



Utah Transit Authority

Board of Trustees

MEETING MINUTES - Final

669 West 200 South
Salt Lake City, UT 84101

Wednesday, August 14, 2024

9:00 AM

FrontLines Headquarters

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 9:01 a.m.

2. Pledge of Allegiance

Attendees recited the Pledge of Allegiance.

3. Safety First Minute

Chair Christensen delivered a brief safety message.

4. Public Comment

In Person/Virtual Comment

(To view public comment in its entirety, see the meeting video located at https://rideuta.granicus.com/player/clip/314?meta_id=52132.)

In person comment was given by Keelan Iodice, Kyle Deans, and Matthew Jensen. Virtual comment was given by Matthew Givens, and Greg Bayles.

Iodice, Deans, Jensen, Givens, and Bayles all expressed support for the Rio Grande Plan.

Online Comment

Online comments received were distributed to the board for review prior to the meeting and are included in Appendix A to these minutes.

5. Consent

a. Approval of July 31, 2024 Board Meeting Minutes

A motion was made by Trustee Holbrook, and seconded by Trustee Acerson, to approve the consent agenda. The motion carried by a unanimous vote.

6. Reports**a. Executive Director Report****- Rail Apprenticeship Program Milestone**

Jay Fox, UTA Executive Director, was joined by Stacey Palacios, UTA Director of Workforce Technical Training, and Lamar Whitehorse, UTA Manager of Maintenance Training.

Palacios recognized 18 class A technicians who recently completed requirements to become journeymen.

b. Financial Report - June 2024

Viola Miller, UTA Chief Financial Officer, was joined by Brad Armstrong, UTA Director of Budget & Financial Strategy, and Greg Andrews, UTA Senior Financial Analyst.

Staff reviewed the following:

- Financial dashboard
- Sales tax revenue
- Sales tax collections by county
- Sales tax growth and passenger revenues
- Full-time equivalent (FTE) staffing
- Operating financial results
- Capital spending by chief office
- Capital year-to-date spending

Discussion ensued. Questions on passenger revenue statistics, staffing for future service needs, maintenance training, and capital spending review were posed by the board and answered by staff. Chair Christensen requested staff add a black line at 0% to the Utah Sales Tax Growth chart in future reports.

c. Investment Report - Second Quarter 2024

Viola Miller reported UTA investments in the second quarter of 2024 were performing at an average yield of 5.17%, which is slightly lower than the federal funds rate benchmark return rate of 5.33%.

Discussion ensued. A question on the potential impact of an anticipated federal interest rate decrease was posed by the board and answered by Miller.

d. Discretionary Grants Update

Tracy Young, UTA Grants Director, was joined by Gregg Larsen, UTA Manager of Grant Services.

Staff reviewed grant applications that were submitted but not selected, applications that were submitted and are awaiting selection, and applications that were selected as of August 2024. Selected grants and appropriations include:

- FY23 Community Project Funding (CPF) - 5600 West Core Route: \$3.5 million
- Federal Transit Administration (FTA) Small Starts - Midvalley Connector (allocated): \$54.7 million
- FY23 FTA Low and No Emission Vehicles - 25 Compressed Natural Gas (CNG) Buses: \$17.1 million
- FY24 CPF - Electric Bus Charging Implementation: \$2 million
- FY 20, 21, 22 & 23 Congestion Mitigation and Air Quality (CMAQ) SL/OL/PO - Rideshare/Vanpool & UVX Operations: \$3.7 million
- FY22 & 23 Mountainland Association of Governments (MAG) Carbon Reduction Program (CRP) - UVX 900 East Station: \$4 million
- FY19 Wasatch Front Regional Council (WFRC) Transportation Alternatives Program (TAP) - Bus Bike Racks & FrontRunner Bike Car Installations: \$80,000
- FY19, 20 & 21 WFRC Surface Transportation Block Grant (STBG)/CMAQ - OGX Capital: \$7.4 million
- FY23 WFRC STBG - Point of the Mountain Environmental: \$2 million
- FY23 WFRC CRP OL - OGX On-Route Charging: \$1.4 million
- FY23 WFRC STBG SL - Transit Signal Priority Equipment for Buses: \$238,000
- FY23 WFRC CRP SL - On-Route Electric Bus Infrastructure: \$580,000
- FY23 WFRC CRP SL - Locomotive Overhaul: \$325,000
- FY23 WFRC CMAQ SL - 5600 West Core Route Construction: \$2 million
- FY23 WFRC STBG OL - Transit Signal Priority Equipment for Buses: \$79,000
- FY23 WFRC CRP OL - Locomotive Overhaul: \$1 million
- FY19 WFRC CMAQ - Intelligent Transportation System Signage & 3300/3500 South Bus Stops: \$4.1 million
- Utah Department of Transportation (UDOT) Transit Transportation Investment Fund (TTIF) - Davis Salt Lake Community Connector: \$18 million
- UDOT TTIF - 5600 West: \$20.5 million

Discussion ensued. Questions on Midvalley Express (MVX) funds and grant fund management effects on cashflow were posed by the board and answered by staff.

7. Resolutions

a. R2024-08-01 - Resolution Adopting the Fare Rates and Types of Fare Media of the Agency

Monica (Morton) Howe, UTA Fares Director, was joined by Jordan Eves, UTA Manager of Fare Strategy.

Eves summarized the resolution, which adopts the fare rates and types of fare media used by the agency. He noted three significant changes:

1. Discontinuation of the FAREPAY 20% discount
2. Addition of fare capping
3. Updated qualifications for low-income fare

Discussion ensued. Questions on current federal poverty guideline thresholds and communications efforts on fare capping were posed by the board and answered by staff.

A motion was made by Trustee Acerson, and seconded by Trustee Holbrook, that this resolution be approved. The motion carried by the following vote:

Aye: Chair Christensen, Trustee Holbrook, and Trustee Acerson

8. Contracts, Disbursements and Grants

a. **Contract: UTA Police Console Upgrade (L3Harris Technologies, Inc.)**

Kyle Brimley, UTA IT Director, was joined by Jarvie Curtis, UTA IT Manager of Communications & Deployment, and Dalan Taylor, UTA Chief of Police & Public Safety Manager.

Curtis requested the board approve a \$318,376.63 contract with L3Harris Technologies, Inc. for four police dispatch consoles.

Discussion ensued. Questions on console interface with the police computer-aided dispatch (CAD) system were posed by the board and answered by staff.

A motion was made by Trustee Holbrook, and seconded by Trustee Acerson, that this contract be approved. The motion carried by a unanimous vote.

b. **Contract: State of Good Repair Bus Stop Enhancements (Landmark Companies, Inc.)**

Jared Scarbrough, UTA Director of Capital Design & Construction, requested the board approve a not-to-exceed \$495,320.96 contract with Landmark Companies, Inc. for the enhancement of 26 bus stops.

A motion was made by Trustee Acerson, and seconded by Trustee Holbrook, that this contract be approved. The motion carried by a unanimous vote.

c. **Contract: Bus Stop Flatwork Construction (Landmark Companies, Inc.)**

Jared Scarbrough was joined by Landon Dixon, UTA Civil Engineer III.

Dixon requested the board approve a not-to-exceed \$515,115 contract with Landmark Companies, Inc. for the construction of 45 Americans with Disabilities Act (ADA) compliant bus stops.

Discussion ensued. Questions on federal funding sources and bus stop design were posed by the board and answered by staff.

A motion was made by Trustee Holbrook, and seconded by Trustee Acerson, that this contract be approved. The motion carried by a unanimous vote.

d. **Contract: Master Pool Service Agreement for Supplemental Services Pilot (Western Trails, Charters and Tours, DBA Salt Lake Express)**

Hal Johnson, UTA Director of Innovative Mobility Solutions, requested the board approve a contract with Western Trails, Charters and Tours, DBA Salt Lake Express for supplemental bus services. The contract is for pooled services and the pool has a not-to-exceed value of \$30 million over five years.

Discussion ensued. Questions on the structure of the contract and impacts of supplemental service on UTA operators were posed by the board and answered by staff.

A motion was made by Trustee Acerson, and seconded by Trustee Holbrook, that this contract be approved. The motion carried by a unanimous vote.

e. **Contract: Master Pool Service Agreement for Supplemental Services Pilot (Innovative Transportation Solutions, DBA The Driver Provider)**

Hal Johnson requested the board approve a contract with Innovative Transportation Solutions, DBA The Driver Provider for supplemental bus services. The contract is for pooled services and the pool has a not-to-exceed value of \$30 million over five years.

Discussion ensued. A question on The Driver Provider's work on the Cottonwood Connect was posed by the board and answered by Johnson.

A motion was made by Trustee Holbrook, and seconded by Trustee Acerson, that this contract be approved. The motion carried by a unanimous vote.

f. **Change Order: Master Pool Service Agreement Service Order No. 1 for Supplemental Ski Service (Innovative Transportation Solutions, Inc., DBA The Driver Provider)**

Nichol Bourdeaux, UTA Chief Planning & Engagement Officer, was joined by Heather Barnum, UTA Chief Communications Officer, and Hal Johnson.

Johnson requested the board approve a \$1,657,967 change order to the master pool service agreement with Innovative Transportation Solutions, Inc., DBA The Driver Provider for supplemental ski service on Fort Union Boulevard and in Little Cottonwood Canyon during the 2024-2025 ski season. The total contract value, including the change order, is \$1,657,967.

Discussion ensued. Questions on vehicle branding, fare collection, and route stop locations were posed by the board and answered by staff.

A motion was made by Trustee Acerson, and seconded by Trustee Holbrook, that this change order be approved. The motion carried by a unanimous vote.

g. Change Order: On-Call Infrastructure Maintenance Contract Task Order #24-036 - Garfield Rail Line Maintenance (Stacy and Witbeck, Inc.)

Jared Scarbrough was joined by Jacob Wouden, UTA Rail Infrastructure Project Manager, and David Wilkins, Assistant Attorney General.

Wouden requested the board approve a \$270,703 change order to the contract with Stacy and Witbeck, Inc. for maintenance on the Garfield rail line.

Discussion ensued. Questions on the frequency of railroad tie replacement, possibility of shifting responsibility of maintenance to another entity, cost analysis for installing concrete railroad ties, and contract term were posed by the board and answered by staff.

A motion was made by Trustee Holbrook, and seconded by Trustee Acerson, that this change order be approved. The motion carried by a unanimous vote.

h. Change Order: On-Call Infrastructure Maintenance Contract Task Order #24-025 - Parkway Ave Grade Crossing Replacement (Stacy and Whitbeck, Inc.)

Jared Scarbrough was joined by Jacob Wouden.

Wouden requested the board approve a \$309,677 change order to the contract with Stacy and Witbeck, Inc. for the Parkway Avenue grade crossing replacement on the TRAX alignment.

Discussion ensued. A question on the grade crossing coordinates was posed by the board and answered by staff.

A motion was made by Trustee Acerson, and seconded by Trustee Holbrook, that this change order be approved. The motion carried by a unanimous vote.

i. Change Order: On-Call Infrastructure Maintenance Contract Task Order #24-026 - 9400 South Grade Crossing Replacement (Stacy and Witbeck, Inc.)

Jared Scarbrough was joined by Jacob Wouden.

Wouden requested the board approve a \$353,051 change order to the contract with Stacy and Witbeck, Inc. for the 9400 South grade crossing replacement on the TRAX alignment.

Discussion ensued. A question on coordination with Sandy City was posed by the board and answered by Wouden.

A motion was made by Trustee Holbrook, and seconded by Trustee Acerson, that this change order be approved. The motion carried by a unanimous vote.

j. **Change Order: On-Call Infrastructure Maintenance Contract Task Order #24-027 - 9000 South Grade Crossing Replacement (Stacy and Witbeck, Inc.)**

Jared Scarbrough was joined by Jacob Wouden.

Wouden requested the board approve a \$521,516 change order to the contract with Stacy and Witbeck, Inc. for the 9000 South grade crossing replacement on the TRAX alignment.

Discussion ensued. A question on the replacement timing was posed by the board and answered by Wouden.

A motion was made by Trustee Acerson, and seconded by Trustee Holbrook, that this change order be approved. The motion carried by a unanimous vote.

k. **Change Order: On-Call Infrastructure Maintenance Contract Task Order #24-046 - Union Interlocking Trackwork Installation (Stacy and Witbeck, Inc.)**

Jared Scarbrough was joined by Jacob Wouden.

Wouden requested the board approve a \$246,686 change order to the contract with Stacy and Witbeck, Inc. for trackwork installation on the Union interlocking. The total contract value, including the five change orders with Stacy and Witbeck, Inc. discussed in this meeting, is \$3,947,046.

Scarbrough noted the installation will address items that require immediate attention, but additional work will be required in the near future.

Discussion ensued. Questions on the materials used in the installation, project timeline, and contingency plans for inclement weather were posed by the board and answered by staff.

A motion was made by Trustee Holbrook, and seconded by Trustee Acerson, that this change order be approved. The motion carried by a unanimous vote.

l. **Disbursement: UTA v Pulsipher Settlement Approval**

(Note: This agenda item was posted as UTA v. Pulsipher, which is incorrect. The correct disbursement and associated approval is for Pulsipher v. UTA.)

Mitsuru "Mitch" Nielsen, UTA Claims Administrator, requested the board approve a \$375,000 disbursement for the settlement of Pulsipher v. UTA.

A motion was made by Trustee Acerson, and seconded by Trustee Holbrook, that this disbursement be approved. The motion carried by a unanimous vote.

Chair Christensen called for a recess at 10:42 a.m.

The meeting reconvened at 10:51 a.m.

9. Service and Fare Approvals**a. Complimentary Fare: Transit Passes for Utah Attorney General Staff Representing the Utah Transit Authority**

Jordan Eves was joined by David Wilkins.

Eves requested the board approve a complimentary fare to issue transit passes to Office of the Utah Attorney General attorneys and staff representing UTA.

Discussion ensued. Questions on office locations for the recipients of the passes and Office of the Utah Attorney General participation in UTA pass programs were posed by the board and answered by staff.

A motion was made by Trustee Holbrook, and seconded by Trustee Acerson, that this complimentary fare be approved. The motion carried by a unanimous vote.

10. Budget and Other Approvals**a. TBA2024-08-01 - Technical Budget Adjustment - 2024 Capital Program**

Daniel Hofer, UTA Director of Capital Programs & Support, was joined by Greg Andrews; Alisha Garrett, UTA Chief Enterprise Strategy Officer; and Andrea Pullos, UTA Project Manager III.

Hofer outlined the technical budget adjustment, which reallocates \$13.27 million in existing capital budget projects to other projects to aid in delivery. Funds for eight projects will be increased and funds for nine projects will be decreased. The capital budget impacts of the adjustment are as follows:

- Changes in revenues:
 - Grants net reduction of \$5.215 million
 - \$5.63 million pushed to the 2025-2029 capital plan
 - \$415,000 added to 2024 capital budget
 - Bonds net reduction of \$4.75 million, all pushed to the 2025-2029 capital plan
 - State funds net increase of \$4.5 million to the 2024 capital budget
 - UTA funds net increase of \$5.465 million to the 2024 capital budget
- No increase or decrease in 2024 capital budget authority
- Decrease of \$5.465 million to UTA's fund balance

Discussion ensued. Questions on the abatement in the lab building, funding sources for the eVoucher 2 project, timekeeping system installation timeline, MVX project spend down, and unplanned projects in the current year and next five years were posed by the board and answered by staff.

A motion was made by Trustee Acerson, and seconded by Trustee Holbrook, that this technical budget adjustment be approved. The motion carried by a unanimous vote.

11. Discussion Items**a. Central Wasatch Commission Update**

Lindsey Nielsen, Central Wasatch Commission Executive Director, was joined by Sam Kilpack, Central Wasatch Commission Director of Operations.

Nielsen provided an update on the Central Wasatch Commission, including its purpose, member jurisdictions, jurisdiction benefits, stakeholders, transportation efforts, and future plans.

Discussion ensued. Questions on the ability for UTA's supplemental service providers to utilize the ski bus priority access program and municipal alignment and objectives were posed by the board and answered by Nielsen.

b. Salt Lake Central Station Redevelopment

Paul Drake, UTA Director of Real Estate & Transit-Oriented Development, was joined by Sean Murphy, UTA Facility Development Supervisor.

Drake provided an overview of the Salt Lake Central Station Area Plan and redevelopment efforts near the Salt Lake Central Station. He described challenges with the building currently being used as UTA headquarters and articulated the need to look for alternative solutions. One potential solution is to utilize land owned by UTA at the Salt Lake Central Station site for a new headquarters.

Murphy showed conceptual drawings for a headquarters and transit hub at the site and outlined the benefits of the development.

Drake concluded the presentation by discussing project delivery considerations.

Extensive discussion ensued. Questions on proposed pavement composition and utility; Amtrak's needs and future plans; soil considerations; seismic stability; project delivery timeline; and next steps were posed by the board and answered by staff.

The board opined the development is an opportunity to leverage UTA's property at the site to realize long-term community objectives and meet agency needs. They expressed a desire for the site design to focus use on transportation over destination. The trustees recommended a walkable connection to the Rio Grande Depot as a preferable alternative to relocating existing infrastructure.

Chair Christensen called for a recess at 12:19 p.m.

The meeting reconvened at 12:24 p.m.

c. Detours and Disruptions Customer Communication Strategy Project

Nichol Bourdeaux reviewed the objectives of the detours and disruptions customer communication strategy project. She spoke about collaboration efforts, project timelines, industry best practices, information gleaned from interviews, and next steps in the project.

Discussion ensued. A question on future capacity was posed by the board and answered by Bourdeaux. Chair Christensen requested tools implemented as an outcome of the project be simple and easy to use.

d. 2024 UTA On Board Survey

Alex Beim, UTA Manager of Long-Range Strategic Planning, was joined by Dede Murray, UTA Strategic Planner III.

Murray discussed the purpose of conducting on board surveys; survey process, questions, and findings; and next steps in the study.

Discussion ensued. Questions on the survey methodology, trip mapping (origin to destination), sample size, and information sharing with partner agencies were posed by the board and answered by staff.

12. Other Business

- a. Next Meeting: Wednesday, September 11th, 2024 at 9:00 a.m.

13. Closed Session

- a. **Strategy Session to Discuss Collective Bargaining**

No closed session was held.

14. Open Session

No closed session was held; the entire meeting took place in open session.

15. 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 12:48 p.m.

Transcribed by Cathie Griffiths
Executive Assistant to the Board Chair
Utah Transit Authority

Board of Trustees

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August 14, 2024

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/932581.html> for entire content. Meeting materials, along with a time-stamped video recording, are also accessible at https://rideuta.granicus.com/player/clip/314?view_id=1&redirect=true.

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

Approved Date: September 11, 2024

DocuSigned by:



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Carlton J. Christensen
Chair, Board of Trustees

Appendix A**Online Public Comment**

(Note: Online public comment was received via email and the text is copied as submitted.)

From Nathan Strain:

Regarding Item 11 B on the board meeting agenda for August 14, 2024: " Salt Lake Central Station Redevelopment " Good morning, Salt Lake City is presently studying means to relieve the East-West divide, the only proposed means to ease this divide is the Rio Grande Plan, which UTA has continually shunned. The Salt Lake County Council has now officially endorsed the Rio Grande Plan. UTA should reconsider this station redevelopment as the Rio Grande Plan offers a much more robust means to revitalize the area and create a much better transit experience. UTA has received hundreds, if not thousands, of comments in support of the Rio Grande Plan. Every member of the Salt Lake City council has expressed support. Yet UTA refuses to factor it into any plan or even acknowledge it's existence. HB 422 requires UTA to consult local governments in regards to station-area plans, this project is likely at odds with this requirement. Continued refusal of UTA's board to recognize the Rio Grande Plan represents a lack of consideration for larger problems such as the East-West divide and a complete disregard for the planning efforts of local governmental agencies.

From Roxie Hawk:

Please consider to implement the Rio grande plan it's much more efficient and beneficial to the community than reviving the Central Station.

From Brett Ross:

Please consider the Rio Grande Plan in any future transportation initiatives as the Salt Lake County Council just agreed to do so earlier this week. Governor cox has suggested the plan should be considered. Mayor Mendenhall has voiced support. As has the SLC council. After all that Inwonder why no mention is made in your plans. Rail traffic is set to grow exponentially with double tracking Frontrunner and the inland port. Let's solve the problem of dividing the city now with the Rio Grande Plan.

From Celene Anderson:

I support and urge the approval of the Rio Grande plan because, there is a clear divide between the east side and the west side of Salt Lake City so much so that the higher in elevation you go the clearer you can see it. By utilizing the Rio Grande plan and putting tracks underneath the streets it would allow communities to reconnect with each other and remove the negative context of east side and West Side. The division has been this way for as long as I can remember and it's time it stops. I support the Rio Grande plan because the current system does not work, you have backed up traffic, you have people making U-turns to avoid the train tracks, people genuinely go out of their way to avoid certain cross streets or certain streets in general where they may be stopped going home or to work. By utilizing the Rio Grande plan that would eliminate this possibility entirely and results in easier travel. Another reason I

support the Rio Grande plan is because methods and systems like this already work in larger cities, and with the growth of Salt Lake City currently it's something that is desperately needed.

From Hailee Jeppsen:

I really think it is in Salt Lake city's best interest to consider the rio grande plan. There are so many benefits and including more public land use, better front runner flow, and not to mention the safety for cars! I have complete trust in the engineer who put this together because he created the UVX bus line in Provo and that is near perfect. Please please please consider the Rio Grande Plan as a factor in the project of 11B. Thank you.

From Isabelle Herzog:

As someone who commutes on the front runner most days, I know the Rio grande plan is the best plan for our city. We deserve a public transit system that is dignified and suitable for visitors and everyday travelers. We have a beautiful downtown rail station and we should be using it! Our city deserves to be connected and safe.

From Angela Neil:

Please use the Rio Grande plan. We need more rail systems and less giant highways. With more reliable public transportation we can clear up a lot of traffic and by extension pollution.

From Joseph Boris:

I wish I could make it to the council meeting this Wednesday, however I would like to take the time to voice my support for agenda item 11B the rio grand plan. The plan will do more for the city than just a redevelopment of infrastructure, but will lead to a larger quantity of housing which will reduce the strain on cost of living that we all feel. It will reduce congestion on roads leading to reduced carbon emissions and better air quality. And most importantly it gives an introduction and a first look at our city that we can be proud of.

From Derek Evans:

Please support Rio Grand plan or add use of the Rio Grand Depot to your transit plans. Salt lake central is woefully inadequate as a proper city train station. If we want to welcome the world to SLC in 2034 we need a better gateway for commuters and visitors. Additionally. The level grade crossings between 900s and 400n are all a danger to cars, pedestrians, and the trains. They cause delays, and undue risk of accident by their existence.

From Austin Kelm:

Please implement the Rio Grande Plan in its entirety and create a more connected and walkable downtown!

From Jacob Johnson:

In regards to agenda item 11B (Central Station Redevelopment), please consider the Rio Grande Plan. Salt Lake County recently voted to tentatively support it, encouraging all transit plans to consider it. Furthermore, many residents are in favor of it

From Trevor Blair:

I would love to see the Rio Grande plan implemented in preparation for the 2034 Olympics.

From Nathan Pyper (two submissions):

- 1) In regards to agenda item 11 B, please consider the RIO GRANDE PLAN. This citizen proposed plan is the best option for SLC's central station. Utahns deserve and want functional and high-quality public transit in the city. The rio grande station is historic, beautiful, and in the heart of downtown. It only makes sense!
- 2) In regards to Agenda item 11 B, SLC should be considering (and moving forward with) the RIO GRANDE PLAN.

From Anthony Tobler (two submissions):

- 1) Can you please please stop ignoring/stonewalling the Rio Grande Plan in your plans? It's kind of insane. The RGP plan is just a better all around plan and I feel it's pretty obvious you are trying to push out your plan to distract from and avoid making bigger improvements with the Rio Grande Plan. This is for the good of the whole region for generations to come. The improvements to UTA you claim to want are 10x more likely with RGP than your plans so please please please get serious about this stuff.
- 2) I don't want it to seem from my previous comment, that I am ungrateful for what you do. I very much appreciate the good work that you guys do. Just please please take the Rio Grande Plan seriously and incorporate it into your plans... Thank you!

From Brantson Yeaman:

The Rio grande plan as proposed by the citizens of the salt lake in Utah county area would be a plan that What genuinely help connect communities. Further, it would help to give the people that UTA and UDOT serve the freedom of movement that they deserve.

From Scott Lettrich:

I believe it is prudent for all UTA planning in the Salt Lake City area to take into account the impacts and place high priority on establishing and maintaining the viability of the citizen proposed Rio Grande Plan. This especially should be included in any evaluation of plans that include the Salt Lake Central station and surrounding area. It would be an imprudent to not evaluate the revitalization and reuse of this critical infrastructure and associated rights of way. On top of fiscal prudence, the potential intangible marketing and public relations value the Rio Grande Plan offers to UTA and the people of Utah must be evaluated. Negative impacts of any UTA project to the future cost or viability of the Rio Grande Plan must also be included in evaluations.

From Collin Brooks:

I support the Rio grand plan for continued expansion of public transit for the state of Utah, and encourage our leaders to implement this plan.

From Dylan Horton:

Please consider the Rio grande plan! That would be such an amazing a huge benefit to all of utah

From Max Reese:

Please consider the Rio Grande Plan as a factor in the Central Station Redevelopment Plan

presentation this Wednesday.

From Frederick Jenny:

I am writing to the Utah Transit Authority to show my opposition to agenda item 11b the central station redevelopment. UTA has known about the Rio Grande Plan for at least four years and opted to pay a million dollars for the central station planning effort with full knowledge that public money was being spent studying the Rio Grande Plan. Not only that but now UTA continues to deny that the Rio Grande Plan is an option even though the Salt Lake County Council voted to endorse the plan and request that all future transportation plans include it. This shows blatant disregard for the citizen proposed plan making UTA seem like they don't want to listen to the people they are meant to serve.

The Rio Grande Plan is a much better plan than this station redevelopment plan because the Rio Grande Plan will help to ease the east-west divide where the Station Redevelopment won't. The Rio Grande Depot is a crown jewel we are lucky to have still standing and the agency's desire to build a modern looking station not even a quarter mile from the station that served Utah for 90 years is a slap in the face to our past. The Rio Grande Plan is actively being studied and considered by local and state officials and agencies including Salt Lake City's "Reconnecting Communities" study, which UTA endorsed. Also important is that in 1998 the Salt Lake City Council voted that "future regional commuter rail alignments along 500 West and 200 South streets be preserved for enhanced regional commuter rail operations and that public utilities in those corridors be located to minimize obstructions". That council included the chairman of the board Mr. Carlton Christensen.

The Rio Grande Plan deserves to have a fair assessment by the UTA, anything less is failing to serve the people of Salt Lake City and Utah. I encourage that the board either investigate the Rio Grande Plan or fully endorse it and cease their pointless planning at Salt Lake Central because that 25 year experiment didn't capture the ridership promised when they pulled the rails up from the Rio Grande Depot 25 years ago. That is why North Temple Station sees double the ridership that central station does because it's a better placed station, something the Rio Grande Plan will do where this new redevelopment cannot. Thank you.

From Suzanne Harrison, Salt Lake County Councilmember-at-Large:

I wanted to reach out as a member of the Salt Lake County Council to voice my support for our UTA workers and bus drivers.

I've heard from several UTA workers who are worried about what today's board decision means for the future of their jobs and investments in public transportation.

It is important that we continue to invest in supporting families by supporting our workers and living wages.

Our UTA workforce brings expertise and a commitment to doing the job right which improves public safety.

I support continued investments in public transportation and in our phenomenal public

employees.

Thank you for your ongoing service in our community.