

UTA Board of Trustees Meeting

December 8, 2021



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 November 19, 2021 Special Board Meeting Minutes
- b. Approval of December 01, 2021 Board Meeting Minutes



Recommended Action (by acclamation)

Motion to approve consent agenda



Reports



Agency Report

- Complimentary Fare and Service Updates
- 700 South Catenary Upgrade Project
- Grants Update



Complimentary Fare and Service Updates



Resolution R2021-07-04 (Sponsored Fare)

- In July, the Board approved a resolution authorizing the authority to enter into certain sponsored fare agreements for special events as part of the authority's COVID recovery efforts.
- Two (2) Event Partnerships gave 9,000 individuals access to transit:
 - December 3: Utah Grizzlies Hockey Game- Maverick Center
 - December 4: Best Fest – Leonardo Museum
- Estimated that 5-15% of attendees utilized their transit benefit, for total ridership of 900-2,700

	5%	10%	15%
Estimated Trips	900	1800	2700



700 South Catenary Upgrade Project



700 South Catenary Upgrade Project

(5 Auto-Tensioning Devices Installed)

- This project fixed a long-term catenary wire sagging issue that caused delays during the hot summer months when the catenary wire expanded due to excessive heat
- 700 South overhead catenary system (OCS) was originally installed as a Fixed-Tension Catenary System, with no balance weights to accommodate varying temperature ranges
- This area was a challenging location to install more poles/foundations for traditional Balance Weight Assemblies or Head Span Assemblies due to utility conflicts and ROW conflicts in this dense urban environment
- UTA and their OCS design team developed a simple solution that eliminated the need to install new OCS poles and foundations and required no additional ROW
- This project was completed during two back-to-back weekend shutdowns, scheduled around U of U home games
 - Shutdown was coordinated with the 600 South Station Project to capitalize on the closure, two birds, one stone.



700 South Catenary Upgrade Project

UTAH TRANSIT AUTHORITY



Construction (left) and Inspection (above)



700 South Catenary Upgrade Project



Finished Product



700 South Catenary Upgrade Project

- Benefits to UTA
 - Removed Speed Restriction that has been set each summer when wire sags
 - Eliminates Pantograph/OCS snags and property damage
 - No balance weights at ground level --> eliminates tampering
 - Very little maintenance required
- 5 Total Tensioners installed
 - 1 set of spare tensioners and custom mounting brackets ordered
- “Set and forget” set up, no need to adjust each season, auto-tensioner will hold the correct tension all year long



Grants Update



2021 4th Quarter Grants Update

Grants Selected for Award	Amount
State of Utah ARPA Local Match – 300 N SLC Pedestrian Bridge	\$1.5M
RAISE Planning – TechLink	\$950K
UDOT Railroad Safety – Sikaflex	\$50K
UCAIR – Tooele MicroTransit Match	\$15K
Total	\$2.52M



2021 4th Quarter Grants Update

Grant Applications Submitted	Amount
FRA CRISI – Sharp Tintic Connection	\$5.1M
FTA Bus & Bus Facilities – Transit Technical Education Center	\$3.84M
FTA Route Planning Restoration Program – Equity Index Study to Restore Routes	\$300K
WFRC Flex Funds (STP, CMAQ, TAP)	Varies
MAG Flex Funds (STP, CMAQ, TAP)	Varies
Total	\$9.24M+



Financial Report - October 2021



Monthly Operating Financial Report

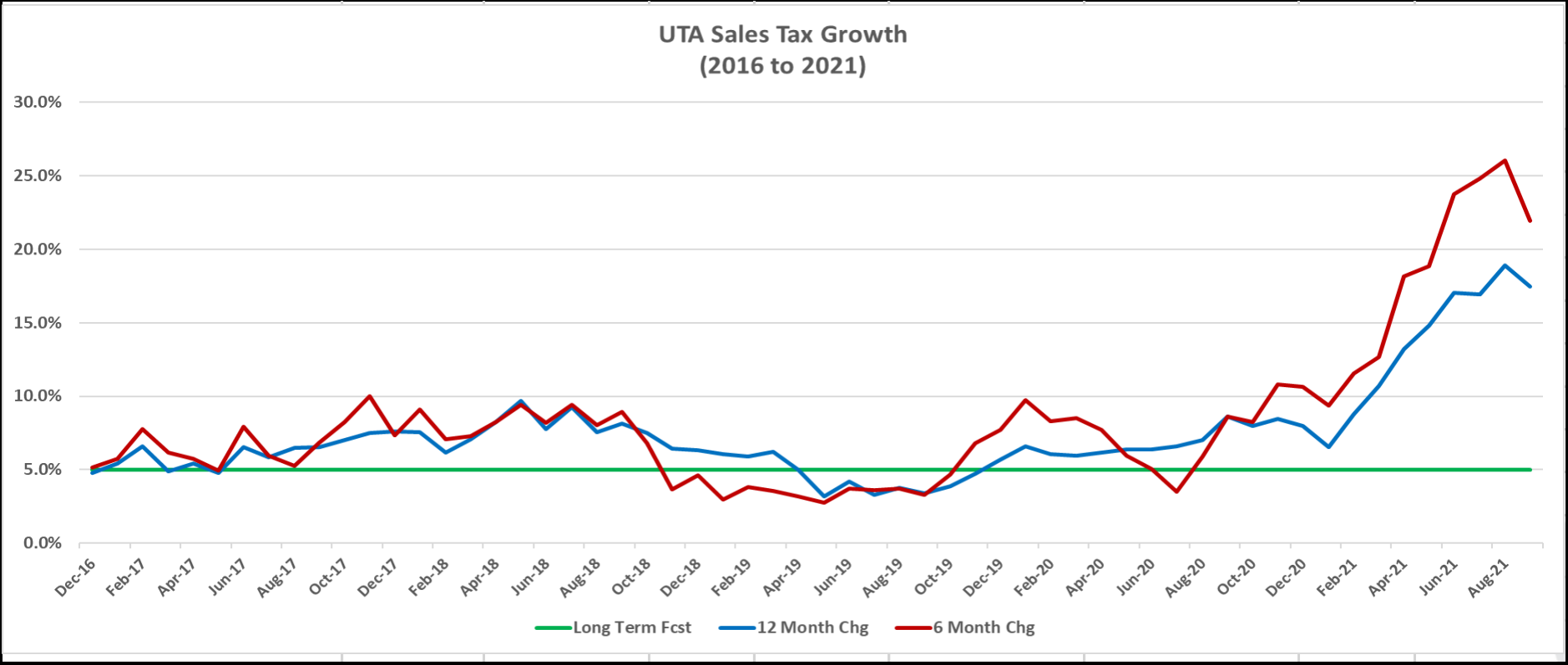
October 2021



UTA Board
Dashboard
October
2021

UTAH TRANSIT AUTHORITY

Financial Metrics	Oct Actual	Oct Budget	Fav/ (Unfav)	%	YTD Actual	YTD Budget	Fav/ (Unfav)	%
Sales Tax (Sept '21 mm \$)	\$ 38.3	\$ 34.6	\$ 3.73	10.8%	\$ 317.4	\$ 267.8	\$ 49.64	18.5%
Fare Revenue (mm)	\$ 3.0	\$ 2.8	\$ 0.25	8.8%	\$ 25.2	\$ 26.2	\$ (1.03)	-3.9%
Operating Exp (mm)	\$ 24.6	\$ 27.5	2.90	10.5%	\$ 251.6	\$ 270.1	\$ 18.53	6.9%
Subsidy Per Rider (SPR)	\$ 9.11	\$ 15.06	\$ 5.95	39.5%	\$ 11.62	\$ 15.06	\$ 3.44	22.8%
UTA Diesel Price (\$/gal)	\$ 2.91	\$ 2.25	\$ (0.66)	-29.5%	\$ 2.49	\$ 2.25	\$ (0.24)	-10.5%
Operating Metrics	Oct Actual	Oct-20	F/ (UF)	%	YTD Actual	YTD 2020	F/ (UF)	%
Ridership (mm)	2.37	1.76	0.6	34.7%	19.52	20.53	(1.0)	-4.9%
Alternative Fuels	CNG Price (Diesel Gal Equiv)		\$ 1.39					

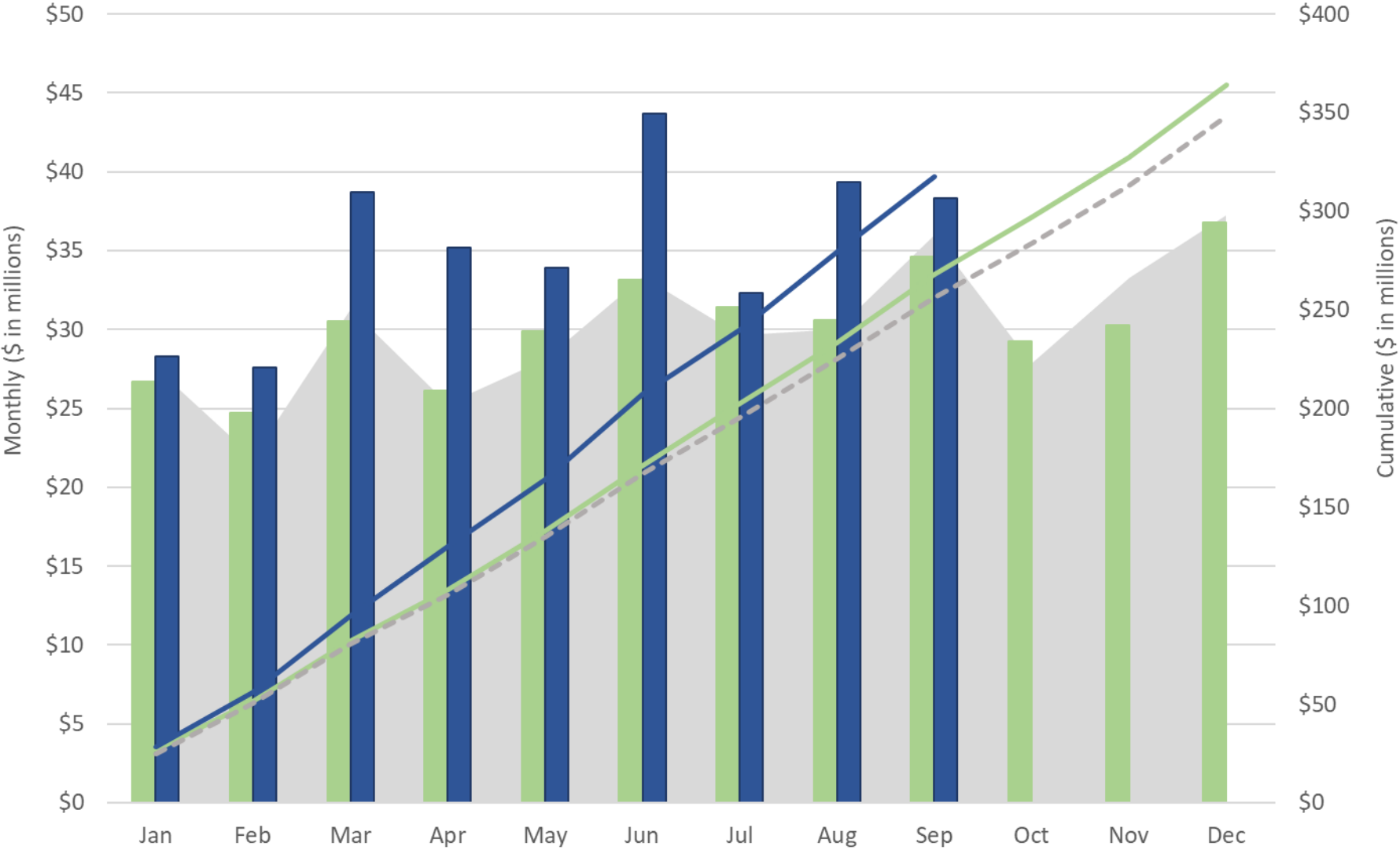


Sales Tax

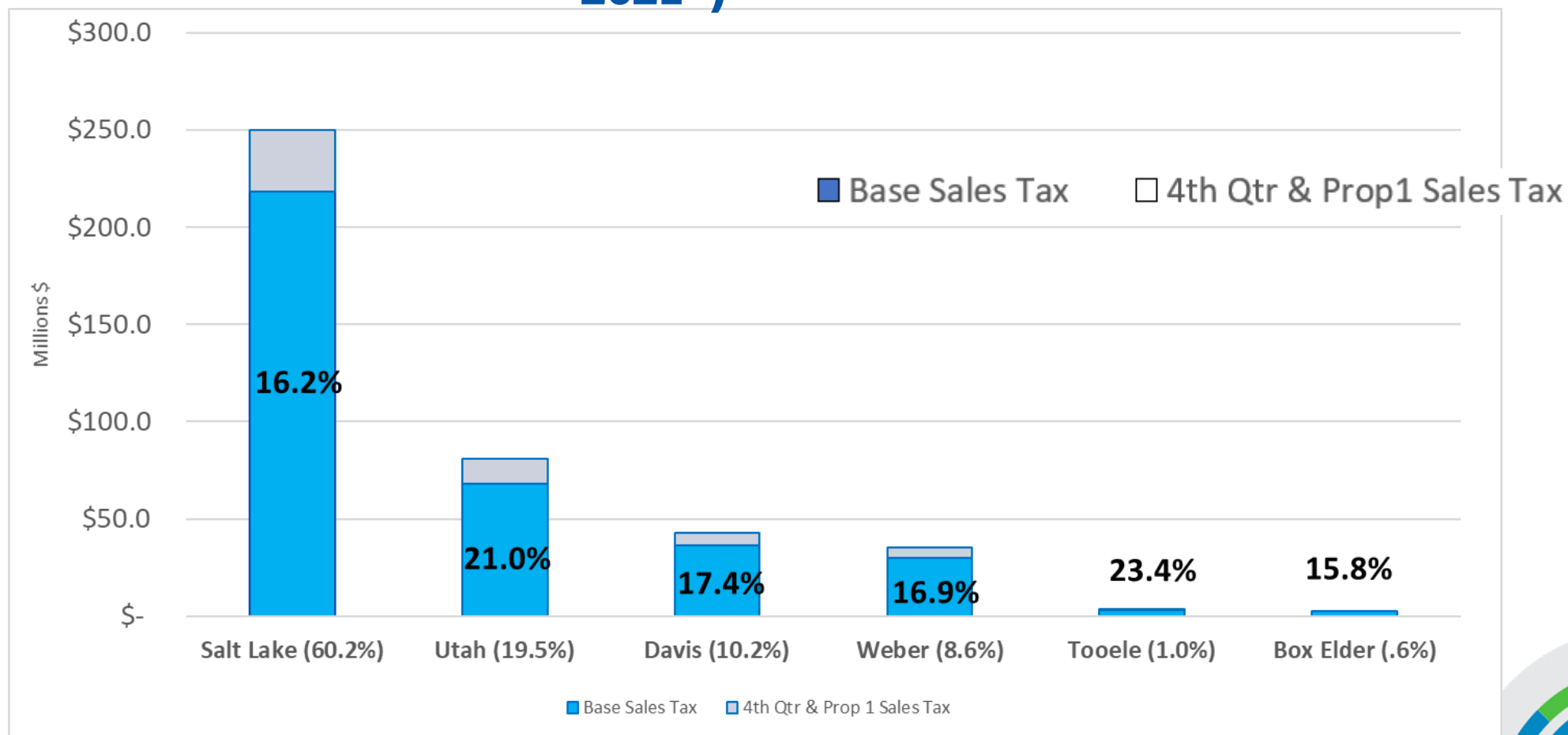
2021 Sales Tax
Sept (YTD Variance
+\$49.6 million)

UTAH TRANS

- 2020 Actual
- Mo Budget
- Mo Actuals
- Cum Budget
- Cum Actual
- Cum 2020



Sales Tax Collections (Percentage Growth for 12 months ended September 30, 2021*)



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

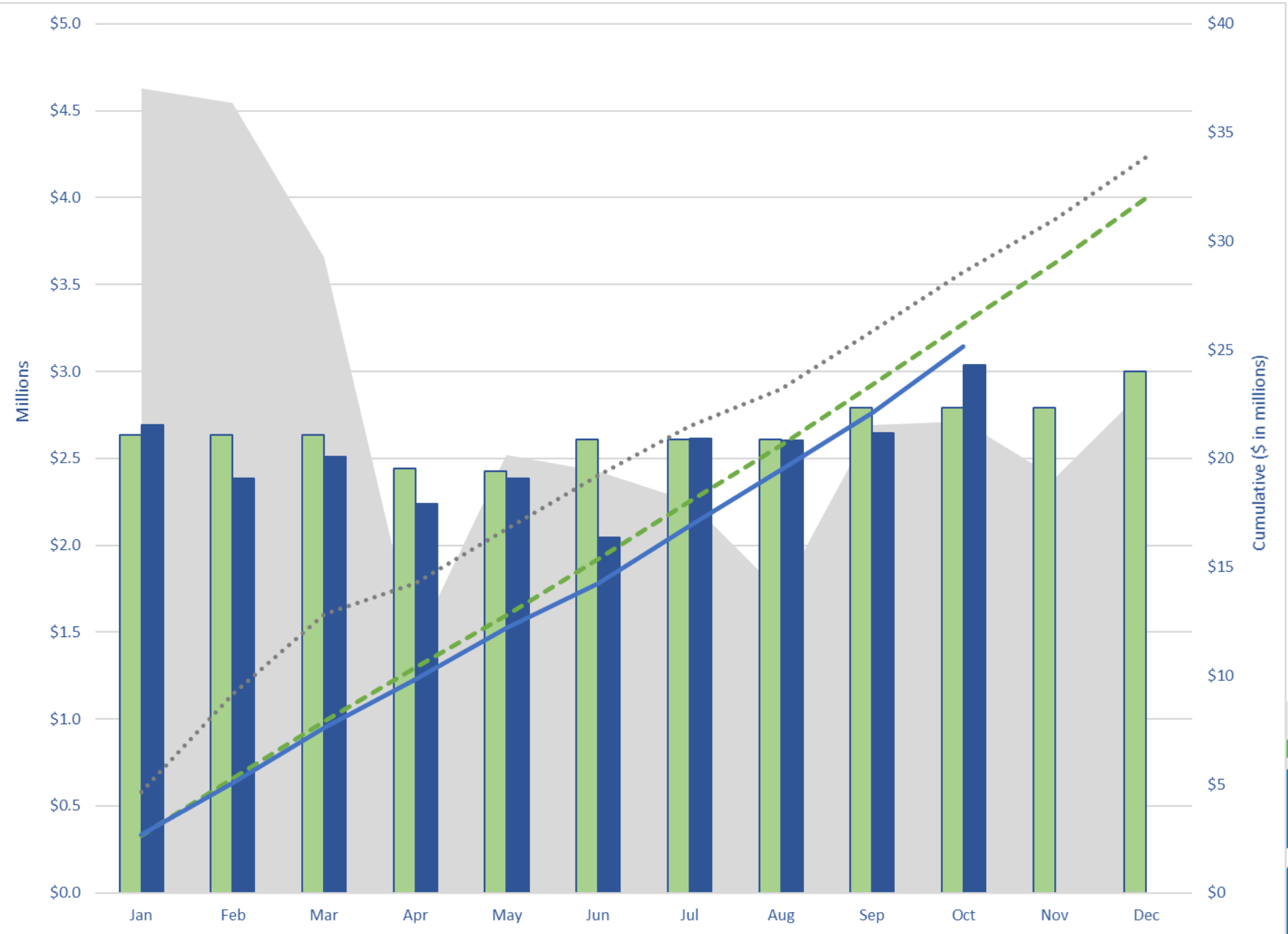


2021 Passenger Revenues

(October YTD Variance = (\$1.03 million))

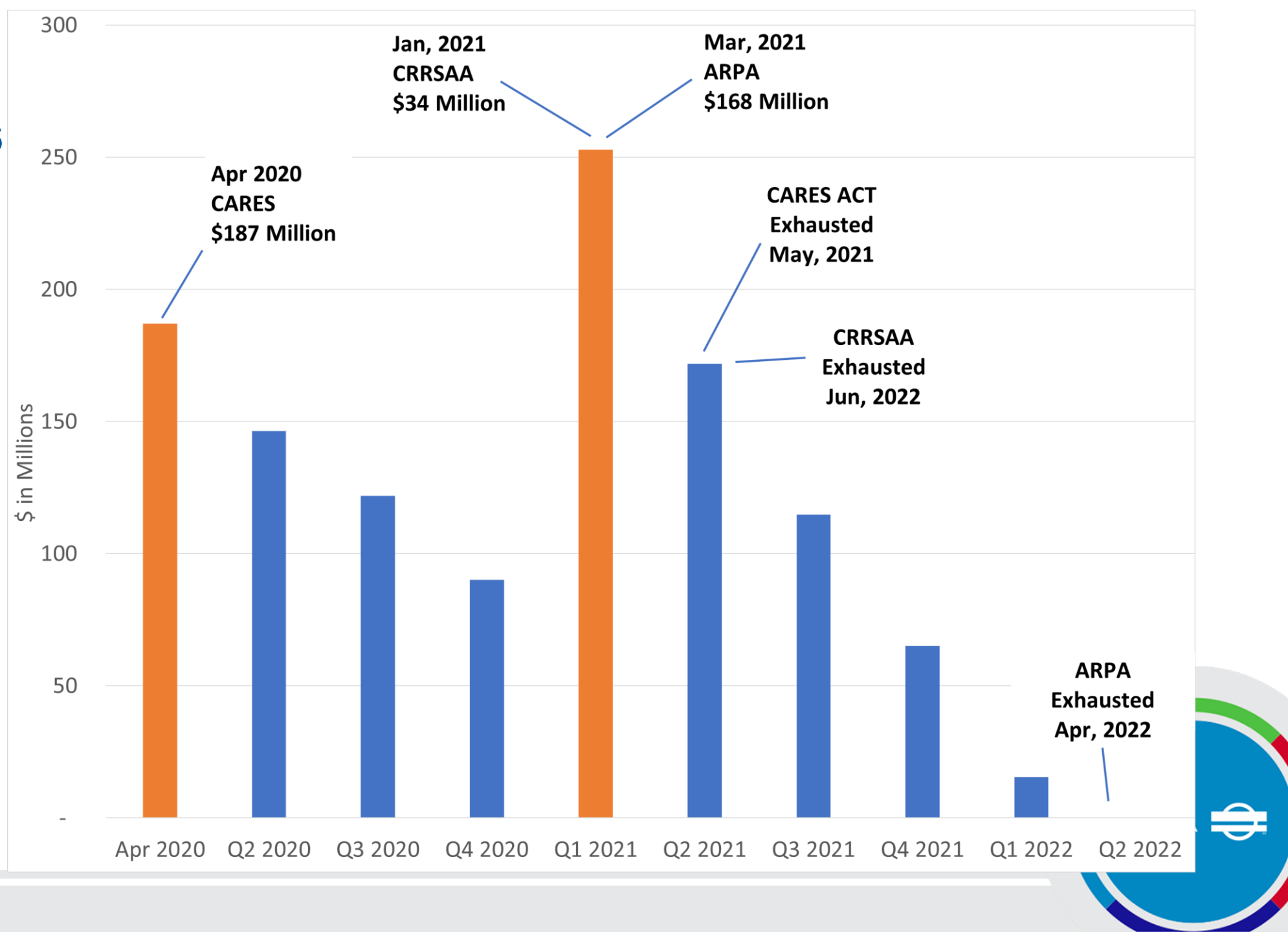
UTAH TRANSIT AUTHORITY

- 2020 Actual
- Mo Budget
- Mo Actuals
- Cum Budget
- Cum Actual
- Cum 2020



2020 - 2021 Stimulus Funds

UTAH TRANSIT AUTHORITY

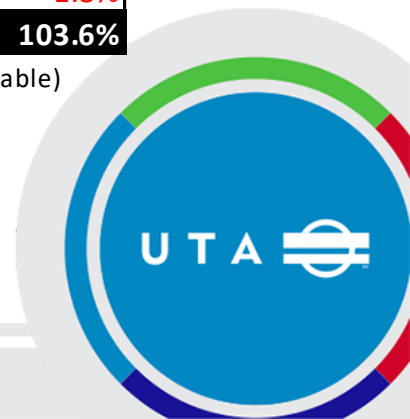


October 2021

MONTHLY RESULTS						FISCAL YEAR 2021 Dollars in Millions	YEAR-TO-DATE RESULTS					
Prior Year Actual	Current Year						Prior Year Actual	Current Year				
	Actual	Budget	Variance					Actual	Budget	Variance		
						Revenue						
\$ 44.1	\$ 38.1	\$ 29.3	\$ 8.8	30.0%		Sales Tax <i>(Sept/Oct accrual)</i>	\$ 289.3	352.6	\$ 297.0	\$ 55.6	18.7%	
2.7	3.0	2.8	0.2	8.8%		Fares	28.6	25.2	26.2	(1.0)	-3.9%	
15.8	25.2	14.3	10.9	76.3%		Federal	129.4	216.3	142.9	73.4	51.3%	
3.8	1.0	1.4	(0.4)	-25.4%		Other	14.4	9.5	14.0	(4.5)	-32.0%	
\$ 66.3	\$ 67.3	\$ 47.8	\$ 19.6	41.0%		TOTAL REVENUE	\$ 461.7	\$ 603.6	\$ 480.2	\$ 123.4	25.7%	
						Expense						
\$ 12.7	\$ 12.7	\$ 13.1	\$ 0.5	3.7%		Salary/Wages	\$ 127.4	\$ 129.2	\$ 131.9	\$ 2.7	2.1%	
6.0	6.1	6.3	0.2	2.9%		Fringe Benefits	60.1	63.3	62.6	(0.7)	-1.1%	
1.6	2.1	2.6	0.5	19.5%		Services	16.8	19.7	25.4	5.8	22.7%	
1.4	1.1	1.9	0.7	39.7%		Parts	15.7	15.0	18.8	3.8	20.3%	
1.4	2.6	1.9	(0.7)	-37.7%		Fuel	13.0	18.5	18.6	0.2	0.9%	
0.4	0.5	0.5	(0.0)	-1.3%		Utilities	4.9	4.9	5.0	0.1	1.6%	
0.8	0.3	2.0	1.7	83.9%		Other	9.0	8.0	15.6	7.6	48.6%	
(0.8)	(0.8)	(0.8)	(0.0)	1.1%		Capitalized Cost	(9.4)	(6.9)	(7.8)	0.9	-11.3%	
\$ 23.6	\$ 24.6	\$ 27.5	\$ 2.9	10.5%		TOTAL EXPENSE	\$ 237.4	\$ 251.6	\$ 270.1	\$ 18.5	6.9%	
\$ 8.3	\$ 7.5	\$ 7.3	\$ (0.2)	-2.9%		Debt Service	\$ 87.2	\$ 75.8	\$ 74.4	\$ (1.3)	-1.8%	
\$ 34.4	\$ 35.2	\$ 12.9	\$ 22.3	172.0%		Contrib. Capital/Reserves	\$ 137.1	\$ 276.2	\$ 135.6	\$ 140.6	103.6%	

Favorable/(Unfavorable)

Favorable/(Unfavorable)



UTAH TRANSIT AUTHORITY

Questions?

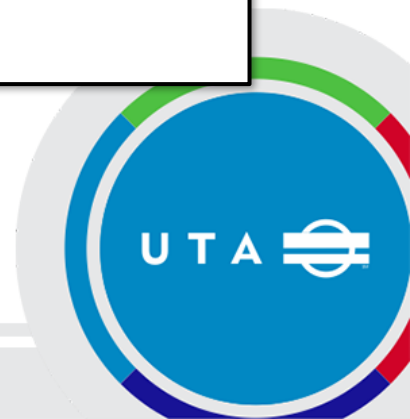
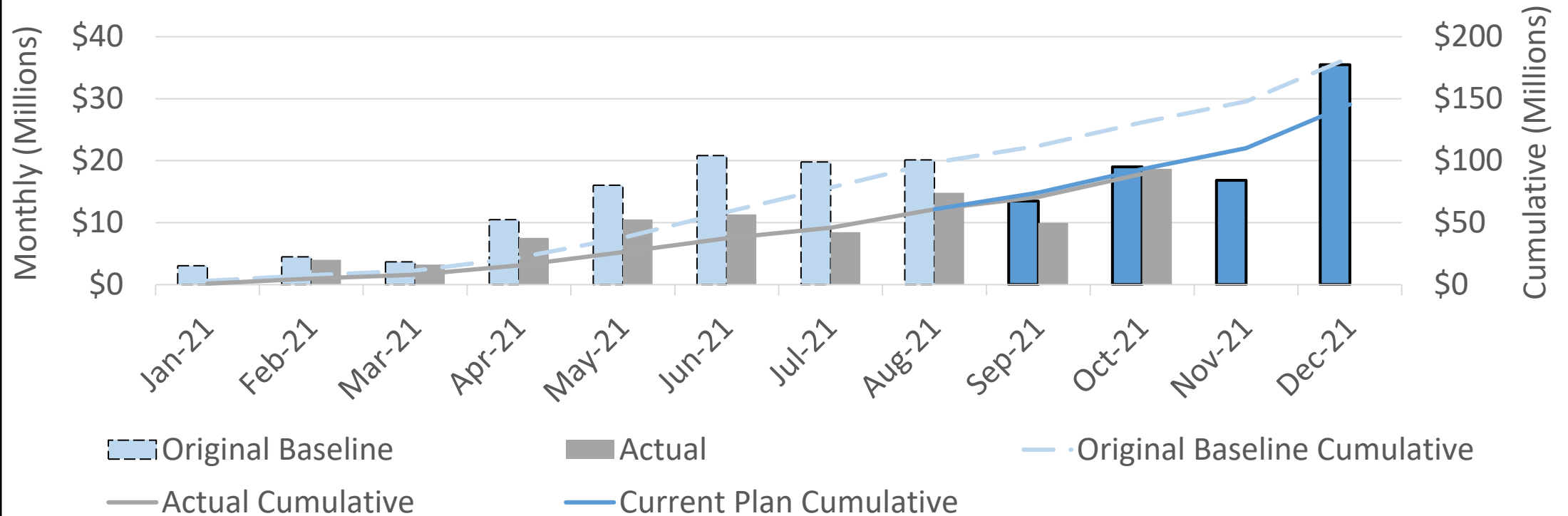


Capital Program Update-January – October 2021



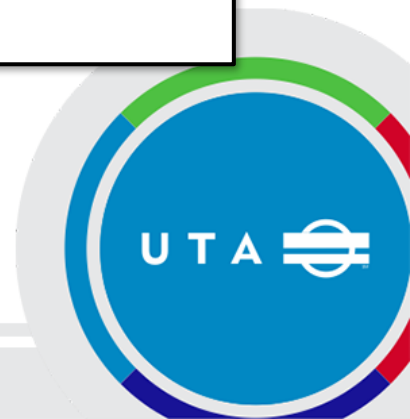
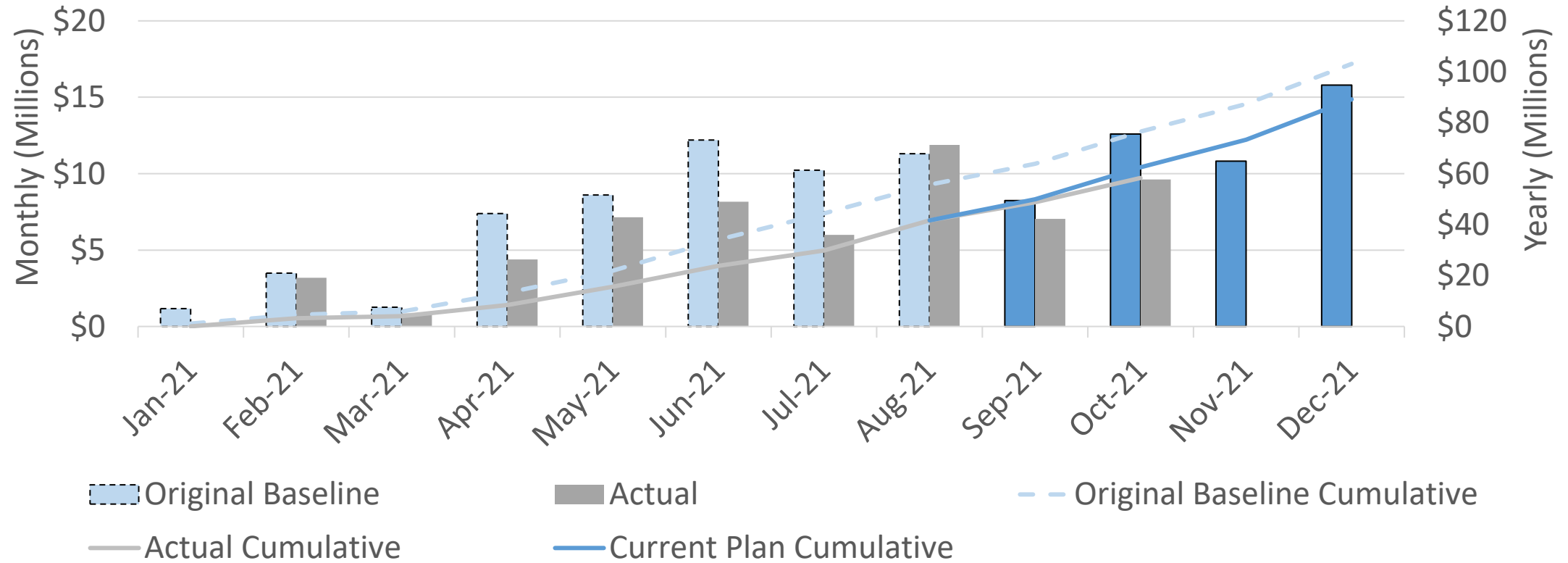
Program Summary

2021 Capital Spending Chart- Top 90% of Projects- YTD Spent 89.3 M spent of planned \$93.2 M, -4%



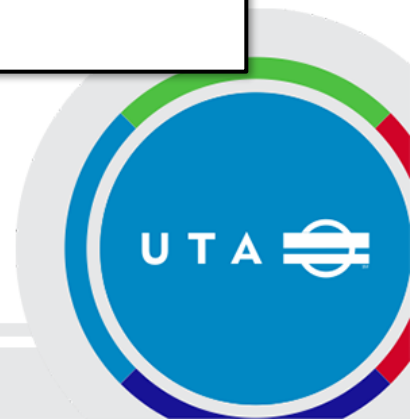
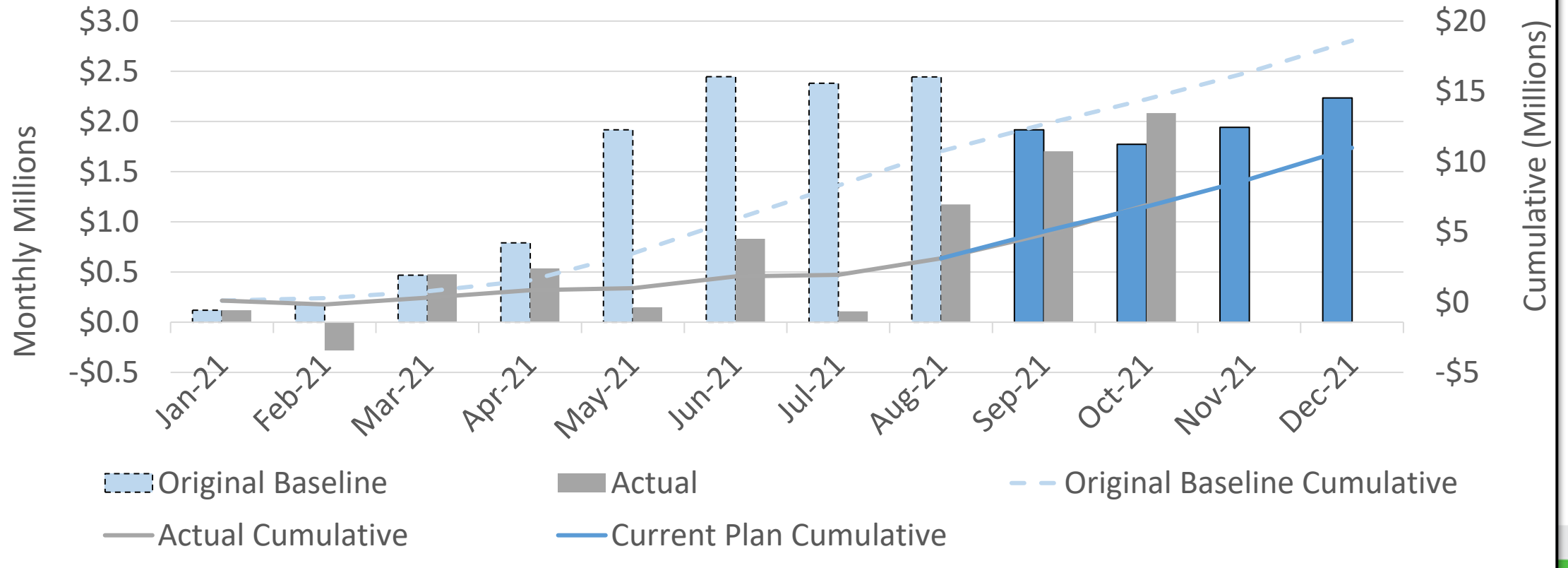
Capital Construction

Capital Construction- YTD spent \$58.4 M of a planned \$62.5 M, -7%



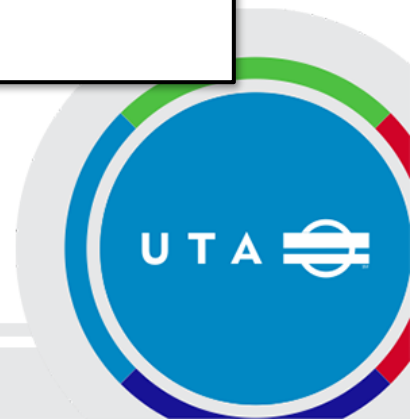
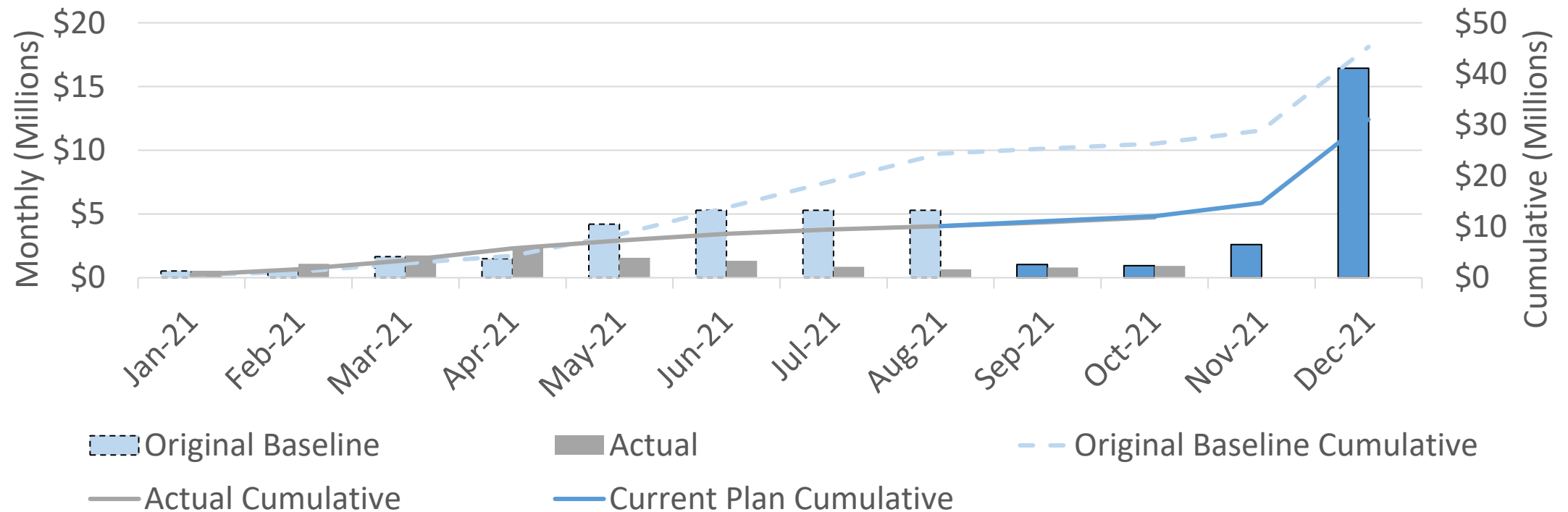
Capital Development

Capital Development- YTD spent \$6.9 M spent of \$6.8 M planned, +1%

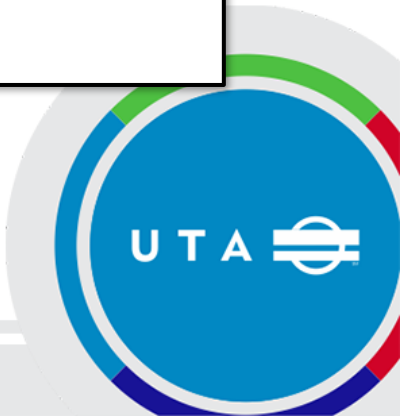
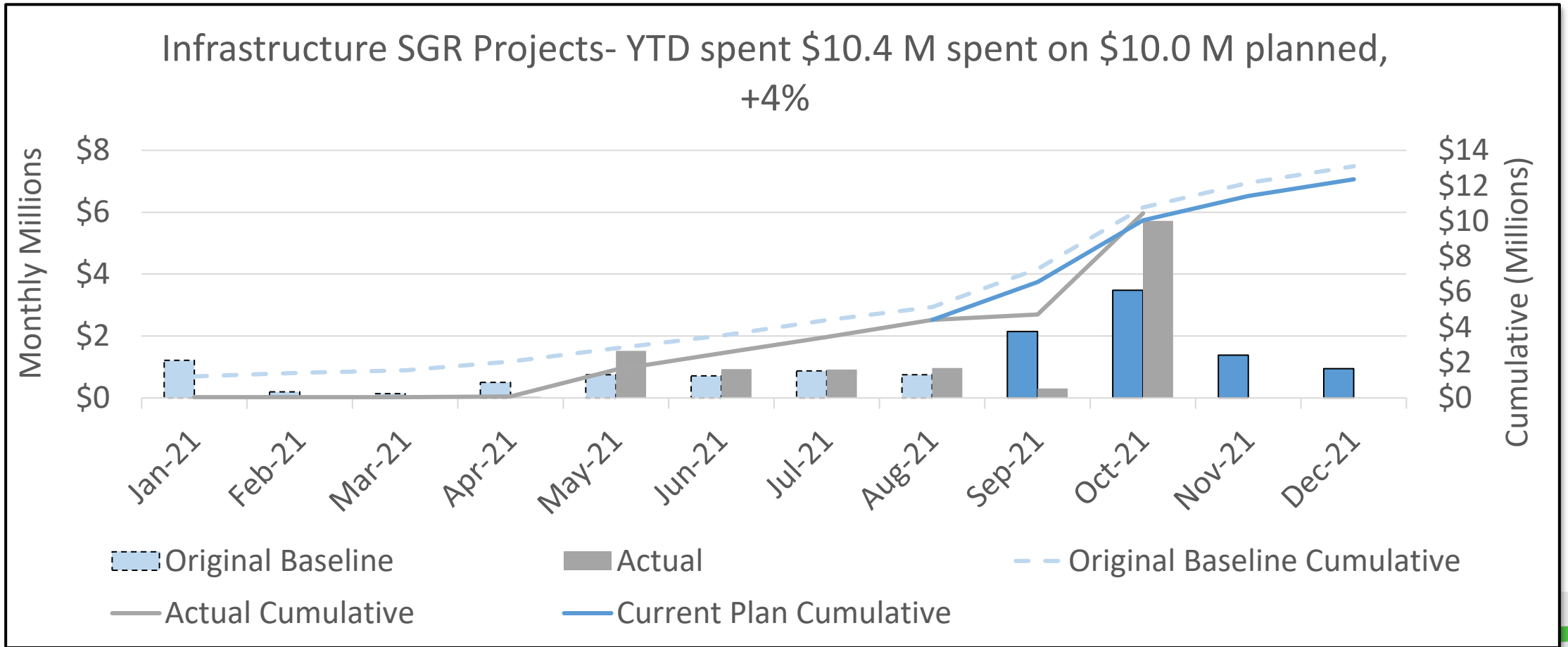


Revenue/Service Vehicles

Revenue/Service Vehicles- YTD spent \$11.8 M spent of planned \$12.0 M,
-2%

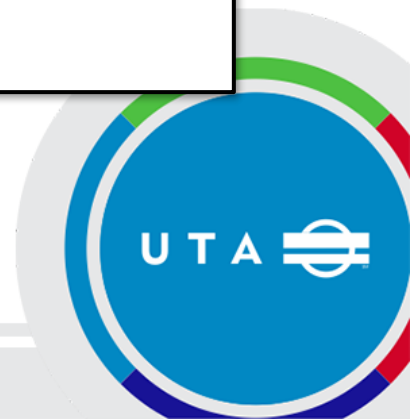
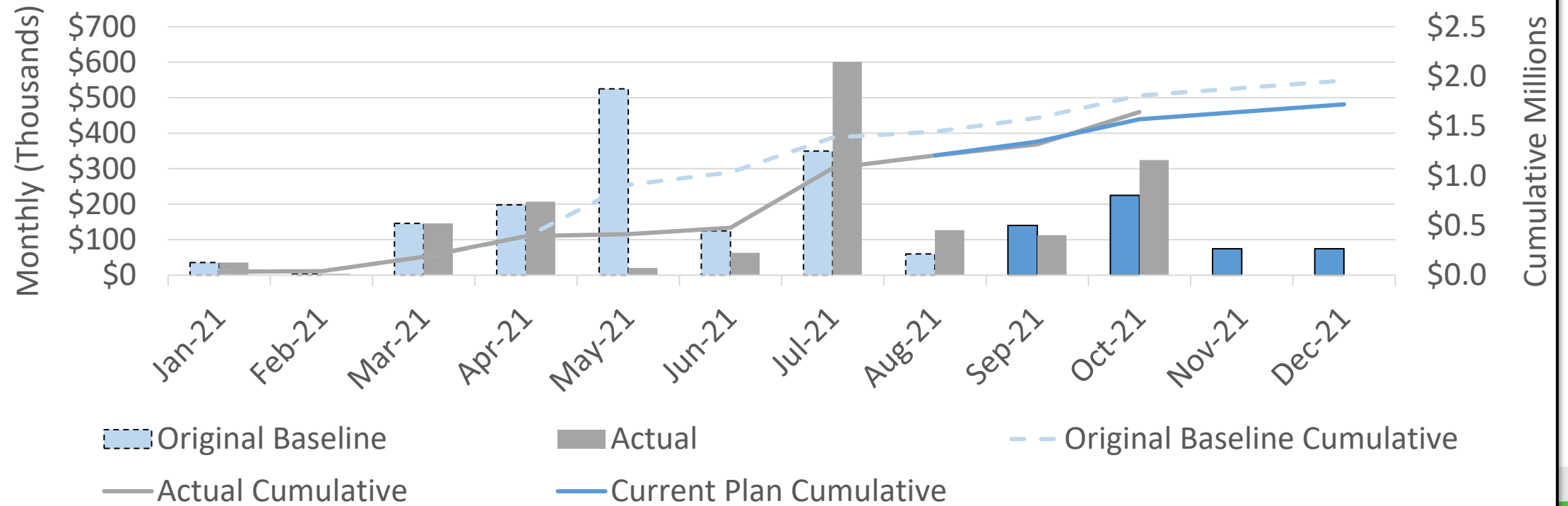


Infrastructure SGR Projects



Information Technology Projects

Information Technology Projects- YTD spent \$1.64 M on \$1.57 M planned, +5%



REV211- Bus Replacement

New MCI Bus



Northern Utah County Double Track- Parking Update

Short term solution-

- Creating a temporary parking area
 - (About 125 stalls)
 - West side of station
 - Access to station area
- Will be used for 1-3 years
- Funds coming from project contingency

Long term solution-

- Developer driven
- Multiple parking structures
 - Hoping to start construction next summer
 - Funding sources to be determined



Questions?



Resolutions



R2021-12-06
Resolution Adopting the Authority's
2022-2026 Capital Plan



5-Year Capital Plan 2022 through 2026

UTA Board of Trustees

December 8th, 2021



5-Year Capital Plan Sequence

- Draft 5-Year Capital Plan is presented to the Local Advisory Council for information and input
- Develop resource/delivery schedules for project delivery and timing
- Update 5-Year Plan based on delivery schedules and carryover forecasts
- Present updated plan to the Advisory Council to approve and recommend adoption to the Board of Trustees
- **Final approval of 5-Year Capital Plan by UTA Board**
- First year of the 5-Year Capital Plan is incorporated into UTA's proposed 2022 annual budget that will be presented to the board on December 15th, 2021.



5-Year Capital Plan Goals:

- Maintain a safe system that operates in state of good repair
- Provide a plan consistent with the constraints of the projected capital budget
- Provide a plan consistent with available capacity of project delivery resources
- Include service expansion projects consistent with the regional long-range transit plans
- Leverage UTA funds with federal grants and partner funds



5-Year Capital Emphasis on Delivery:

- Commitment to delivering the projects funded in the capital budget
- Developing a program master schedule to anticipate and mitigate roadblocks
- Resource planning is ongoing and critical to successful project delivery
 - Program management consultants support UTA staff to increase project delivery capability
 - Monthly spending and expenditure forecasting began in 2021
- Updating and standardizing capital procedures to ensure consistent project delivery
- Regular reporting on schedule and budget performance
- Focus on high priority State funded projects





Executive Summary

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All Pre-construction Activities (Planning, Environmental, Design, ROW, Procurements)

Construction, Product Procurement, & Product Fabrication

Testing, Revenue Service, & Project Closeout

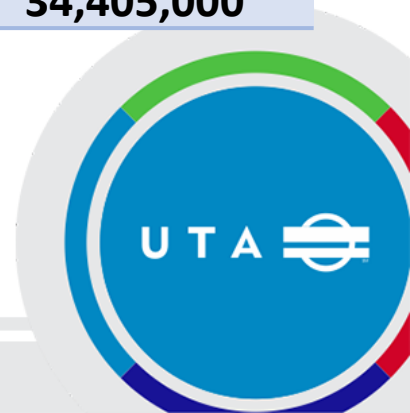
2022 Capital Budget Summary

Programs/Projects	2022 Proposed Budget	2022 Grants	2022 State & Local Partners	2022 UTA Funds
5310 Projects	1,763,000	1,433,000	300,000	30,000
Asset Management- Facilities	4,600,000	-	-	4,600,000
Asset Management- Rail Infrastructure	9,300,000	-	-	9,300,000
Asset Management- Rail Systems	18,590,000	-	365,000	18,225,000
Asset Management- Vehicle New Purchase	23,626,000	4,983,000	-	18,643,000
Asset Management- Vehicle Rehabilitation	15,222,000	764,000	-	14,458,000
Information Technology	13,615,000	-	-	13,615,000
Major Capital Project	98,872,000	27,098,000	37,368,000	34,405,000
Other Capital Projects	37,112,000	10,013,000	6,016,000	21,084,000
Property/TOD/Real Estate	3,290,000	-	-	3,290,000
Safety & Security/Police	2,068,000	-	-	2,068,000
Grand Total	228,058,000	44,291,000	44,049,000	139,718,000



2022 Major Capital Projects Detail

Highlighted Projects	2022 Proposed	2022 Grants	2022 State & Local	UTA Funds
	Budget		Partners	
MSP102- Depot District	32,562,000	3,378,000	3,797,000	25,387,000
MSP185- Ogden/WSU BRT	25,465,000	18,436,000	2,229,000	4,800,000
MSP205- TIGER Program of Projects	8,206,000	2,799,000	3,126,000	2,281,000
MSP215- Sharp-Tintic Rail Connection	1,439,000	886,000	516,000	37,000
MSP216- Point of Mountain AA/EIS	3,000,000	-	3,000,000	-
MSP252- FrontRunner Forward	15,000,000	-	13,500,000	1,500,000
MSP253- Mid-Valley Connector	10,000,000	-	10,000,000	-
MSP259- S-Line Extension	1,200,000	-	1,200,000	-
MSP260- 5600 West/Westside Express	2,000,000	1,600,000	-	400,000
Total	98,872,000	27,098,000	37,368,000	34,405,000



2022 Asset Mgmt (SGR) Detail

Highlighted Projects	2022 Proposed Budget	Grants	State/Local Partners	UTA Funds
Asset Management- Facilities	4,600,000			4,600,000
Asset Management- Rail Infrastructure	9,300,000			9,300,000
Asset Management- Rail Systems	18,590,000		365,000	18,225,000
Asset Management- Vehicle New Purchase	23,626,000	4,983,000		18,643,000
Asset Management- Vehicle Rehabilitation	15,222,000	764,000		14,458,000
Total	71,338,000	5,747,000	365,000	65,226,000



5-Year Capital Budget by Year

Year	Proposed Budget	Grants	State/Local Partners	UTA Funds*
2022	228,058,000	44,291,000	44,049,000	139,718,000
2023	360,248,000	71,548,000	95,842,000	141,478,000
2024	270,291,000	14,847,000	86,200,000	137,044,000
2025	238,654,000	7,340,000	110,217,000	113,597,000
2026	147,769,000	750,000	57,500,000	82,019,000
Total	1,245,020,000	138,776,000	393,808,000	613,856,000

Discrepancy between the proposed budget totals and funding source totals (~\$98.6 Million) is actively being pursued through current grant applications



Anticipated Grants/Partner Funds

- Proposed projects anticipating significant outside funds:
 - Mid-Valley BRT
 - TechLink Corridor/Greenline Downtown
 - Point of the Mountain Transit
 - SL-Central HQ Office
 - South Valley Transit
 - Central Corridor Transit
 - 5600 West/Mountain View Corridor
- If these funds don't materialize, projects would be delayed



Next Steps

- First year of the 5-Year Capital Plan is incorporated into UTA's proposed 2022 annual budget which will be presented to the board on December 15th, 2021.
- Questions?



Recommended Action (by roll call)

Motion to approve R2021-12-06
Resolution Adopting the Authority's 2022-2026 Capital Plan



R2021-12-07

**Resolution Authorizing the Purchase
of Real Property as part of the UVX
project and Settlement Agreement
with University Place SE, LLC**

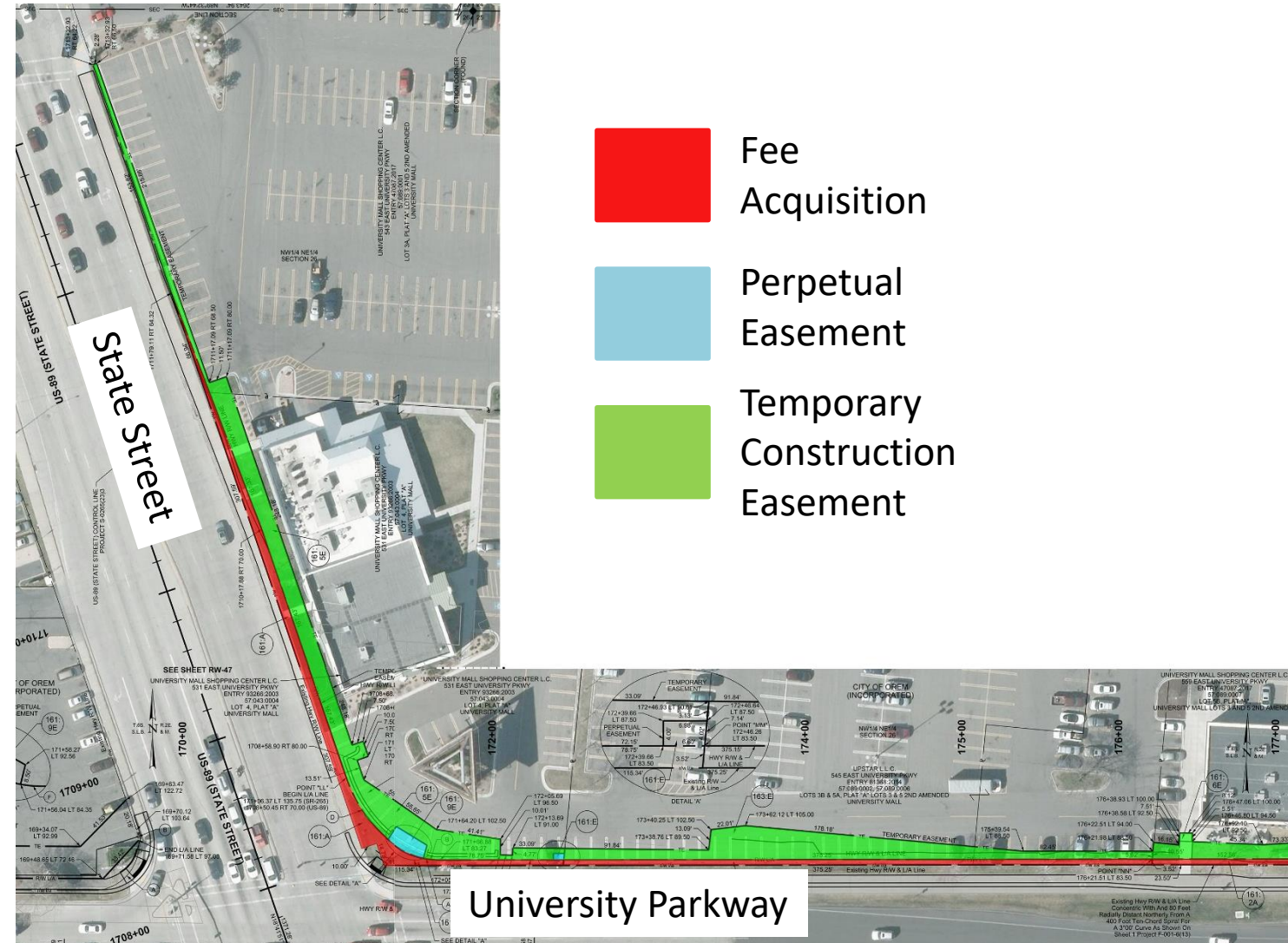


Property Overview



Seller	University Place SPE LLC
Purpose of Acquisition	Provo-Orem BRT (UVX) Right-of-Way
Location	575 East University Parkway, Orem, UT
Fee Acquisition	20,528 square feet
Perpetual Easement	4,023 square feet
Temporary Construction Easement	70,153 square feet
ROW Easement (Rocky Mountain Power)	252 square feet
Total Acquisition Value	\$1,582,868
Funding Source	Provo-Orem BRT (UVX) Project Budget

Property Context Map



Negotiations



- Because of the number of affected tenants, Seller requested condemnation
- Seller, UTA, and FTA agree that negotiated settlement is reasonable, prudent, and in the public interest
- Construction is complete
- Settlement will finalize transaction

Request



Approve resolution including:

- Purchase of the Property
- Settlement Agreement
- Authorization for Executive Director to execute necessary documents
- Actions by management, staff, and legal counsel

Recommended Action (by roll call)

Motion to approve R2021-12-07

Resolution Authorizing the purchase of Real Property as part of the UVX Project and Settlement Agreement with University Pace SPE, LLC



Contracts, Disbursements, and Grants



Change Order: Learning Management System- Additional Training (Sum Total)

Recommended Action (by acclamation)

Motion to approve change order with SumTotal for Learning Management System- Additional Training, as presented



Pre-Procurements

- General Bus Maintenance



Service and Fare Approvals



Fare Agreement: Pass Purchase and Administration (Visit Ogden)

Recommended Action (by acclamation)

Motion to approve fare agreement with Visit Ogden for Pass Purchase and Administration, as presented



Fare Agreement: Pass Purchase and Administration– Amendment 3 (The Church of Jesus Christ of Latter Day Saints)

Recommended Action (by acclamation)

Motion to approve fare agreement with The Church of Jesus Christ of Latter Saints-
Amendment 3 for Pass Purchase and Administration, as presented



Fare Agreement: Eco Trip Rewards Custom Fare-Amendment 2 (Intermountain Health Care Services, Inc.)

Recommended Action (by acclamation)

Motion to approve fare agreement with Intermountain Health Care Services, Inc-for Eco Trip Rewards Custom Fare-Amendment 2, as presented



Fare Agreement: Eco Trip Rewards Custom Fare-Amendment 2 (SelectHealth)

Recommended Action (by acclamation)

Motion to approve fare agreement with SelectHealth for Eco Trip Rewards Custom Fare - Amendment 2, as presented



Fare Agreement: Ski Bus Service- Amendment 2 (Davis County)

Recommended Action (by acclamation)

Motion to approve fare agreement with Davis County for Ski Bus Service -
Amendment 2, as presented



Fare Agreement: Ski Bus Service- Amendment 2 (Morgan County)

Recommended Action (by acclamation)

Motion to approve fare agreement with Morgan County for Ski Bus Service-
Amendment 2, as presented



Fare Agreement: Ski Bus Service- Amendment 1 (SMHG Management LLC/Powder Mountain)

Recommended Action (by acclamation)

Motion to approve fare agreement with SMHG Management LLC/ Powder Mountain
for Ski Bus Service-
Amendment 1, as presented



Discussion Items



UTA 2022 Final Budget and Public Engagement Report

December 8, 2021



2022 Adopted Tentative Operating Budget Overview (dollars in thousands)

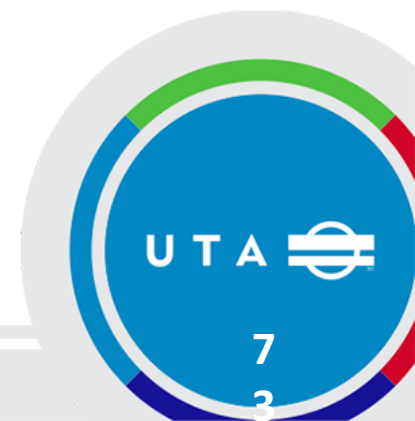
UTAH TRANSIT AUTHORITY

Amended 2021 Budget	2021 One -Time Expenses	2021 Additions		2022 Adjustments		2022 Budget		
		Staffing	Service	Wage and Fringe	Other	2022 Base	2022 Additions	2022 Budget Request
\$ 326,512	\$ (6,748)	\$ 1,247	\$ 3,911	\$ 9,369	\$ 3,471	\$337,763	\$ 18,323	\$356,086

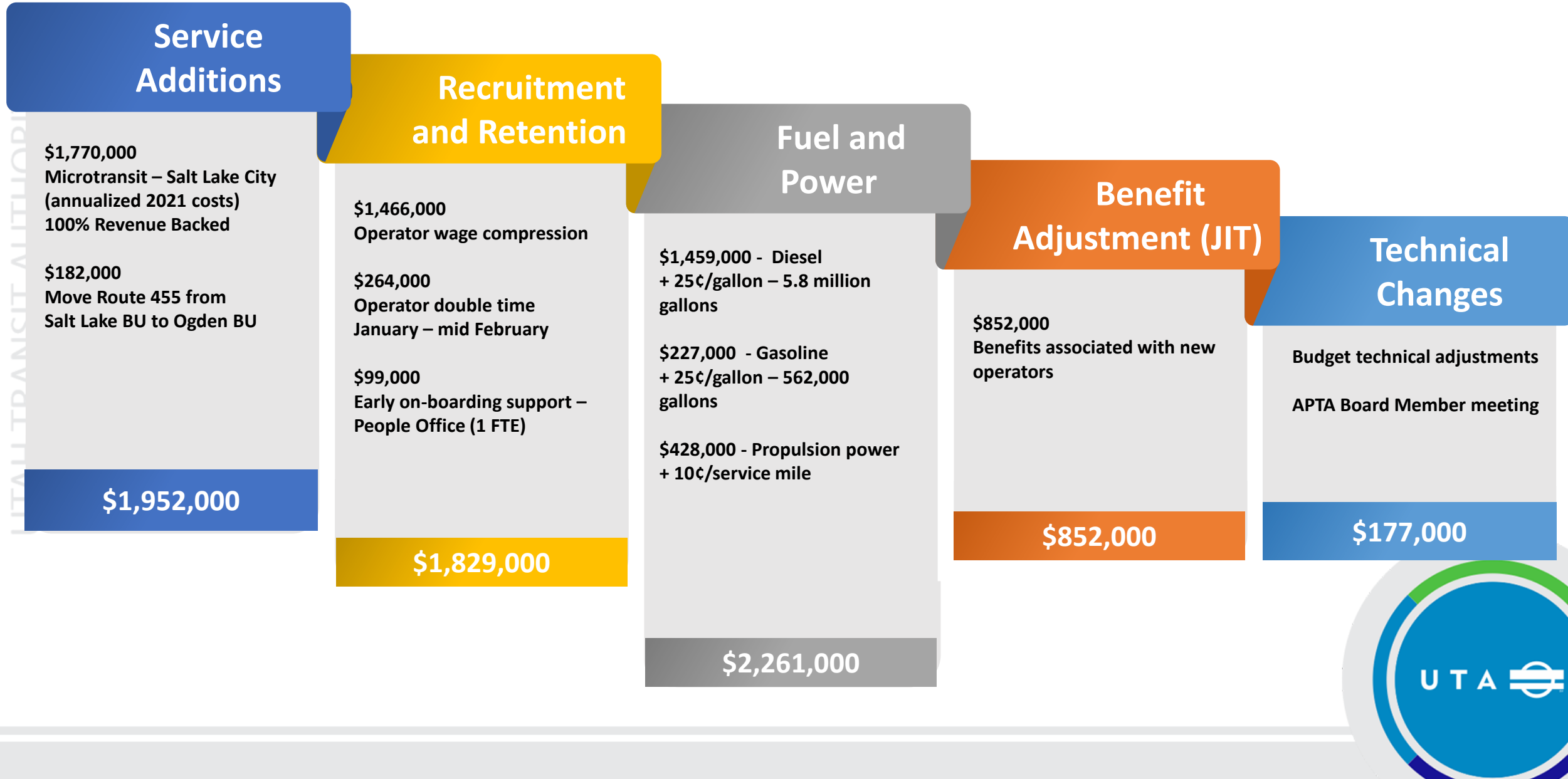
2022 Additions

Restore Service

Service Changes	\$ 6,915
Support Costs	656
Rail Apprenticeship Program	5,100
Recruitment and Retention	1,624
Information Technology	1,308
Other Management and Support	1,220
Operating Contingency	<u>1,500</u>
Total	\$18,323



Proposed Changes to the Adopted 2022 Tentative Budget - \$7,071,000



Final 2022 Operating Budget

<u>Revenue</u>		<u>2022 Final Budget</u>
1	Sales Tax	\$ 435,700,000
2	Federal Preventive Maintenance	59,500,000
3	Passenger Revenue	34,200,000
4	Advertising	1,377,000
5	Investment Income	5,160,000
6	Other Revenues	15,121,000
7	Stimulus Funding	100,100,000
8	Total Revenue	\$ 651,158,000

<u>Operating Expense</u>		<u>FTE</u>
9	Board of Trustees	\$ 2,702,000 13.4
10	Executive Director	8,490,000 41.5
11	Operations	275,648,000 2,286.2
12	Finance	14,646,000 113.5
13	Service Development	7,783,000 56.0
14	Planning & Engagement	14,884,000 73.2
15	Enterprise Strategy	22,525,000 115.0
16	People	15,479,000 84.0
17	Non-Departmental	1,000,000
18	Total Operations	363,157,000 2,782.8
19	Debt Service	148,211,000
20	Contribution to Reserves	15,904,000
21	Contribution to Capital Budget	123,886,000
22	Total Final 2022 Operating Expense	\$ 651,158,000



Final 2022 Capital Program

<u>Funding Sources</u>		2022 Final Budget
25	UTA Current Year Funding	\$ 123,886,000
26	Grants	44,291,000
27	Local Partner Contributions	10,603,000
28	State Contribution	33,446,000
29	Leasing	15,832,000
30	Total Funding Sources	228,058,000

<u>Expense</u>		
31	State of Good Repair	71,338,000
32	Depot District	32,562,000
33	Ogden/Weber BRT	25,465,000
34	Front Runner Forward	15,000,000
35	Mid Valley Connector	10,000,000
36	TIGER Program of Projects	8,206,000
37	Other Capital Projects	65,487,000
38	Total Expense	\$ 228,058,000



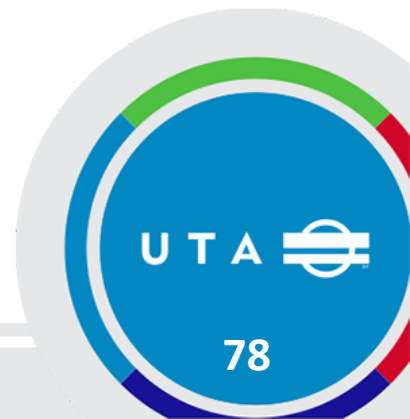
2021-2026 Sources and Uses Final

		Forecast		Forecast		Forecast		Forecast		Forecast			
Sources		2021		2022		2023		2024		2025		2026	
A	Beginning Balance	\$	333.1	\$	524.5	\$	540.5	\$	474.4	\$	425.5	\$	389.8
	Sales Tax	\$	410.6	\$	435.7	\$	454.8	\$	472.2	\$	489.3	\$	506.3
	PM Funds (FTA)		29.8		59.5		73.9		74.6		75.4		76.1
	Stimulus Funds		192.8		100.1		-		-		-		-
	Passenger Revenue		32.0		34.2		39.9		45.2		51.5		54.1
	Capital Sources		151.4		104.2		260.7		191.0		176.3		98.6
	Other Sources		17.8		21.6		22.7		22.9		22.0		26.9
B	Total Sources	\$	834.3	\$	755.4	\$	852.0	\$	805.9	\$	814.4	\$	762.0
Uses													
	Operating Expense	\$	322.3	\$	363.1	\$	399.4	\$	417.4	\$	435.9	\$	455.1
	Capital Expense		174.9		228.1		360.3		270.3		238.7		147.8
	Debt Service		145.6		148.2		158.4		167.0		175.6		181.8
C	Total Uses	\$	642.9	\$	739.4	\$	918.2	\$	854.7	\$	850.2	\$	784.7
D	Net Change	\$	191.4	\$	16.0	\$	(66.1)	\$	(48.8)	\$	(35.8)	\$	(22.6)
E	Ending Balance	\$	524.5	\$	540.5	\$	474.4	\$	425.5	\$	389.8	\$	367.1
F	Reserves		151.1		165.6		179.2		189.5		200.4		212.0
G	Unrestricted Fund Balance	\$	373.4	\$	374.9	\$	295.2	\$	236.1	\$	189.3	\$	155.1

$$E = A + B - C$$

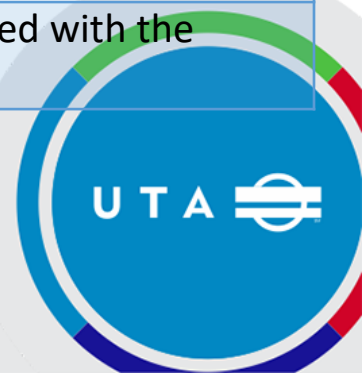
$$G = E - F$$

Questions?



Outreach & Information-sharing

Public Hearing Notice	October 27	7 days prior to public hearing, the public hearing notice was published.
Stakeholder Communications	Prior to November 4	Notification of the 2022 Tentative Budget and feedback opportunity was sent electronically to all cities within UTA service area, as per statute.
Public Hearing & Open House	November 4	An open house and hybrid public hearing were held during special Board meeting on 11/4. Public comment was accepted at this meeting. Open House, 3-3:30pm; Public Hearing, 3:30pm.
Public Comment Period	November 4 - December 4	A 30-day public comment period followed the official public hearing.
Online Engagement	November 4 - December 4	Budget information was shared online and community and stakeholder feedback on the proposal was collected.
Social Media	November 4 – December 4	Information about feedback opportunities was shared with the public on UTA's social media platforms.



Feedback Received

- Stakeholders
 - 6 signature sheets returned
 - 3 comments/questions
- Public
 - 5 comments
 - Email, OpenUTA, Public Hearing
- Public Hearing
 - 2 public attendees



Comment Summary

- Bus service extended and increased (proportional to bus revenue)
 - Canyon bus service for non-ski uses, including employment
- Need for lower emission/less-polluting vehicles, electric buses
 - Need for bus noise mitigation (electric vehicles may be quieter)
- UTA should demonstrate use of federal stimulus funds
- Decrease/eliminate fares
- Mask mandate/enforcement
- Improve ADA amenities & accessibility (buses should pull to curb)
- TOD feedback on renting properties vs. joint development
- Opposition to Depot District
- Opposition to advertisements placed on windows
- Service comments – increased service on FrontRunner, FrontRunner extension, 5600 West project
- Request for bus stop & crosswalk improvements



Other Business

- a. Next Meeting: Wednesday, December 15th, 2021, at 9:00 a.m.



Closed Session

- a. Strategy Session to Discuss Collective Bargaining



Recommended Action (by acclamation)

Motion for a closed session to discuss Collective Bargaining



Closed Session



Open Session



Adjourn

