\$ 2.84	\$ 2.75	\$ (0.09)	-3.3%
Operating Metrics	Feb Actual	Feb-21	F/ (UF)	%	YTD Actual	YTD 2021	F/ (UF)	%
Ridership (mm)	2.58	1.61	1.0	60.6%	4.75	3.21	1.5	48.1%
Alternative Fuels	CNG Price (Diesel Gal Equiv)		\$ 1.65					

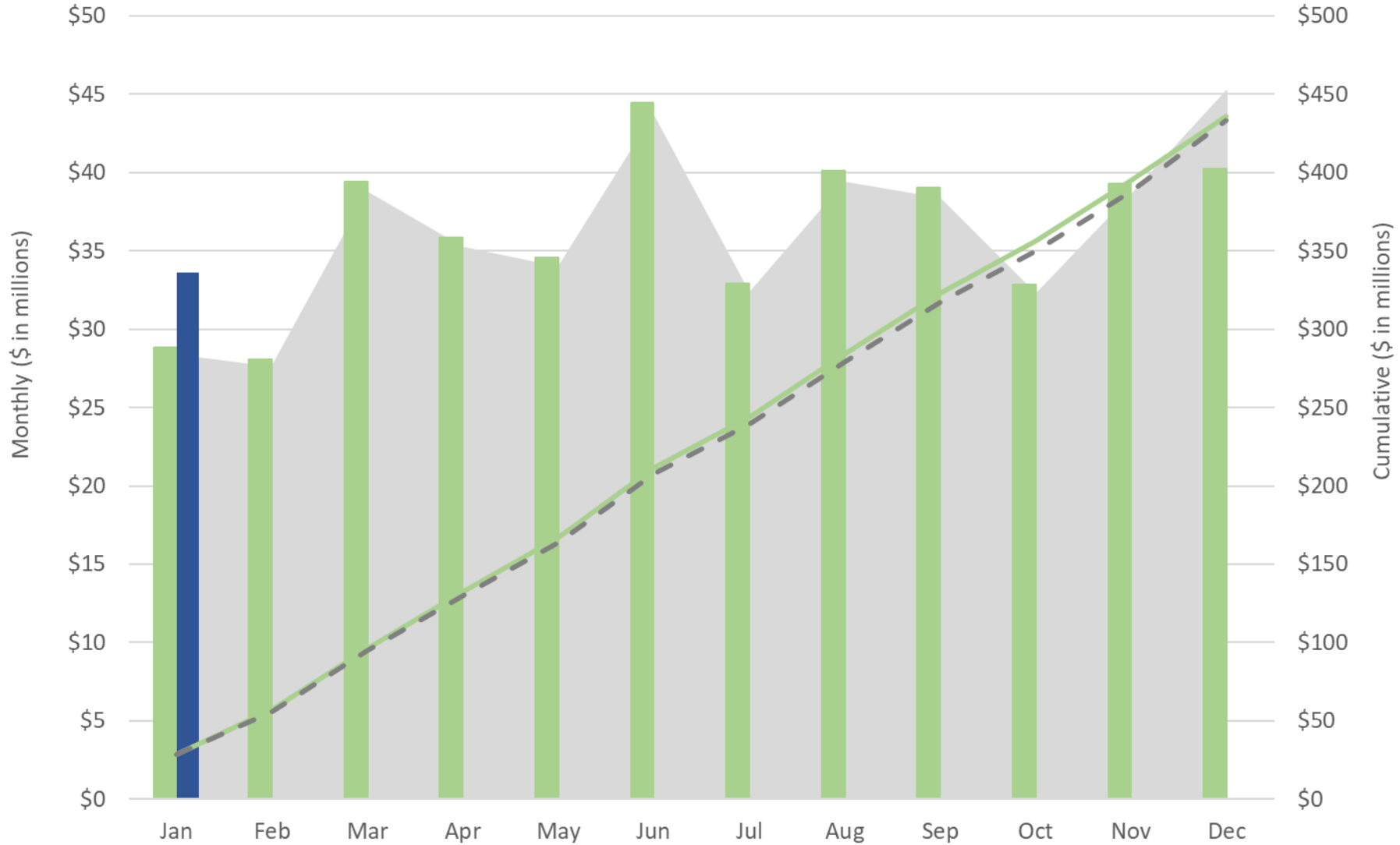


Sales Tax

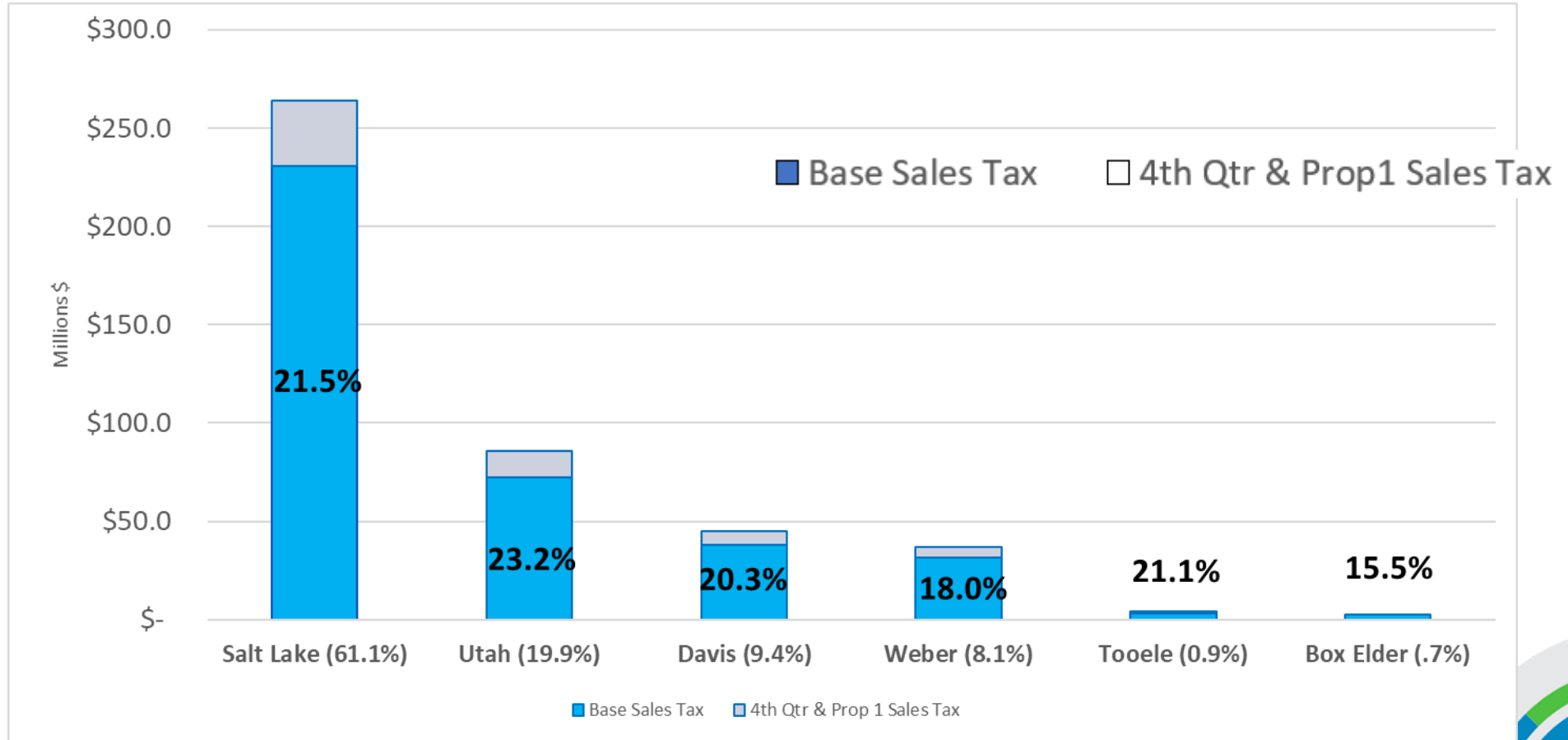
- 2021 Actual
- Mo Budget
- Mo Actuals
- Cum Budget
- Cum Actual
- Cum 2021

UTAH TRANSIT AUTH

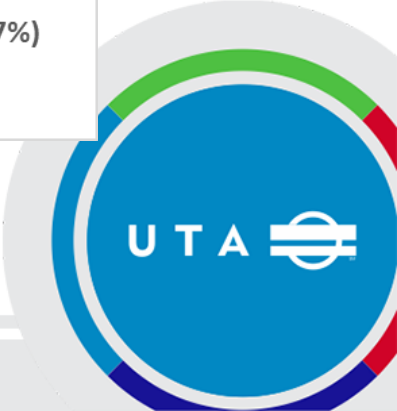
2022 Sales Tax January (YTD Variance +\$4.75 million)



Sales Tax Collections (Percentage Growth for 12 months ended January 31, 2022)



- % growth in base sales tax revenues over prior year
- (includes impact of Prop1 and 4th quarter rate changes in 2019).

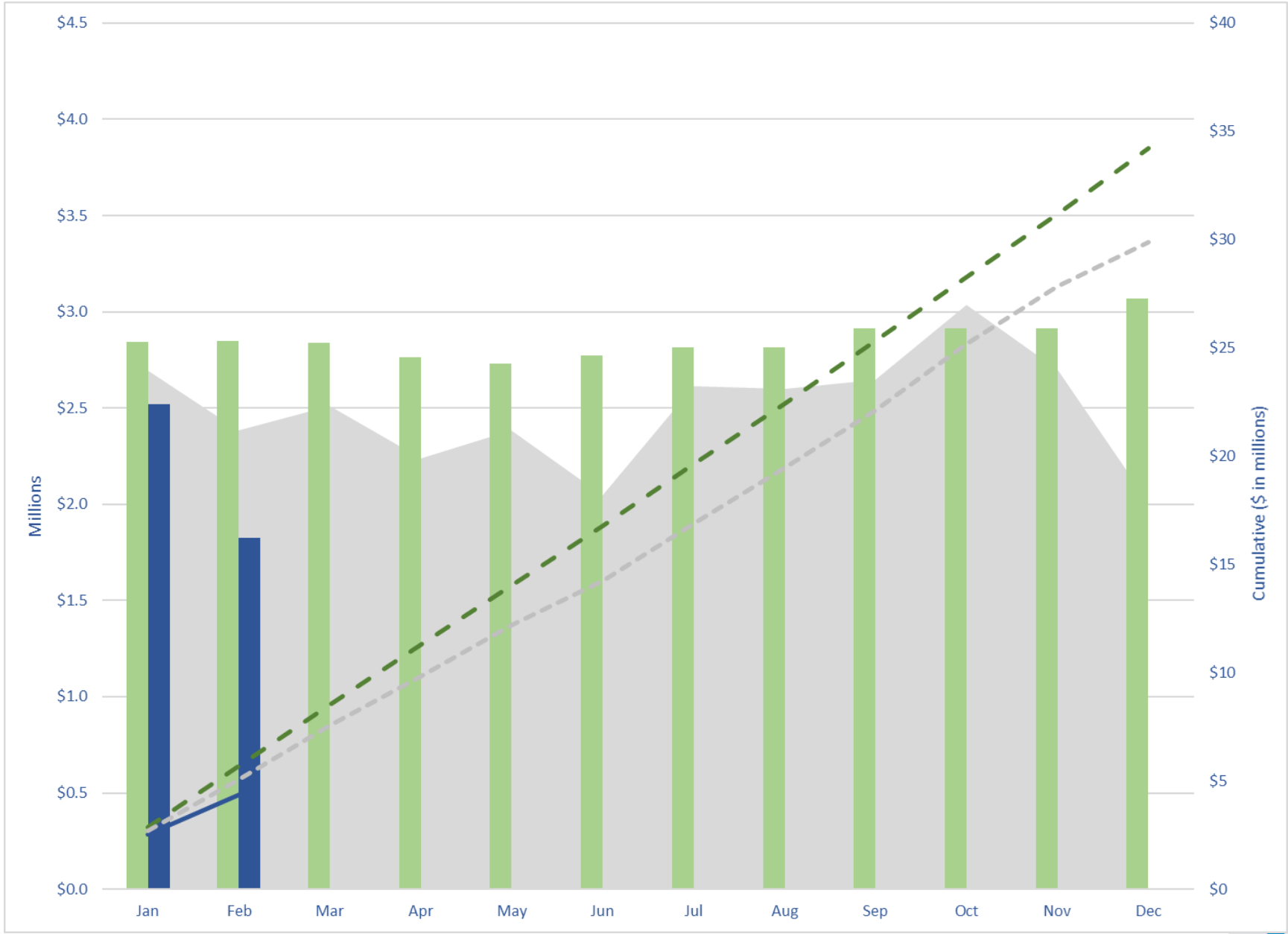


2022 Passenger Revenues

(February Variance = (\$1.02 million))

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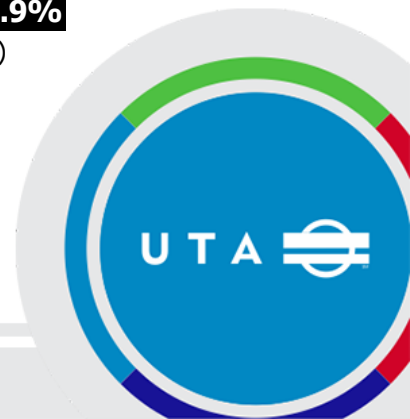
- 2021 Actual
- Mo Budget
- Mo Actuals
- Cum Budget
- Cum Actual
- Cum 2021



MONTHLY RESULTS						FISCAL YEAR 2022 Dollars in Millions	YEAR-TO-DATE RESULTS				
Prior Year	Current Year						Prior Year	Current Year			
Actual	Actual	Budget	Variance				Actual	Actual	Budget	Variance	
						Revenue					
\$ 28.3	\$ 28.1	\$ 28.1	\$ (0.0)	0.0%		Sales Tax <i>(Feb accrual)</i>	\$ 55.9	61.7	\$ 57.0	\$ 4.7	8.3%
2.7	1.8	2.8	(1.0)	-36.0%		Fares	5.1	4.3	5.7	(1.3)	-23.7%
15.5	-	-	-	0.0%		Federal	28.2	-	-	-	0.0%
0.5	1.0	1.2	(0.2)	-18.8%		Other	1.5	2.2	2.4	(0.2)	-7.3%
\$ 47.0	\$ 30.9	\$ 32.1	\$ (1.3)	-3.9%		TOTAL REVENUE	\$ 90.7	\$ 68.2	\$ 65.0	\$ 3.2	5.0%
						Expense					
\$ 12.5	\$ 13.0	\$ 14.0	\$ 1.1	7.7%		Salary/Wages	\$ 21.8	\$ 26.5	\$ 28.3	\$ 1.9	6.6%
6.0	6.1	7.0	0.9	13.4%		Fringe Benefits	10.9	13.4	14.2	0.8	5.7%
1.1	2.2	2.7	0.5	18.3%		Services	2.9	3.5	6.0	2.5	41.3%
1.3	1.1	1.9	0.8	42.2%		Parts	2.3	2.0	3.8	1.8	47.0%
1.8	1.2	2.2	1.0	46.8%		Fuel	2.9	1.9	4.4	2.6	57.9%
0.8	0.4	0.6	0.2	28.7%		Utilities	1.3	1.0	1.2	0.2	16.8%
0.6	1.1	1.5	0.4	26.9%		Other	1.3	1.6	3.4	1.8	52.6%
(0.4)	(0.2)	(0.9)	0.7	-73.9%		Capitalized Cost	(1.2)	(0.4)	(1.8)	1.4	-78.9%
\$ 23.6	\$ 24.8	\$ 29.0	\$ 4.2	14.6%		TOTAL EXPENSE	\$ 42.3	\$ 49.5	\$ 59.5	\$ 10.0	16.9%
\$ 7.7	\$ 6.8	\$ 6.8	\$ (0.0)	0.0%		Debt Service	\$ 15.3	\$ 13.7	\$ 13.7	\$ (0.0)	0.0%
\$ 15.8	\$ (0.7)	\$ (3.7)	\$ 3.0	80.9%		Contrib. Capital/Reserves	\$ 33.1	\$ 5.1	\$ (8.1)	\$ 13.3	162.9%

Favorable/(Unfavorable)

Favorable/(Unfavorable)



Questions?



Contracts, Disbursements, and Grants



Contract: SD160 Gearbox Overhaul for Light Rail Overhaul Program (Voith US Inc.)

Recommended Action (by acclamation)

Motion to approve a contract with Voith US Inc. for gearbox overhaul for light rail overhaul program, as presented



Contract: Task Ordering Agreement for Architectural Consultant Services Pool (FFKR Architects Technical Services, Inc.)

Recommended Action (by acclamation)

Motion to approve a task ordering agreement with FFKR Architects Technical Services, Inc. for architectural consultant services, as presented



Contract: Task Ordering Agreement for Architectural Consultant Services Pool (CRSA, Inc.)

Recommended Action (by acclamation)

Motion to approve a task ordering agreement with CRSA,
Inc. for architectural consultant services, as presented



Change Order: Timekeeping System – Additional Implementation Cost and Ongoing Maintenance (Kronos Incorporated)

Recommended Action (by acclamation)

Motion to approve a change order with Kronos Incorporated for timekeeping system additional implementation cost and ongoing maintenance, as presented



**Change Order: On-Call Infrastructure Maintenance
Contract Task Order #22-37 – University S-Curve
Replacement (Stacy and Witbeck, Inc)**



On-Call Task Ordering Infrastructure Maintenance and Repair Contract S-Curve Replacement Project



S-Curve Replacement

- The S-Curve on the Red Line is ready to be replaced
- Excessive wear from the steep grade of the curve has worn the rail and created corrugation in the line.
- Rail is embedded in concrete and therefore requires complete removal and replacement in order to fix the problem.
- Major project with lots of operational impact and community disruption
- Community engagement has already started



S-Curve Replacement

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Existing conditions



Solution

- Replace the concrete embedded rail with a direct fixation rail system
- Direct fixation will allow for future rail replacement that is:
 - Less expensive
 - Shorter construction windows
 - Less impact on operation and our passengers



Solution

UTAH TRANSIT AUTHORITY



Change Order: On-Call Infrastructure Maintenance Contract Task Order #22-37 – University S-Curve Replacement (Stacy and Witbeck, Inc)

Recommended Action (by acclamation)

Motion to approve On-Call Maintenance Task Order #22-37 with Stacy and Witbeck, Inc for University S-Curve Replacement, as presented



Change Order: On-Call Infrastructure Maintenance Contract Task Order #22-41 – Grade Crossing Replacement at Cottonwood Street on the Mid-Jordan Line (Stacy and Witbeck, Inc)

Recommended Action (by acclamation)

Motion to approve a On-Call Maintenance Task Order #22-41 with Stacy and Witbeck, Inc for Grade Crossing Replacement at Cottonwood Street on the Mid-Jordan Line, as presented



Change Order: On-Call Infrastructure Maintenance Contract Task Order #22-44 – Grade Crossing Replacement at East 9th Ave on the Mid-Jordan Line (Stacy and Witbeck, Inc)

Recommended Action (by acclamation)

Motion to approve On-Call Maintenance Task Order #22-44 with Stacy and Witbeck, Inc for Grade Crossing Replacement at East 9th Ave on the Mid-Jordan Line, as presented



Change Order: On-Call Infrastructure Maintenance Contract Task Order #22-45 – Grade Crossing Replacement at Pioneer Road on the Blue Line (Stacy and Witbeck, Inc)

Recommended Action (by acclamation)

Motion to approve On-Call Maintenance Task Order #22-45 with Stacy and Witbeck, Inc for Grade Crossing Replacement at Pioneer Road on the Blue Line, as presented



Change Order: On-Call Infrastructure Maintenance Contract Task Order #22-46 – Grade Crossing Replacement at 2200 West on the Mid-Jordan Line (Stacy and Witbeck, Inc)

Recommended Action (by acclamation)

Motion to approve On-Call Maintenance Task Order #22-46 with Stacy and Witbeck, Inc for Grade Crossing Replacement at 2200 West on the Mid-Jordan Line, as presented



Change Order: On-Call Infrastructure Maintenance Contract Task Order #22-47 – Grade Crossing Replacement at Lester Street on the West Valley Line (Stacy and Witbeck, Inc)

Recommended Action (by acclamation)

Motion to approve On-Call Maintenance Task Order #22-47 with Stacy and Witbeck, Inc for Grade Crossing Replacement at Lester Street on the West Valley Line, as presented



Change Order: On-Call Infrastructure Maintenance Contract Task Order #22-48 – Grade Crossing Replacement at Maple Way on the West Valley Line (Stacy and Witbeck, Inc)

Recommended Action (by acclamation)

Motion to approve On-Call Maintenance Task Order #22-48 with Stacy and Witbeck, Inc for Grade Crossing Replacement at Maple Way on the West Valley Line, as presented



Service and Fare Approvals



Sponsored Service and Complimentary Fare: Salt Lake Marathon Service and Pass Agreement (High Altitude Special Events “HASE”)

Recommended Action (by acclamation)

Motion to approve the sponsored service and complimentary fare agreement with High Altitude Special Events “HASE” for the Salt Lake Marathon, as presented



Fare Agreement: Ski Bus Service – Amendment 2 (Snowbasin Resort Company)

Recommended Action (by acclamation)

Motion to approve amendment 2 to the fare agreement with Snowbasin Resort Company for ski bus service, as presented



Other Approvals



UTA Policy – UTA.05.04 Administrative Employee Compensation Program

Recommended Action (by acclamation)

Motion to approve UTA Policy – UTA.05.04 Administrative Employee Compensation Program, as presented



Discussion Items



TOD Design Guidelines



History

Initial Purpose – Design Guidelines & Standards – What's Working



History – Initial Purpose

- Board direction to UTA Staff for the design of TOD
- UTA goals for TOD
- Qualitative & quantitative criteria for creating and evaluating development proposals (i.e. Design Review Committee)
- General definitions
- TOD review processes



History – Design Guidelines & Standards

Connectivity

- Block and grid structure
- Street and pedestrian realm design
- Transit-critical infrastructure design

TRANSIT-ORIENTED DESIGN (TOD) DESIGN GUIDELINES | Updated - December 2014




Photo courtesy of Wasatch Front Regional Council

Building Orientation and Setbacks

INTENT: Buildings should frame the pedestrian environment and help create a sense of enclosure for public space. This simply cannot be achieved in areas with large setbacks or where there is significant space between buildings. Street oriented buildings provide a consistent "street wall" while also providing a functional relationship between public space (the street) and private space (building interiors). To achieve this form the following design elements shall be followed.

7.1
All street corners shall be occupied by a building unless the corner is set aside for open space.


7.2
Building setbacks shall be between 0' and 5' feet from the sidewalk on primary streets and 0' to 10' on secondary streets. A larger setback may be allowed if fronting a major corridor with more than 4 lanes of traffic.

7.3
Side yard setbacks between buildings shall be no more than 5' unless there is a major pedestrian/bicycle connection requiring additional space or vehicular access to parking facilities is needed. Side yard parking may be allowed on secondary/local streets provided that they appropriately screened.


7.4
Vehicular access (driveways) shall be limited to one between streets, especially on primary streets.

7.5
Driveways shall be no more than 24' wide and ideally should be sized to accommodate one-way traffic or a yield lane.

7.6
Principal entrances shall be located on the front or corner façade.



Front entrance at corner rendering

UTA 

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Development Form

- Density
- Parking Ratios
- Building Orientation


“Building setbacks shall be between 0' and 5' feet [sic] from the sidewalk on primary streets and 0' to 10' on secondary streets...”



History – What’s Working

- Catalogs design concepts
- Describes impact that development form has on pedestrian and transit experience

TRANSIT-ORIENTED DESIGN (TOD) DESIGN GUIDELINES | Updated- December 2014



Connectivity

Multi-modal connectivity is paramount to successful transit-oriented development.

The auto-centric development patterns of the past sixty years have led to a number of negative externalities both from a regional and local perspective that have been well documented in TOD literature. Designs that cater only to the automobile often lead to a lack of on-street activity, developments with no sense of place, and areas where almost every trip requires the use of an automobile, neglecting populations like the young, elderly, and disabled who are unable drive. Health issues like rising obesity and diabetes rates as well as air quality issues have also been linked to auto-centric design.

Recent research, including survey's conducted by the National Association for Realtors, suggests that demographic shifts will continue to fuel demand for more walkable, smart growth developments nationwide and that consumer preferences for housing and job locations are shifting to more walkable, urban environments. Studies also suggest that walk, bike, and transit trips have all increased over the past decade, especially for those in the millennial generation. Even today, 25% of workers in the Salt Lake City region commute to work by some other means than driving alone (United States Census Bureau/American Fact Finder, 2013). Each mode needs to be considered and carefully planned for in order to meet these demands and ensure that transit stations are conveniently and safely accessible for all users.

UTA  PAGE 6

- Links street and architectural design with ridership generation & revenue

“...demographic shifts will continue to fuel demand for more walkable, smart growth developments nationwide and that consumer preferences for housing and job locations are shifting to more walkable, urban environments”

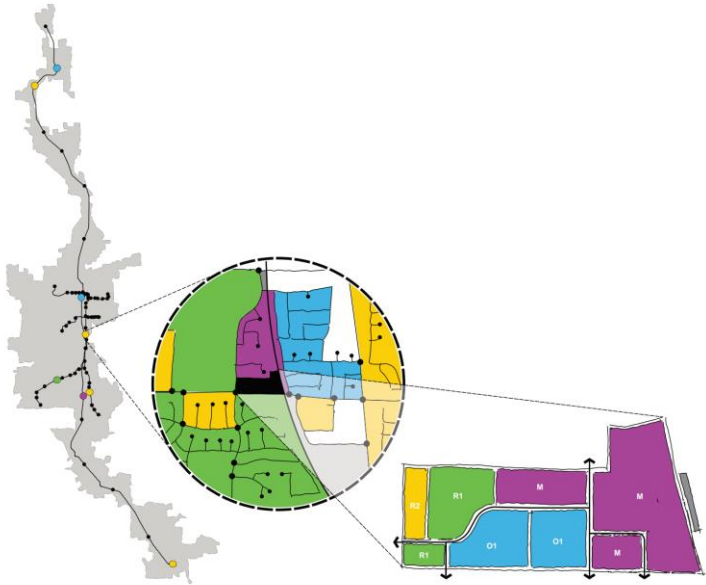


TOD Design Guidelines Update

Current TOD Program - Revised Purpose - UDA
- Stakeholder Workshops - Revised Guidelines



Current TOD Program



TOD Board Policy & Strategic Plan

- Regional Analysis > Station area planning > Site Design

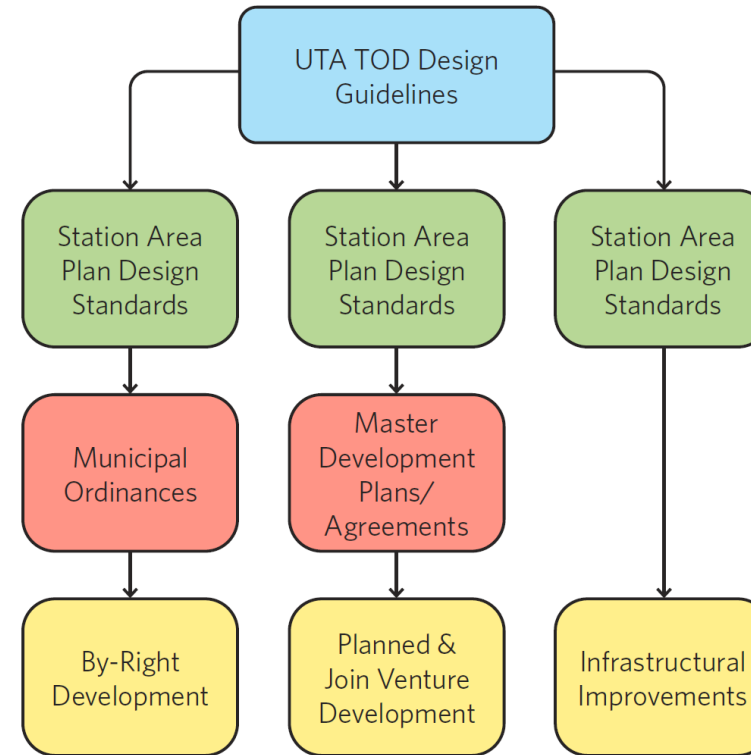
SB150: UTA may develop controlled property if city adopts station area plan

HB462: Cities must adopt a station area plan in order to qualify for STPP funds and HTRZ



Revised Purpose

- Provide catalog of TOD concepts for cities and stakeholders
- Support and reinforce concepts during station area planning, to assist with HB462 efforts
- Influence ordinances and master development plans within station areas
- Produce by-right and planned developments that exhibit TOD Principals
- Improve infrastructure to enhance orientation within station areas



Urban Design Associates (UDA)



UDA

- Premier urban design firm in the United States
- Worked with UTA on a variety of station area planning projects
- Bid on project in December 2021



Stakeholder Workshops

Weaknesses

- Current guidelines are too general at times, and at times, too specific
- Too much emphasis on density and other metric requirements
- Commercial uses and services have lagged behind residential development
- Too many suburban areas are reluctant to give up the Park & Ride model

Opportunities

- Align vision for TOD between UTA, municipalities, and other stakeholders
- Develop frameworks that support future densities that may be ahead of the market
- Encourage municipalities to create transit-oriented districts within station areas
- Create a sense of place at each station
- Clearly communicate design concepts with the development community during planned and by-right development



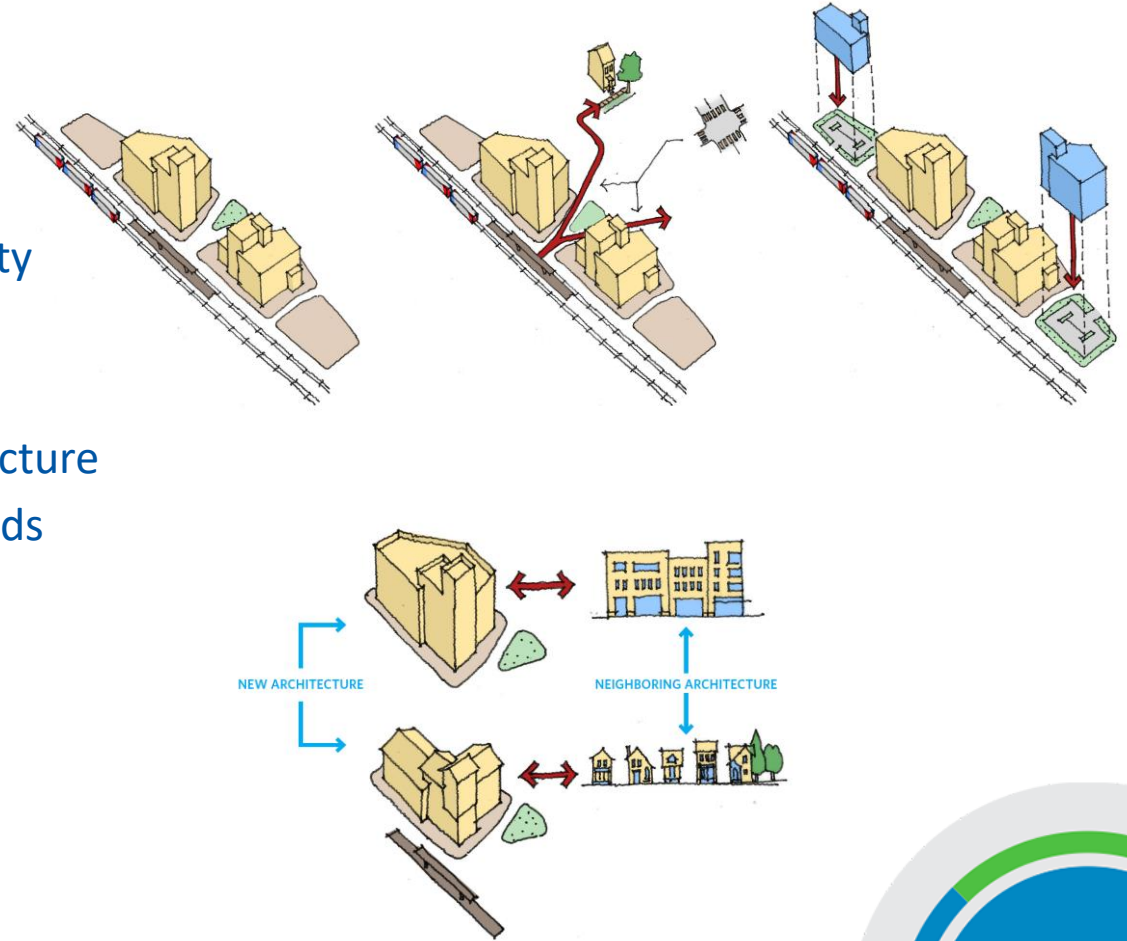
Revised Guidelines

Land Use

- Intensity
- Mixed-Use
- Architectural Form
- Orientation
- Placemaking
- Redevelopment Strategies
- Affordable Housing

Station Access

- Streetscapes
- Multimodal Functionality
- Pedestrian Realm
- Bike & Multiuse Paths
- Transit-Critical Infrastructure
- Catchment Areas & Sheds
- Mobility Options (TDM)
- Addressing & Reducing Parking Demand



Questions?



UTA Small Area Studies



Small Area Studies

- Objectives

- Evaluate performance of current transit service
- Verify if current service plans adequately meet needs, or whether additional service may be needed
- Develop recommendations which could include expanded options such as Travel Demand Management, first/last mile improvements, or other solutions
- Share information about Five-Year Service Plan and get input from the community and stakeholders

- Past, Current, and Future Studies:

- Northwest Utah County Transit Study
- South Davis Small Area Study
- Falcon Hill Small Area Study
- West Bench Small Area Study
- South Jordan/Sandy Circulator Small Area Study



RECOMMENDED SERVICE SCENARIOS



Northwest Utah County Transit Study

- Study conducted 2020-2021
- Recommended service:
 - Park-and-Ride lots
 - Bus connection to FrontRunner
 - Microtransit service
- Medium to long-term actions:
 - Express bus service to UVU
 - Bus Rapid Transit

Existing Service (August 2022)

- 1 Peak-hour route

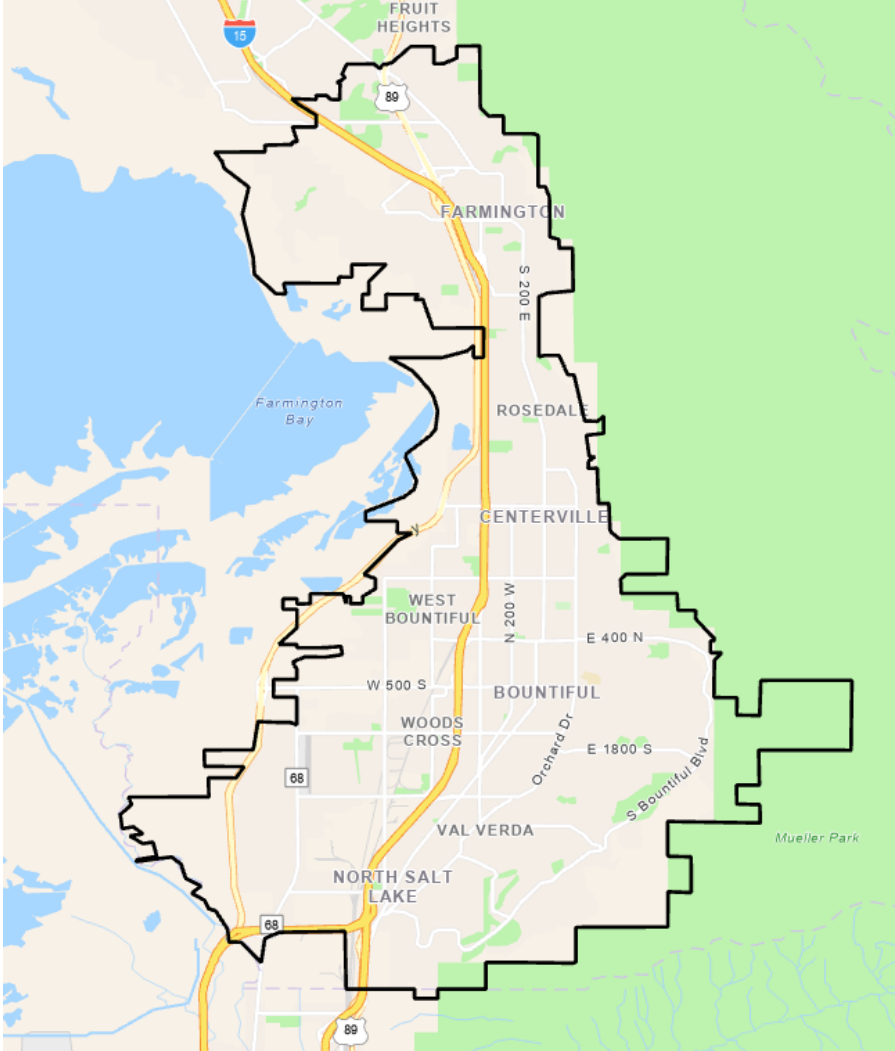
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South Davis Small Area Study

- Meetings with the Technical Advisory Committee
 - Kickoff (Oct 19)
 - Review technical analysis/existing conditions, and brainstorm solutions (Jan 11)
 - Draft recommendations (Mar 16)
- Community and stakeholder outreach
 - To reduce planning fatigue, UTA staff participated in I-15 study walking audits and virtual workshops (east/west connectivity and First/Last mile barriers)
 - Survey to underrepresented groups in progress
 - Public outreach to broader community in April
- Completion in May 2022

- Existing Service (August 2022)
- 2 local routes
 - UTA On-Demand

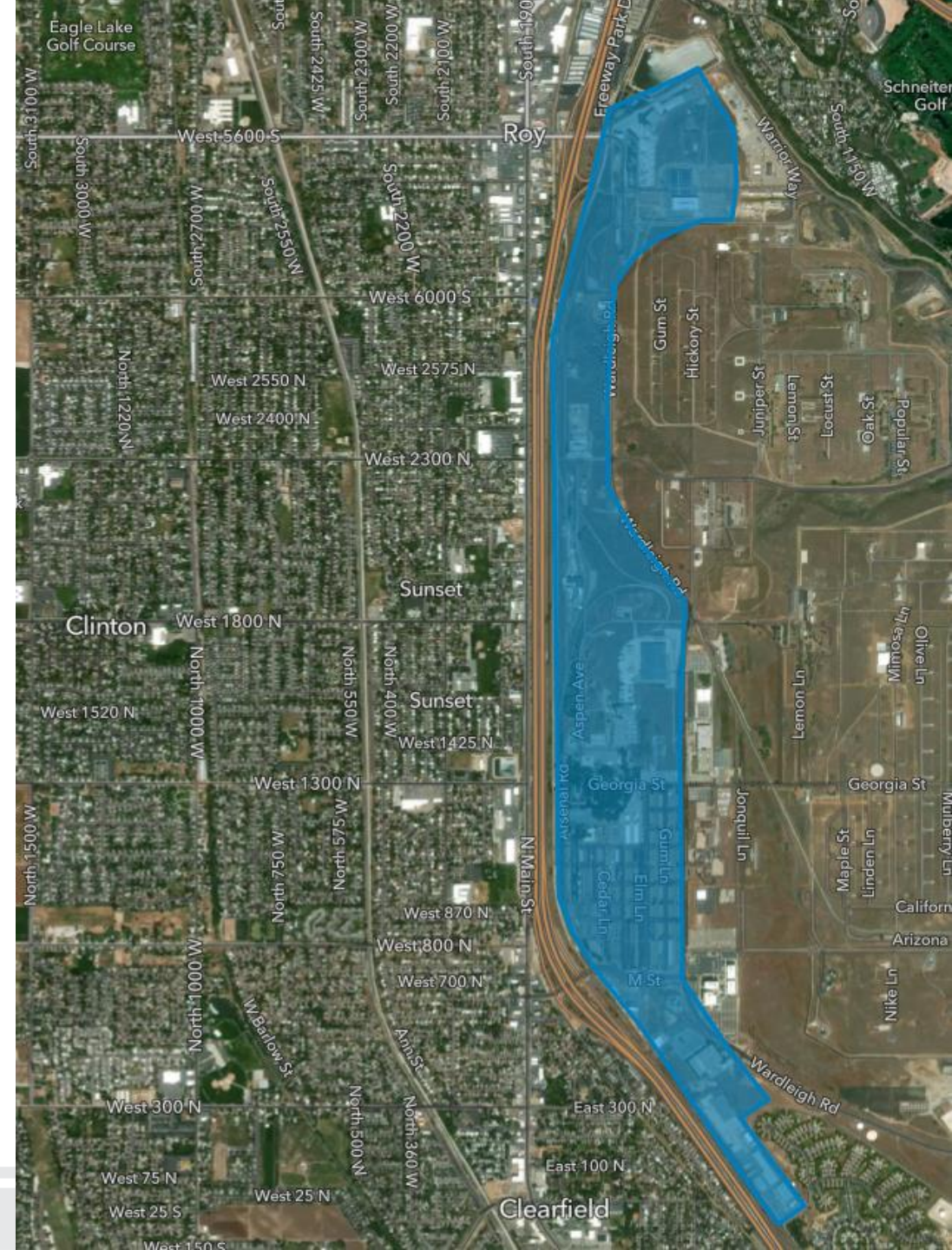


Falcon Hill Small Area Study

- Kickoff meeting with Steering Committee (Feb 4)
- Currently working on:
 - Technical analysis, existing and future conditions
 - Public outreach plan and draft survey
- Completion in July 2022

Existing Service (August 2022)

- None by UTA
- Some Employer TDM

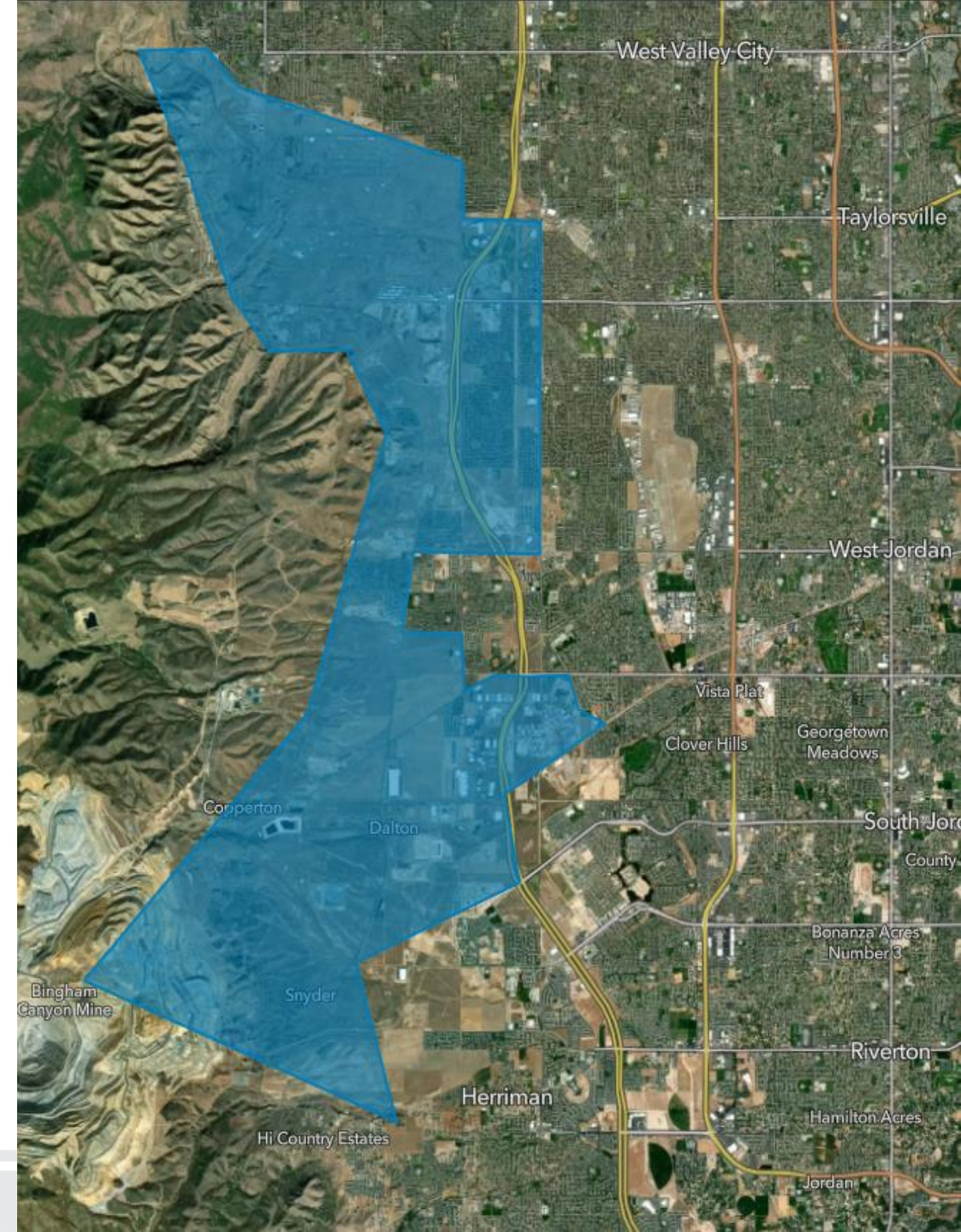


West Bench Small Area Study

- Study Area TBD: focus on undeveloped land on the west bench of Salt Lake County
- Identify best locations for transit-supportive greenfield development
- Completion in November 2022

Existing Service (August 2022)

- Limited Local Service
- Future 5600 West



Coming Up Next

- Sandy/South Jordan Circulator
- Southwest Salt Lake County



Other Business

- a. Next Meeting: Wednesday, April 27th, 2022 at 9:00 a.m.



Adjourn

