



**Minutes of the Public Hearing
of the
Board of Trustees of the Utah Transit Authority (UTA)
RE: UTA 2020 Tentative Budget
held at UTA FrontLines Headquarters located at
669 West 200 South, Salt Lake City, Utah
November 19, 2019**

Board Members Present:

Carlton Christensen, Chair

Beth Holbrook

Kent Millington

Also attending were members of UTA staff and interested citizens.

Call to Order & Opening Remarks. Chair Christensen welcomed attendees and called the meeting to order at 6:00 p.m.

Public Hearing. Chair Christensen opened the public hearing. No public comment was given. A motion to close the public hearing was made by Trustee Holbrook and seconded by Trustee Millington. The motion carried unanimously and the public hearing closed at 6:02 p.m.

Adjournment. The meeting was adjourned at 6:02 p.m. by motion.

Note. The public comment period for the proposed 2020 budget ran through November 30, 2019. Although no comment was given at the public hearing, several comments were submitted via email and have been appended to these minutes.

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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/569517.html> for entire content.

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

2020 Draft Budget - Public Comments Received

Feedback Date	First Name	Last Name	Board Comment Type	Customer Comment
11/7/2019	Trent	Florence	2020 Budget Comment Submission	<p>I wanted to let you know I have red thru and reviewed the upcoming year's budget and I most sincerely agree with all of the numbers and new items and proposals which are being brought forward in proposing for new bus purchases and with also making sure the most highest priority mainstream improvement projects are properly planned for and completed within the properly aloted time for completion dates. I really think the improvement projects are really important in and with helping to further strethen mass transit better and more service efficiency within the uta services coreadors and also helps to garentee a much more safer riding environment. I also very strongly believe all of uta needs to work more on figuring out how to cut down on the fixed route service operation gaps for servicing areas and times when passengers could and should normally be able to get and obtain a valued bus ride but do to other operation constraints and cutbacks due to budgeting and ridership and other safety concerns those same garenteed trips can actually no longer be offered as operatorable and as public service mass transit times and stops within the fixed route and other services operating areas of the system anymore. I really think all of uta services coridor operating services needs to work more on the 2019 to 2050 utah transportation plan and also work on more fixed and paratransit services which can operate on a more garenteeable service and operating time schedule of more like seven days a week eighteen hours of service delivery between six A.M. and midnight or something of that nature something to that affect. I also very strongly believe uta also needs to work more on how it can operate micro transiting services into its already congruent operating services it already has as well as how to further more properly collect bus and buspass and mobile online fares for such micro transit services being blended and built into the mass uta operating full service grid uta already has in its operating core. At the sametime I think also regarding paratransit uta needs to continue to work on the feasibility of how the ride to go app will work and its true functionality being able to help paratransit riders with their monthly and weekly purchases of paratransit buspasses. I also very strongly believe regarding the price structure between paratransit and fixed route the base one way fare price structure between both the services of fixed route flex routing and traditional uta paratransit should all actually be set and based at the same price as all fixed route services and all three bus services should be setup to be able to have their riders and passengers be able to purchase one all month long one card discounted buspass instead of having to purchase multiple punchcards for covering the same whole entire month on paratransit services to be extremely restricted to only being able to afford to use only two trips per day due to the limit of punches for say which would be allowed all month on four punchcards. I also very strongly think all of the paratransit sub contractor companies which operate all the different counties could actually very much more effectively be covered by one uta Paratransit traditional paratransit contractor from Salt Lake County's traditional Paratransit System possibly.</p>
11/12/2019	Brandon	Potter	2020 Budget Comment Submission	<p>I don't know if this is where I should give a comment about routes That need improvement or not ,but I am wondering if the 240 bus or 35 to magna bus could be improved alittle at night since the 240 bus gets to Harmon's at 7:22 pm and The 35 will leave 4000 w at 7:25 pm and the the 240 arrives at 7:52 and 35 leaves at 7:55 pm the 240 8:52 pm , 9:52 pm and 10:52 pm , the 35 leaves 4000 w at 8:53 , 9:53, and 10:53 pm so it doesn't give enough time for the 240 passengers to get on the 35 so they have to miss the bus and have. To wait 30 mins . I had to miss the 35 bus a few times .</p>
11/18/2019	Philip	Sauvageau	2020 Budget Comment Submission	<p>Overall the proposed budget captures the needs of the system. I appreciate the inclusion property acquisition between Ogden to Brigham City. It would be good to find a way in the budget for purchasing of land that becomes available adjacent to FrontRunner with willing sellers. If a seller puts property on the market it would be helpful to acquire it before something else gets built on it. The process to add more double track on FrontRunner is a multi year endeavor so the little bits now will help. Also, examine any pre work for train electrification through the north Vinyard double track.</p>
11/18/2019	George	Chapman	2020 Budget Comment Submission	<p>I am against using the new increased taxes for anything other than service increases. Salary of drivers needs to be increased and is not in the budget. A 50% turnover of first year drivers is poor management!</p> <p>UTA should not be cancelling many of their bus buys but should increase buses if they really want to increase service.</p> <p>The Depot Garage project (going over \$100 million) should be scaled back and the outlying garages proposed for later should be rushed forward to decrease the large number of empty deadhead buses.</p> <p>UTA should be spending a lot of money on increasing parking lots which are limiting ridership increases (see Booz Allen Hamilton reports/studies). Vineyard needs a big parking lot before double tracking.</p> <p>UTA should be negotiating with SLCO to decrease fares or implement a \$25 a month pass to increase local bus ridership. Proposals to lower fare to zero will increase the use of UTA by so called undesirables and studies show that that decreases ridership increases.</p>

Feedback Date	First Name	Last Name	Board Comment Type	Customer Comment
11/18/2019	Amy	Huber	2020 Budget Comment Submission	<p>UTA's data shows that frequency needs to be increased on the most used routes like Redwood Road and State Street now. The 1-3% increase in ridership on weekdays with the new service is almost nothing! UTA should be providing direction to SLC on how to appropriately spend their transit dollars instead of wasting them. (UTA should analyze the \$4 million that Salt Lake City is spending on new route 2, 9, 21 service increases as the cost per rider to give a better view of the use of the money. So if the \$4 million added 100 new riders (weekend and weekday) a day, then the cost per rider would be about \$100!)</p> <p>Efforts to buy electric buses should be cut back until their reliability is better.</p> <p>UTA should return to the simple bus stop signs with the time the bus will be scheduled to be at the stop. UTA used to do it. Telling riders to work to find out the time is not service oriented.</p> <p>UTA should not be spending money on bus stop amenity improvements until UTA stops telling drivers to stay 1-4 feet from the curb.</p> <p>Despite ad revenue, putting window wraps on the buses, decreases ridership. The second biggest reason people like buses (after a pleasant driver) is clean windows.</p> <p>The budget includes \$1.4 million for a Clearfield Station trail. But the Station needs parking desperately!</p> <p>Other questionable expenditures includes end of line projects on North Temple and at the University of Utah at \$2.5 million each. Think of the service that \$2.5 million could bring! A more robust bus system does not just increase fare revenue on the new services but also systemwide.</p> <p>There is also a budget line item for a 33/35th South optimization but those funds should be used to expand regular bus service. The 35Max BRT has not increased ridership much over 3200 daily passengers since it started. In my opinion, UTA does not know how to do BRTs. The free BRT in Provo is not comparable. To be considered successful,</p> <p>All I want to convey is the increase use of commuter rail over this past year. I have now been riding frontrunner from Layton to Murray for 1 year. I have noticed an increase in use during these busy times and often have full train cars. I am hopeful the budget includes additional funds towards either adding a train car to each train during these high use times, or additional trains. Cosmetically and mechanically the trains could use some TLC as well.</p> <p>One last thing to consider is to expand the weekend coverage of frontrunner for the increasing nightlife available past 10 pm.</p>