

UTA Local Advisory Council Meeting

February 17, 2021



Call to Order and Opening Remarks

Electronic Meeting Determination Statement



Safety First Minute



Oath of Office

- a. Mark Johnson – Utah County Council of Governments (COG) Appointee



Public Comment

Live comments are limited to 3 minutes per commenter

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

Any comments received were distributed to the advisory council before the meeting and will be attached as an appendix to the meeting minutes



Consent Agenda

- a. Approval of November 18, 2020 Local Advisory Council Meeting Minutes



Recommended Action (by acclamation)

Motion to approve the consent agenda



Capital Development Update

- a. Capital Projects Update
 - i. Ogden/Weber State University Bus Rapid Transit (BRT)
 - ii. Point of the Mountain Locally Preferred Alternative (LPA)
 - iii. Depot District Clean Fuels Tech Center
 - iv. FrontRunner Double Tracking – Northern Utah County
- b. FrontRunner Forward Program Update

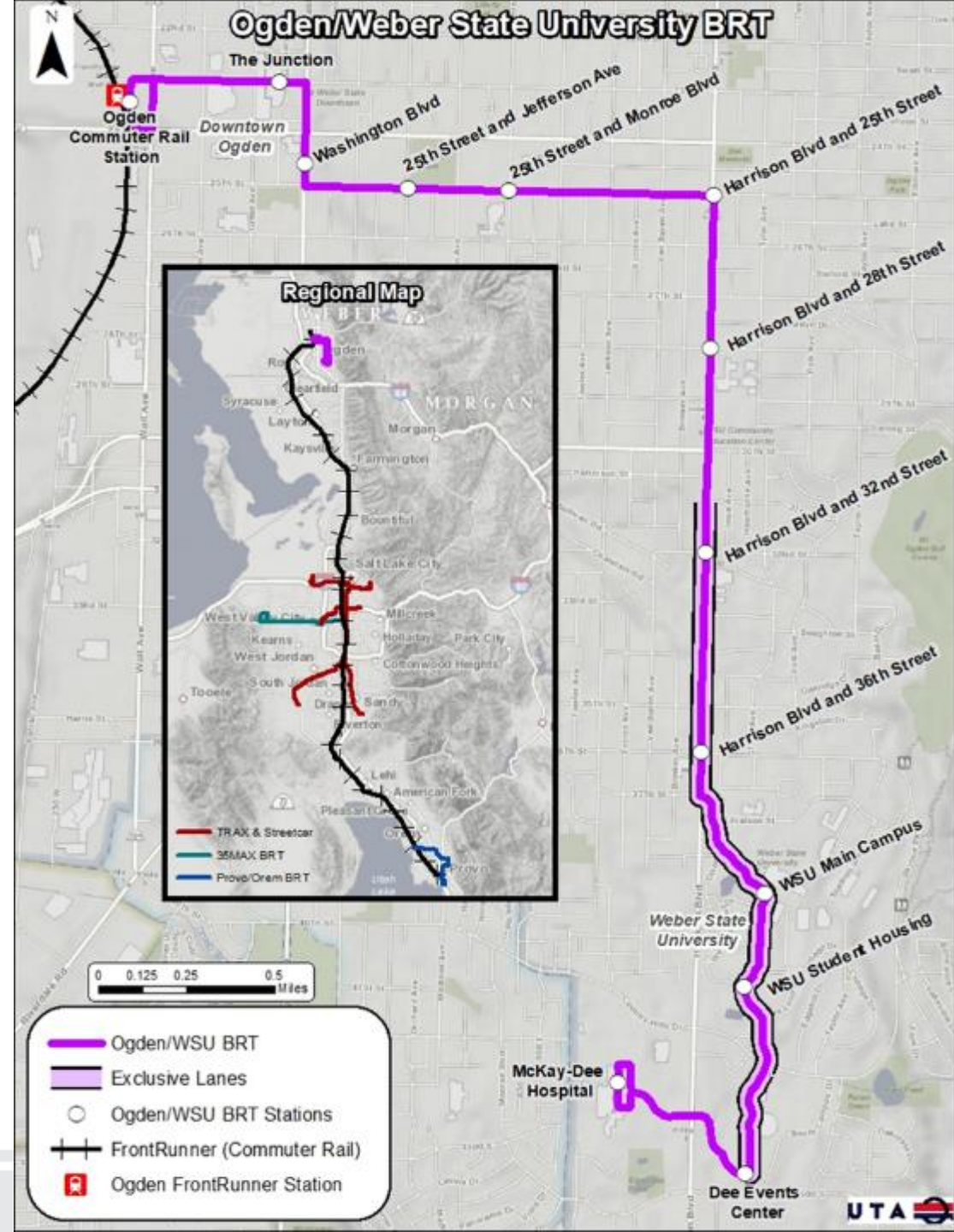


Capital Projects Update



Ogden-WSU BRT Project Overview

- 5.3-mile corridor
- 1.8 miles of exclusive bus lanes
- 13 station locations
- 11 electric buses
- Mount Ogden Business Unit Expansion
- 2500 riders per day from existing route 603 + 5500 riders per day from the WSU shuttle = 8000 riders per day
- 10-minute peak service and 5-minute shuttle service on WSU campus



Funding Plan

- Total Project cost is \$120,497,000
- Local funds total \$42,174,000
- Remaining \$78,323,000 is anticipated from the FTA 5309 Capital Investment Grant Small Starts Program



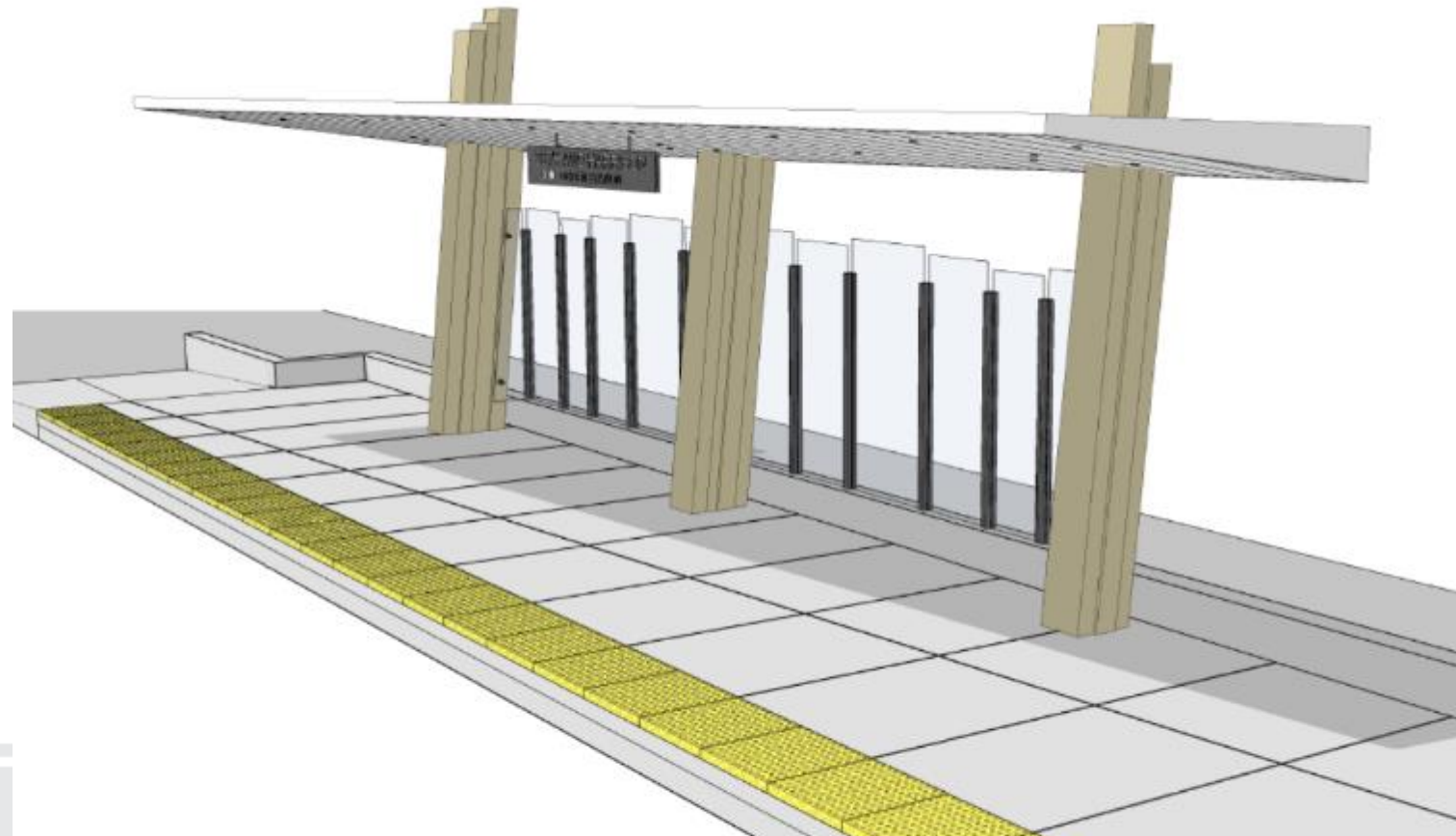
Status Update

- Right of Way acquisitions have begun.
- Electric bus company has been selected.
- Design is complete.
- Contractor has begun early utility work.
- UTA received approval of a Letter of No Prejudice (LONP) from FTA to begin full construction in March prior to finalizing grant agreement.
- Expecting grant agreement summer 2021.
- Construction contractor final cost negotiations should be complete end of January.
- Updating plans to complete the Mount Ogden Business Unit maintenance building expansion and include electric charging infrastructure for buses.



Schedule Overview

- WSU construction substantially complete Summer 2022.
- WSU shuttle operational by late 2022.
- Harrison Blvd. construction substantially complete Summer 2023.
- Full route operational late 2023.
- Grant revenue ready April 2024.





POINT OF THE MOUNTAIN TRANSIT STUDY

UTAH TRAN

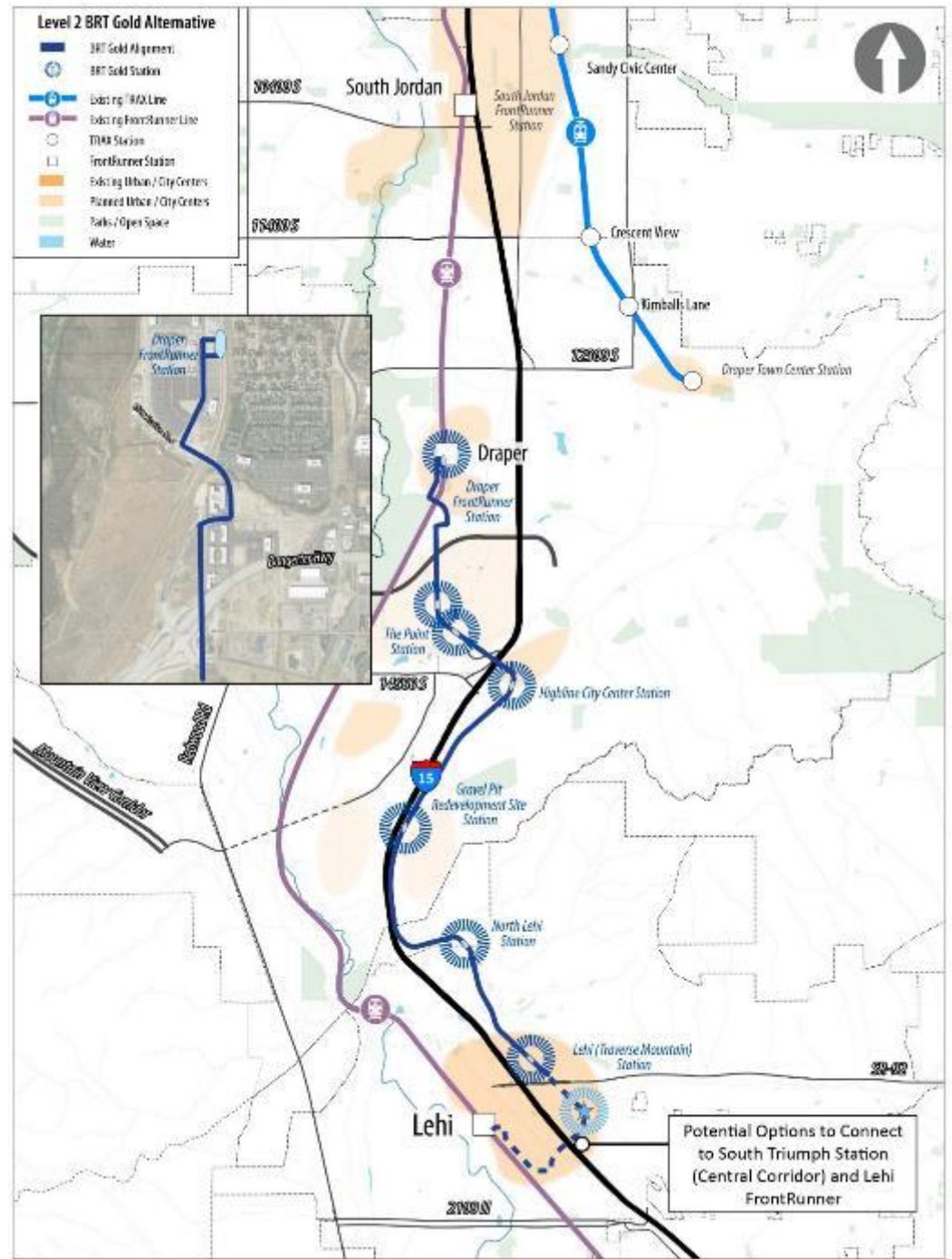


Transit Study Overview

- Project purpose
 - Provide high-capacity transit connection between southern Salt Lake County and northern Utah County
 - Connect and serve existing and emerging development areas
- Collaborative process with UTA, UDOT, MAG, WFRC, Sandy, Draper, South Jordan, Bluffdale, & Lehi



Level 2 Preferred Alternative - BRT



Cleveland Healthline BRT

- High-quality “gold standard” BRT
- Nearly 90% exclusive operations with distinctive guideway
- 6 to 7 stations with enhanced area amenities, option for 2 more to south



UTA UVX BRT

Level 2 Alternatives -Key Findings

Key Differentiators

- Cost
 - BRT – \$300-450M
 - Rail – \$450-650M DMU | \$600-850M LRT
- Construction and Operational Complexity
 - BRT has less complex construction and operations, but both rail and BRT development are helped by the largely undeveloped corridor they would use
- Timing and Implementation
 - BRT's lower cost and reduced complexity may make it faster to implement, depending on funding availability
- Cost/ridership related transit integration in Lehi
 - BRT – lower cost to add (with greater flexibility), with increased ridership
 - Rail –higher cost to add, with increased ridership



Level 2 Alternatives - Key Findings

Key Similarities

- Land Use and Economic Development
 - Good results tied to high-quality investment, regardless of mode
- Ridership
 - Similar based on modeling from WFRC
 - Minor differences influenced by mode transfer in Lehi between POM and Central Corridor
 - Room for improvement given the future population and employment in the corridor: transit share of all trips is still low



Schedule and Next Steps

- **Common Ground Segment – LPA Adoption by Project Stakeholders**
- **Next Steps**
 - City Council meetings – adopt through resolution
 - MPO regional transportation plan amendments
 - UTA Advisory Council adoption
 - UTA Board of Trustees adoption
 - Secure additional funding for environmental study
 - Enter next phase of project development



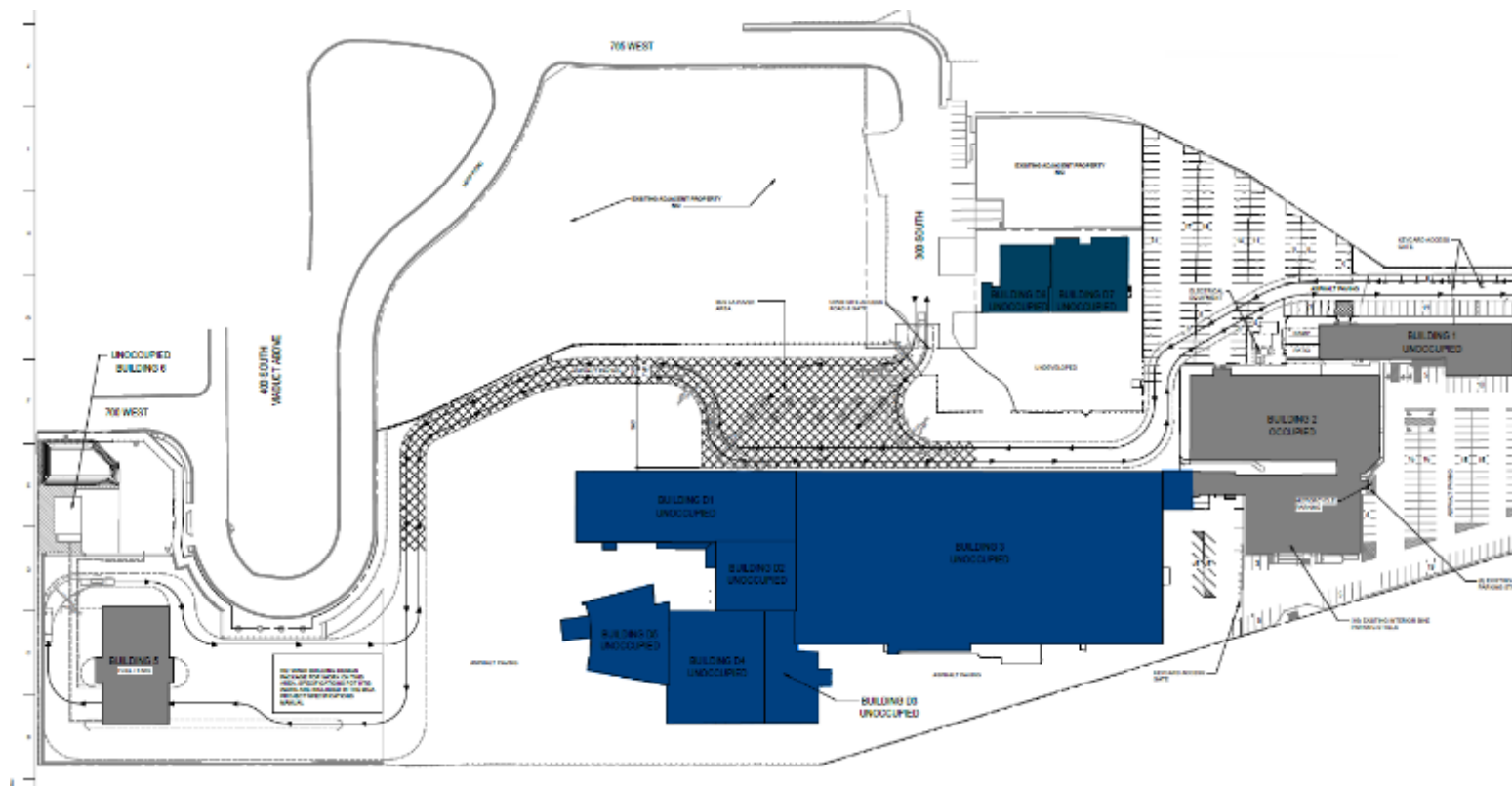
Depot District Clean Fuel Technology Center



View of the New Bus Administration Building
Initial phase- 150 Bus Capacity
Future phase- 250 Bus Capacity

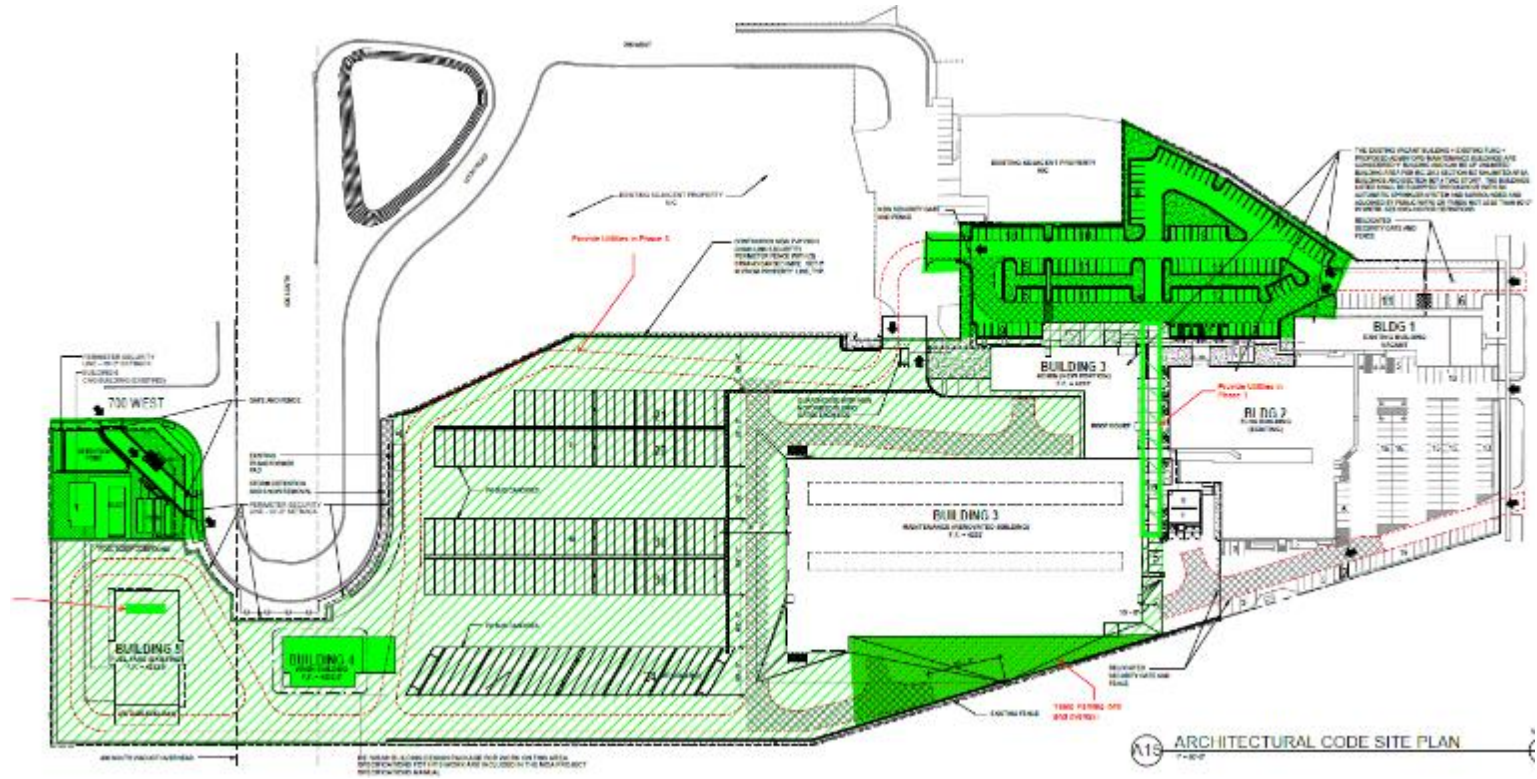


Phase 1: Demolition & Abatement (Completed)



Phase 2: Wash Bldg/Fueling Island/West Parking Lot

- Anticipated Construction: Today-Feb 2021



Phase 2 Construction Update



Fueling Island



Phase 2 Construction Update



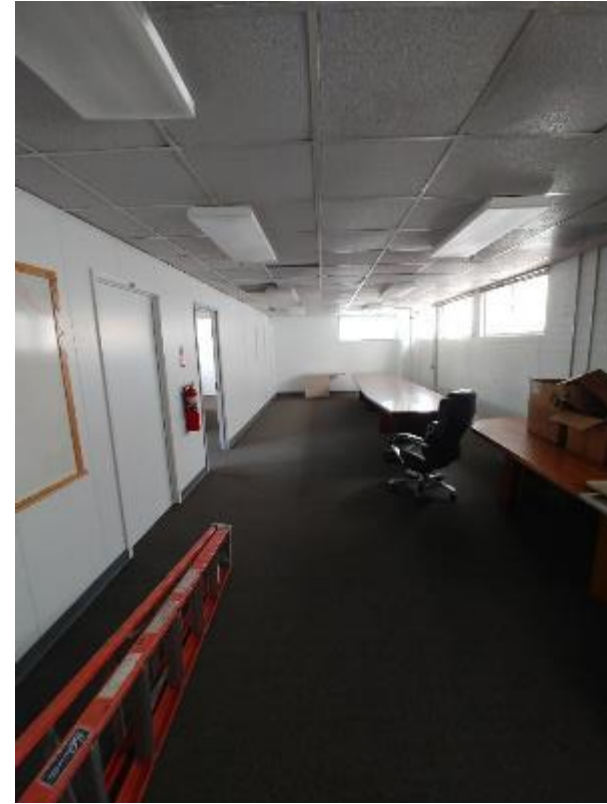
Wash Building

Phase 2 Construction Update



West Parking Lot

Phase 2 Construction Update

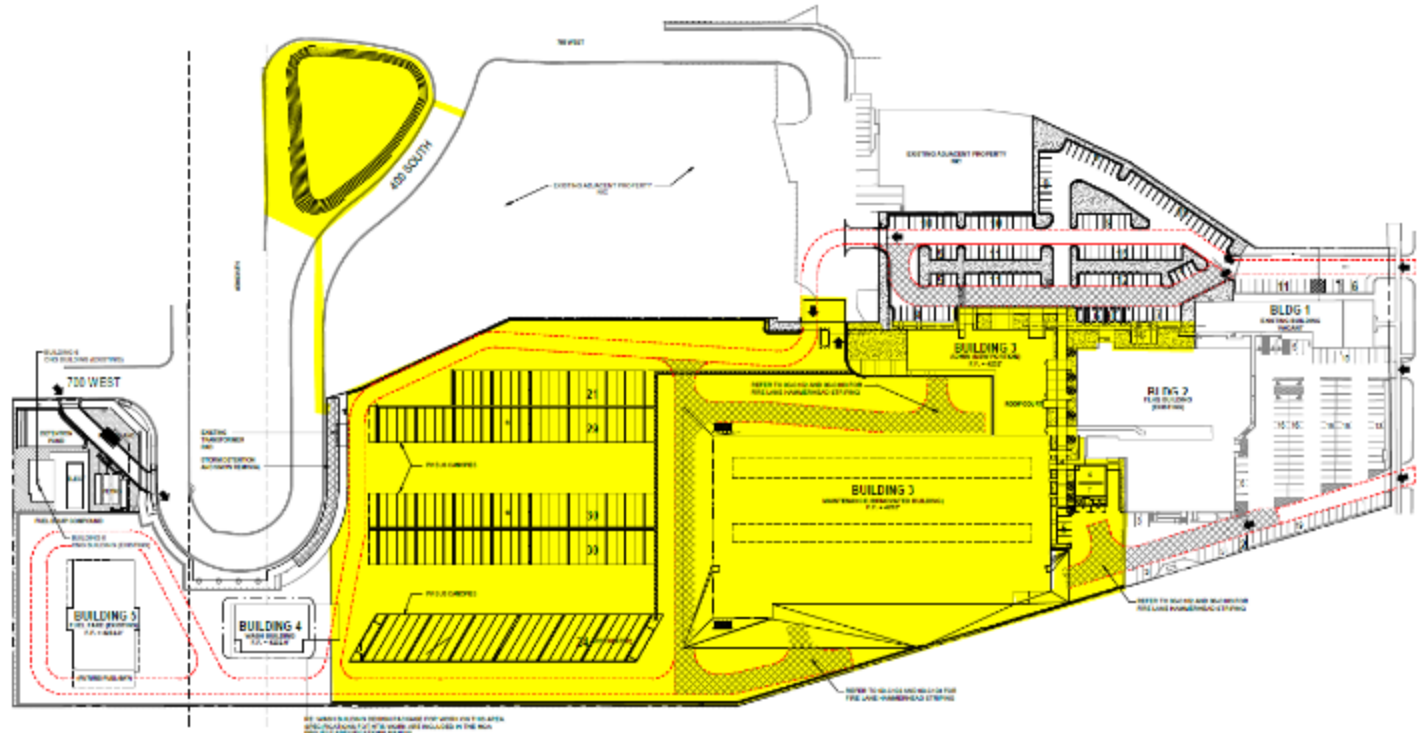


FLHQ



Phase 3: Maintenance Bldg/Admin-Ops Building/Site Work

- Anticipated Construction: Oct 2020-Early 2023



Phase 3 Construction Update



Maintenance Building



Phase 3 Construction Update

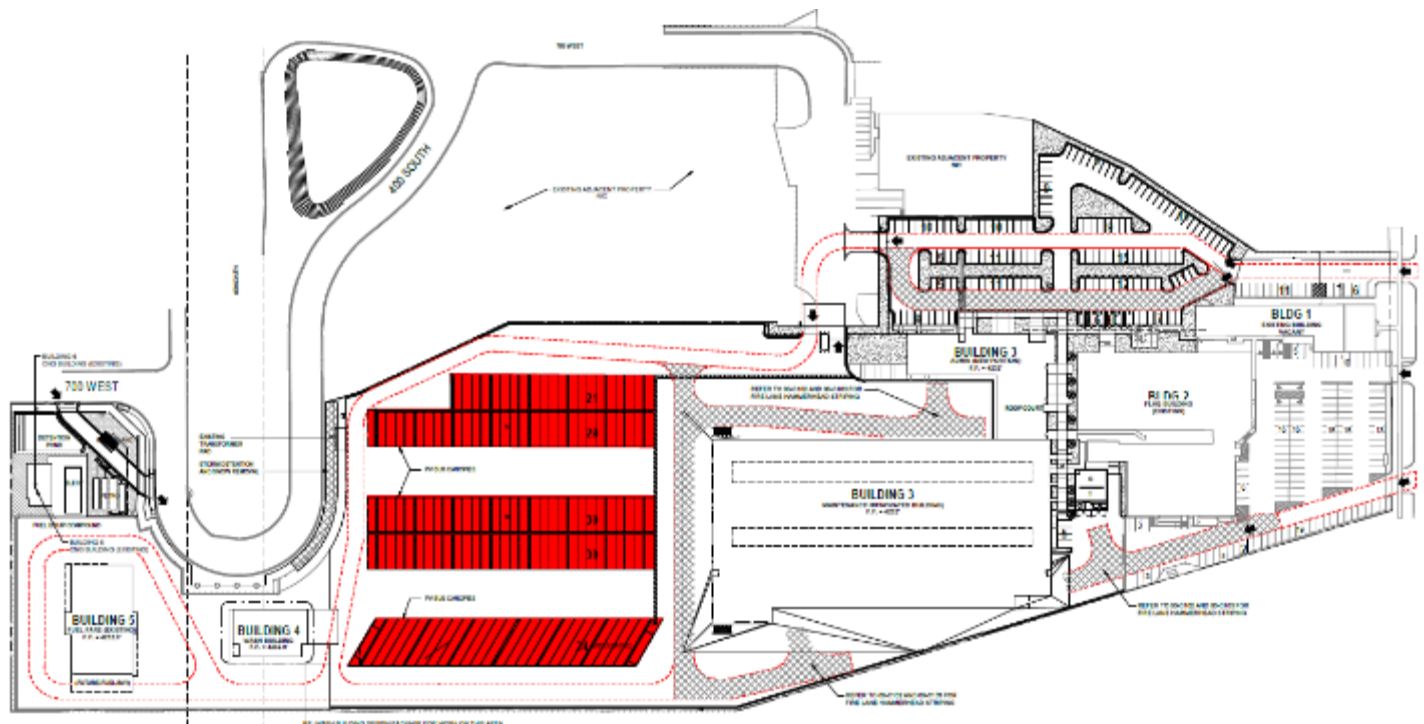


Retention Pond



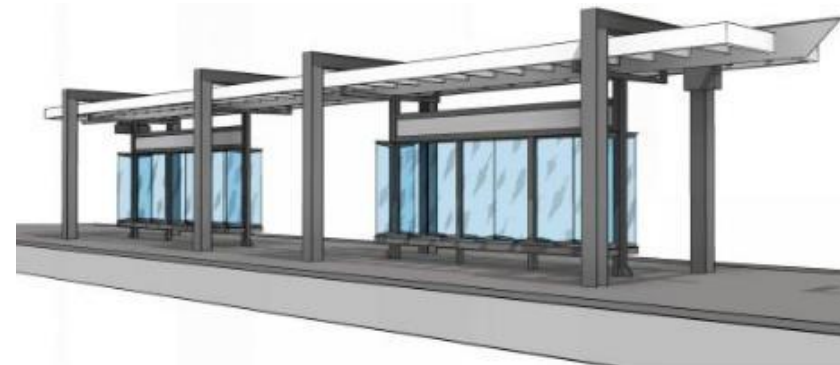
Phase 4/5/6: Bus Canopies/Electric Bus Charging/Solar

- Anticipated Construction: 2022



Vineyard Station and Associated Double Track

- Final Design – Complete
- UTA and UDOT ILA – Working to finalize amendment for additional budget needs and UTA purchase of long lead materials.
- Long Lead Material Purchase – All long lead material orders have been placed.
- 404 Permit – UDOT waiting for response from Corps of Engineers.
- ROW – UDOT nearing completion of obtaining all construction easements.
- Developer Plans – Waiting for revised plans from developer for roadway, bus stops, and parking facilities for the station.
- Schedule – Completion in late 2021



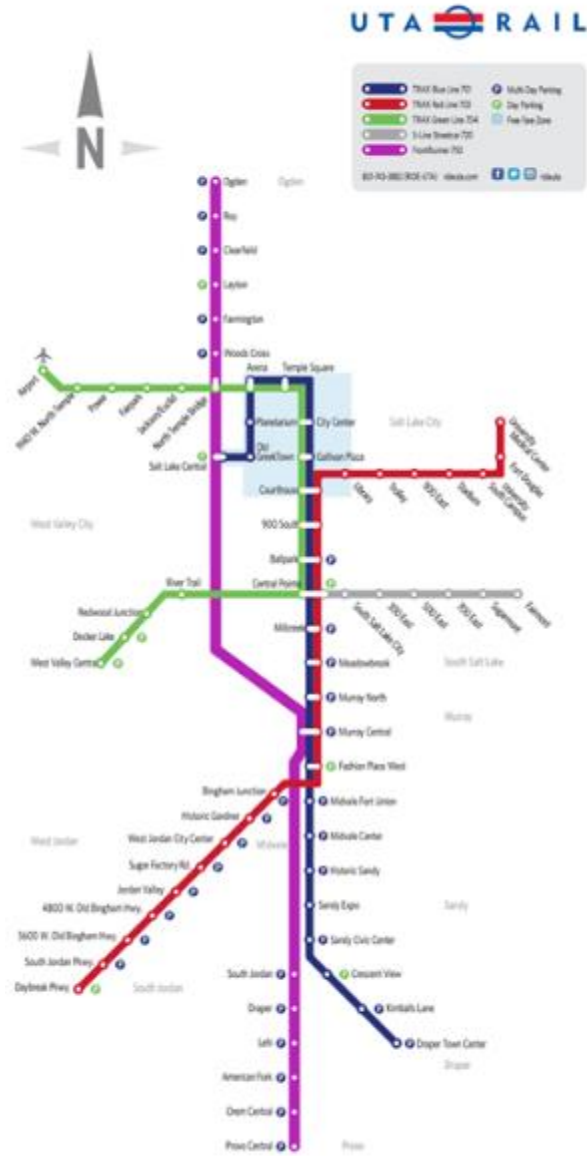
Discussion & Questions



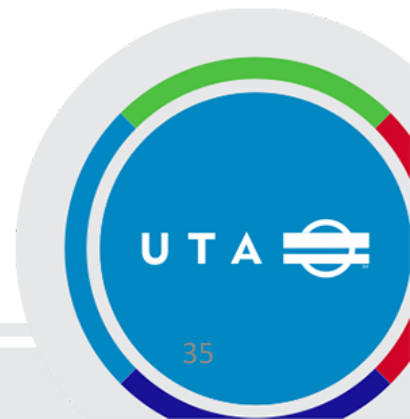
FrontRunner Forward Program Update



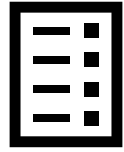
Background



- Vital transportation backbone for the Wasatch Front and alternative to the Interstate 15 freeway
- Additional investment contemplated in plans by the MPOs and previously studied
- Supports economic development and access to opportunity
- UTA’s service area is forecast to double in population by 2065
- Strong state interest



Service Objectives for FrontRunner



Frequent service



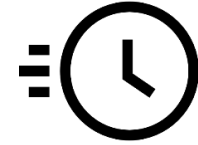
Increase capacity



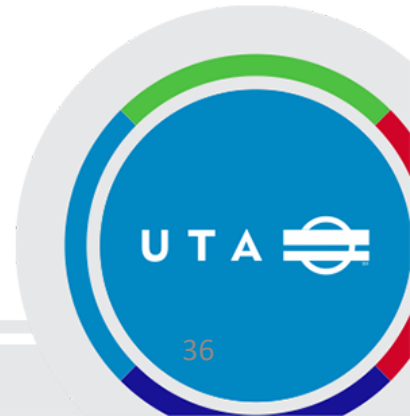
Increase reliability



Allow skip-stop operations



Faster trains



Regional Objectives for FrontRunner Service



Provide additional options to connect jobs and employees



Increase ridership of FrontRunner and overall transit system



Support real estate and economic development



Reduce congestion on the I-15 corridor



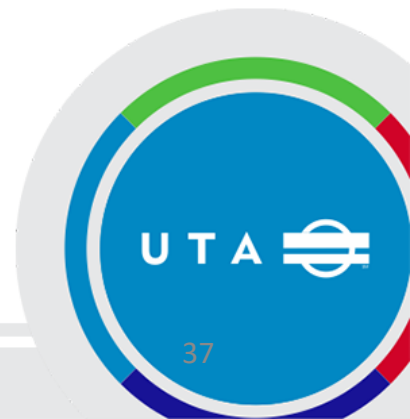
Improve air quality



Enhance safety at grade crossings



Consider as backbone to future passenger rail



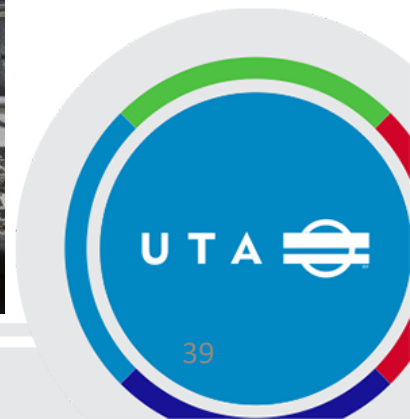
Vision

- Conceptual framework that guides the approach to preparing a strategy and work program for growing FrontRunner capacity
- High-level synopsis of the overall program, based on the business plan
- Useful for communicating what UTA and project partners are seeking to accomplish to grow the capacity and reliability of FrontRunner



FrontRunner Forward Professional Services Strategy

- Multifaceted development strategy for FrontRunner
 - Program Management, Strategic Business Plan and Engagement
 - On-call Operations Planning and Simulation Assistance
 - Project Implementation Plan
 - Environmental Review and Design
 - Construction Projects



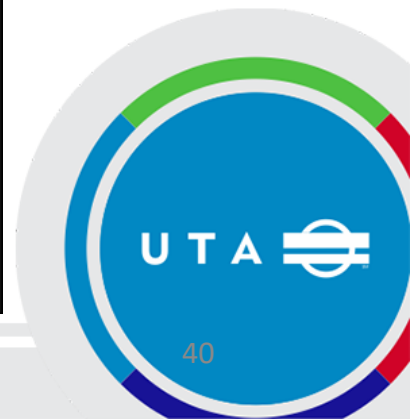
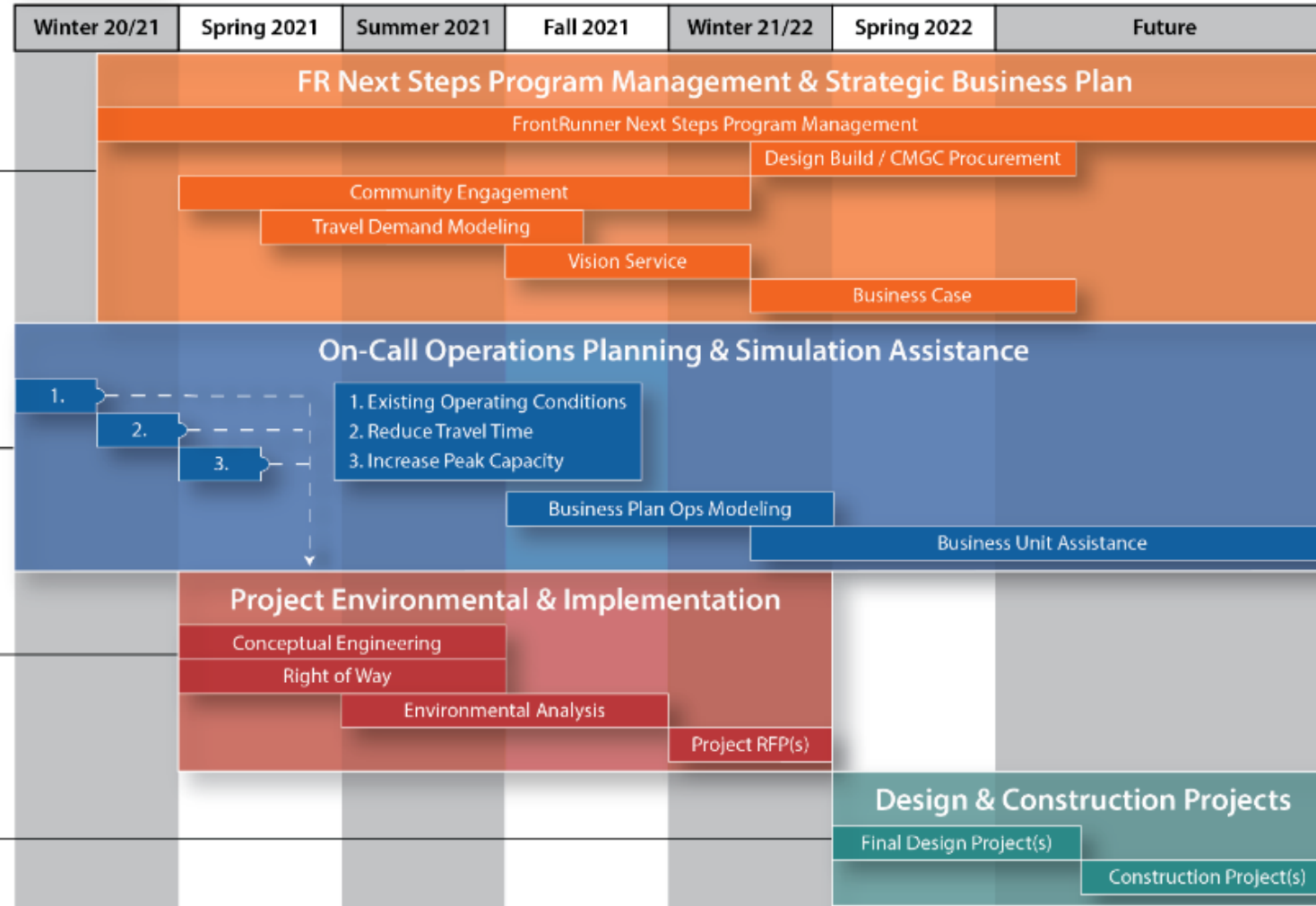
FrontRunner Next Steps Professional Services Strategy



Program Director
Manjeet Ranu

FrontRunner
Business Unit

DRAFT 12/2020



Funding Request for Initial, Strategic Double-tracking

■ Peak Express Trains and Station Improvements

- Double tracking (\$225 million)
- Station Improvements (\$10 million)
- Additional vehicles (\$115 million)
- *Estimated total cost: \$350 million*

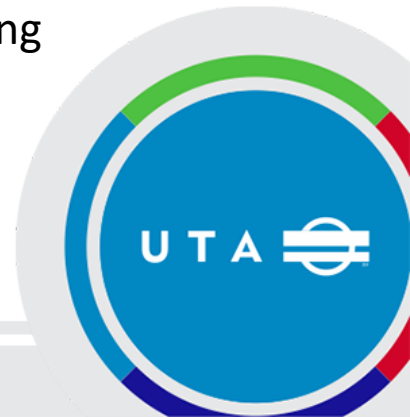
■ TOTAL

- \$350,000,000



Benefits of Initial, Strategic Double-tracking

- Increased peak hour frequency to 15 minutes at key stations including:
 - FrontRunner North between Ogden, Clearfield, North Temple and Salt Lake Central
 - FrontRunner South between Provo, Orem, American Fork, Lehi, Salt Lake Central, and North Temple
- Reduced travel time on express trains
- Peak hour trains and seating capacity grows from 8 cars to 14 cars
 - Added sidings and double tracking will support express service, provide better reliability and support future expansion capability to five car trains
 - Signal upgrades will reduce delays/travel time when grade crossing delays happen



Discussion & Questions



Legislative Update



Break



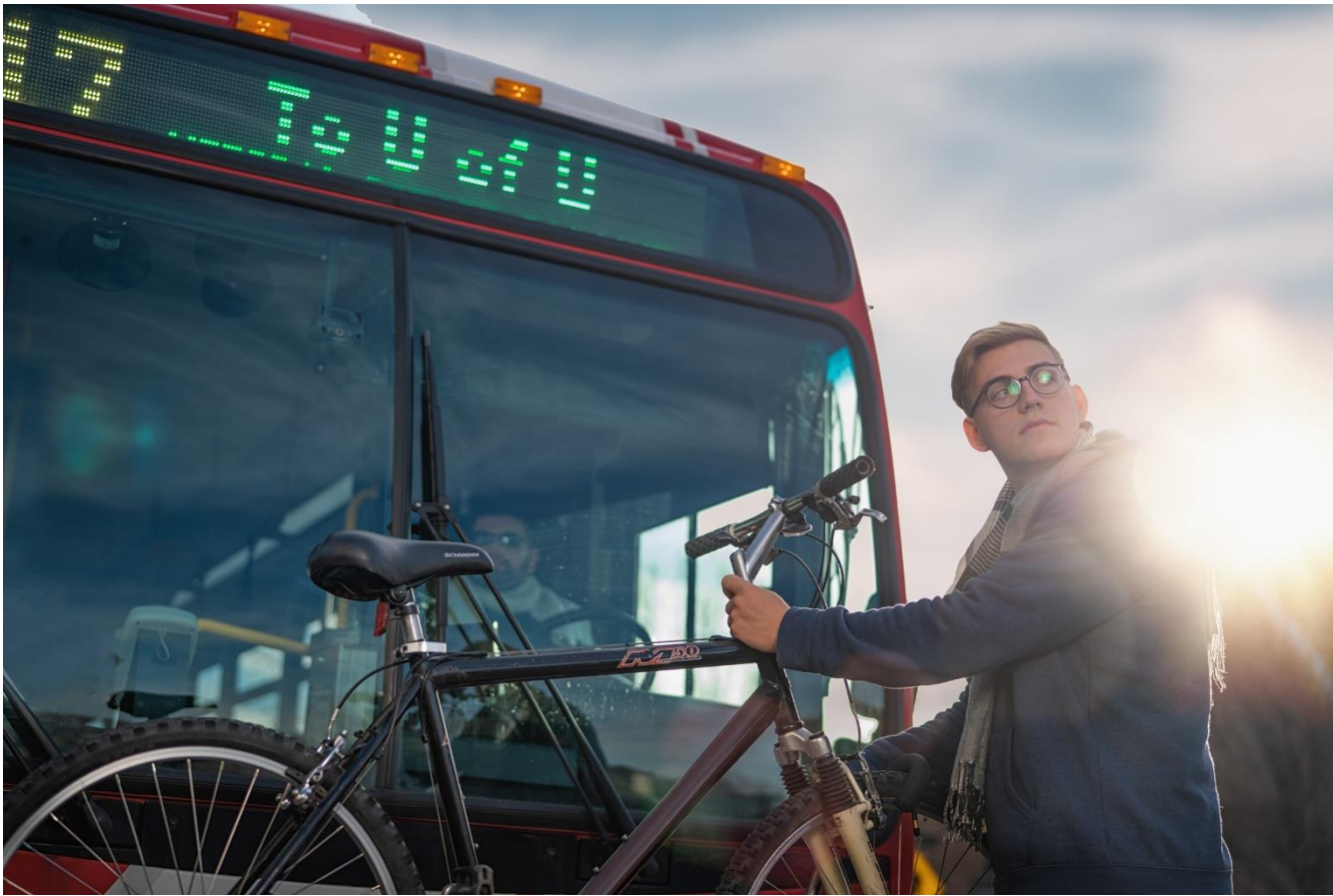
Service Plan Consultation and Resolution

- a. AR 2021-02-01 Resolution Approving the Proposed 2021-2025 Service Plan and Recommending Approval by the Authority's Board of Trustees
- b. Coordinated Mobility and Constituent Services Report



**AR 2021-02-01 Resolution Approving the Proposed
2021-2025 Service Plan and Recommending Approval by
the Authority's Board of Trustees**





Purpose

This Five-Year Service Plan is a vision for where UTA thinks it may be in five years. The plan should be viewed as a guide rather than a prescriptive list of changes.

COVID-19 Context

1. Increase ridership
2. Strengthen customer confidence
3. Align service with resources

Implementation

- 2021 is focused on stabilization.
- Implementation programmed to begin in 2022.



Planning Process

UTA's Planning Process is organized into four phases:

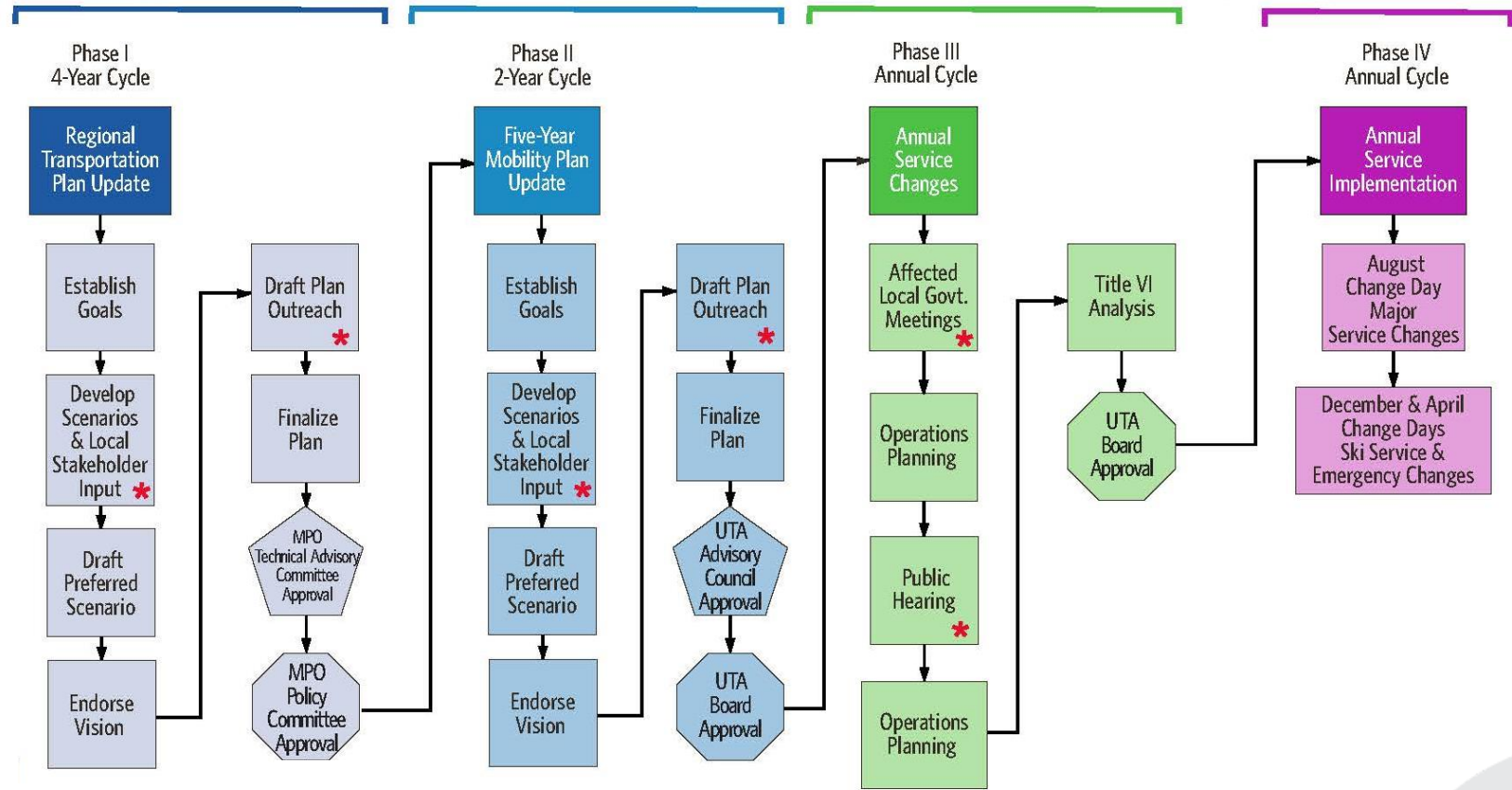
Strategic Planning

Service Planning

Operations Planning

Implementation

Strategic Planning Service Planning Operations Planning Implementation



* Community Engagement Opportunity



Guiding Framework



System-Wide Planning



Expanded Hours



Service Choices



Core Route Network



New Technologies



All-Day Service



New Projects



Five Year Plan



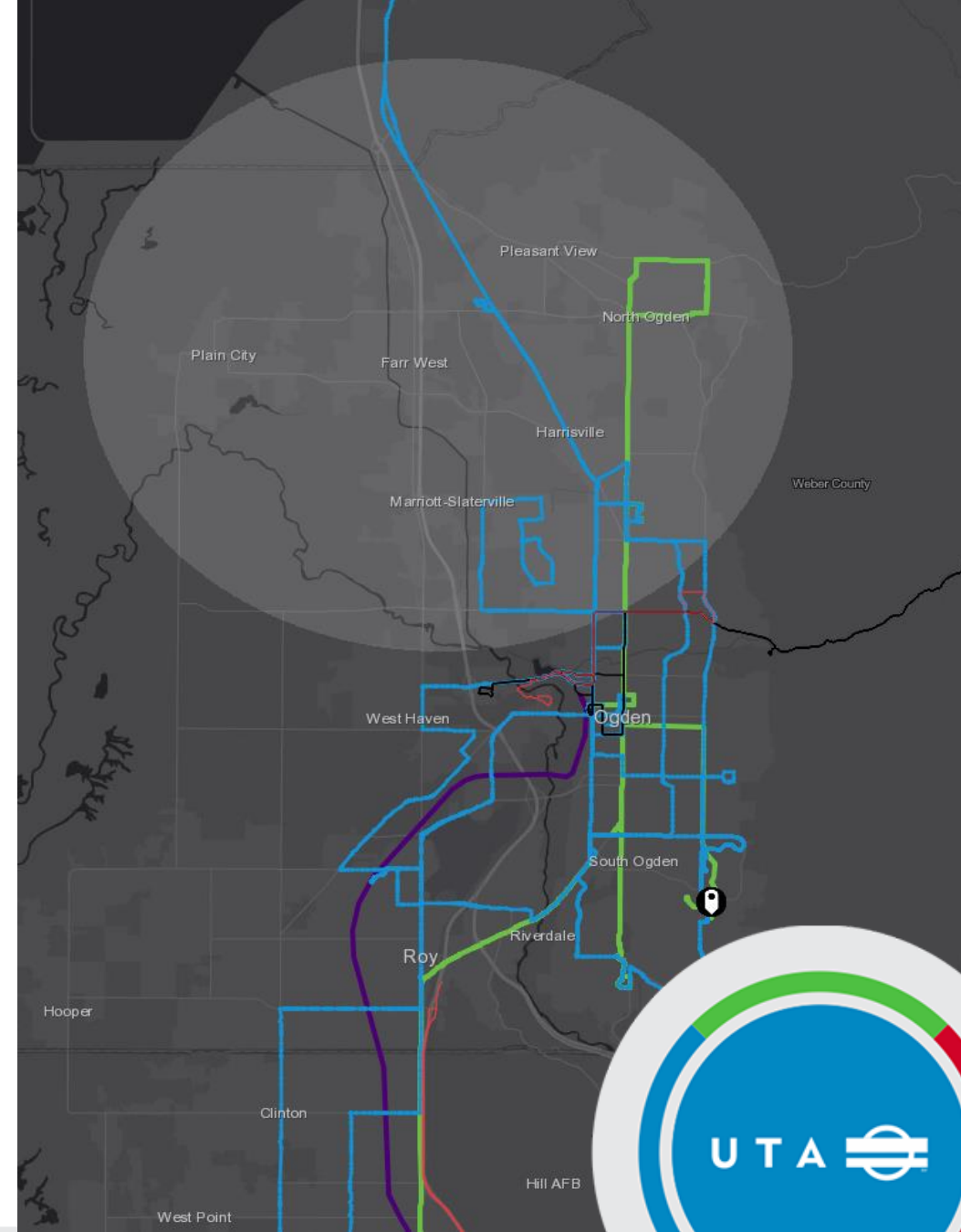
Our region is growing rapidly. Where and how we grow has impacts on the transportation network. This plan works to address these impacts through improvements to the transit system.

- The UTA Five-Year Service Plan presents a series of service change concepts.
- The lines on the map should be viewed as corridors to be served rather than as finalized route alignments.
- All service change concepts presented in this plan are subject to additional analysis, and public input will be considered before any change is implemented.



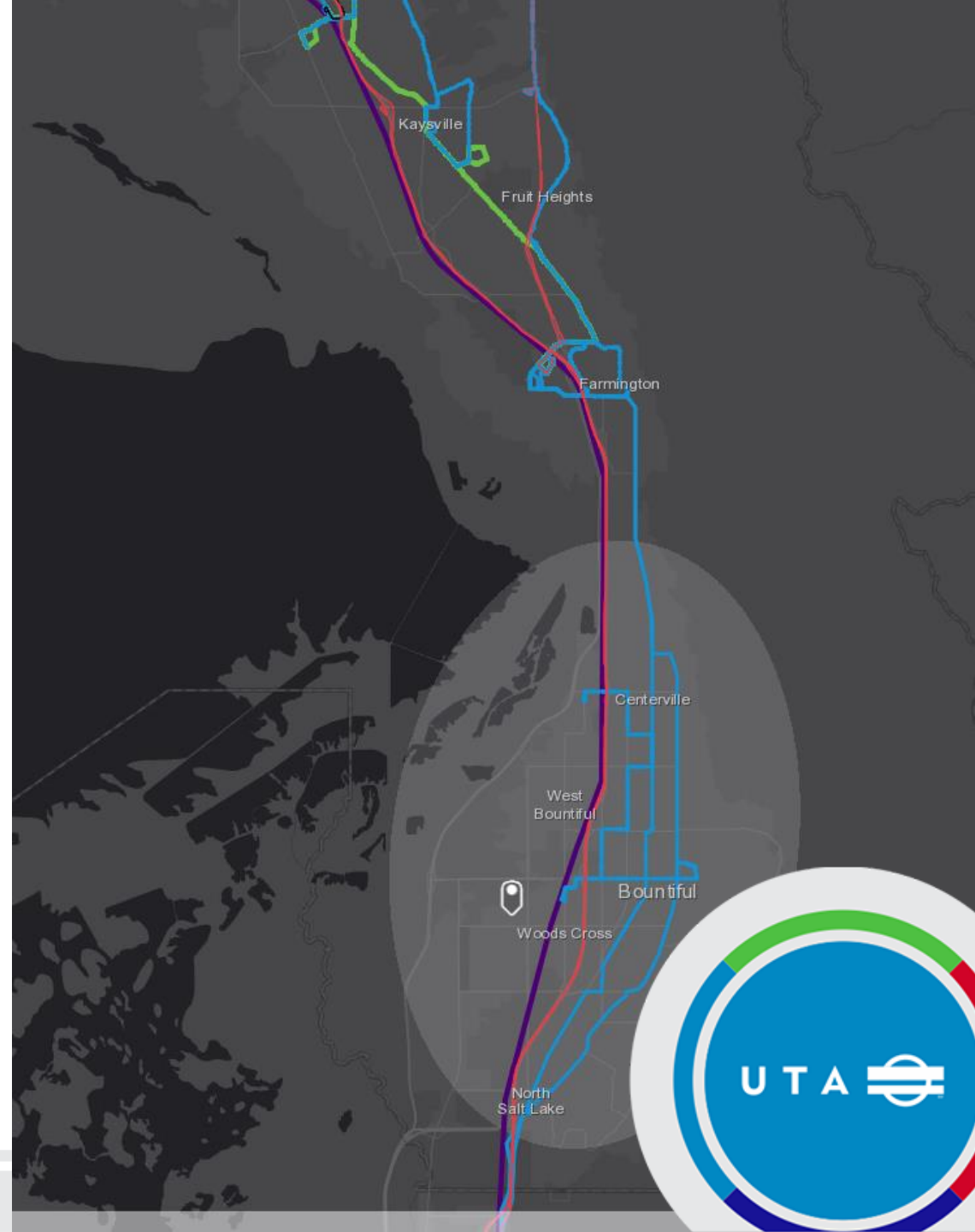
Box Elder, Weber, & Davis Counties

- Implement the **Ogden/WSU Bus Rapid Transit (BRT) Line** between Ogden FrontRunner Station and Weber State University
- Construct a **new transit hub** at the Dee Events Center
- Add **15-minute service on State Street** and Main Street between Farmington and Ogden
- Add bus service between **Ogden and Pleasant View FrontRunner stations**
- Improve **local bus connections** in Ogden, South Ogden, and Washington Terrace
- Streamline connections to **Roy FrontRunner Station**

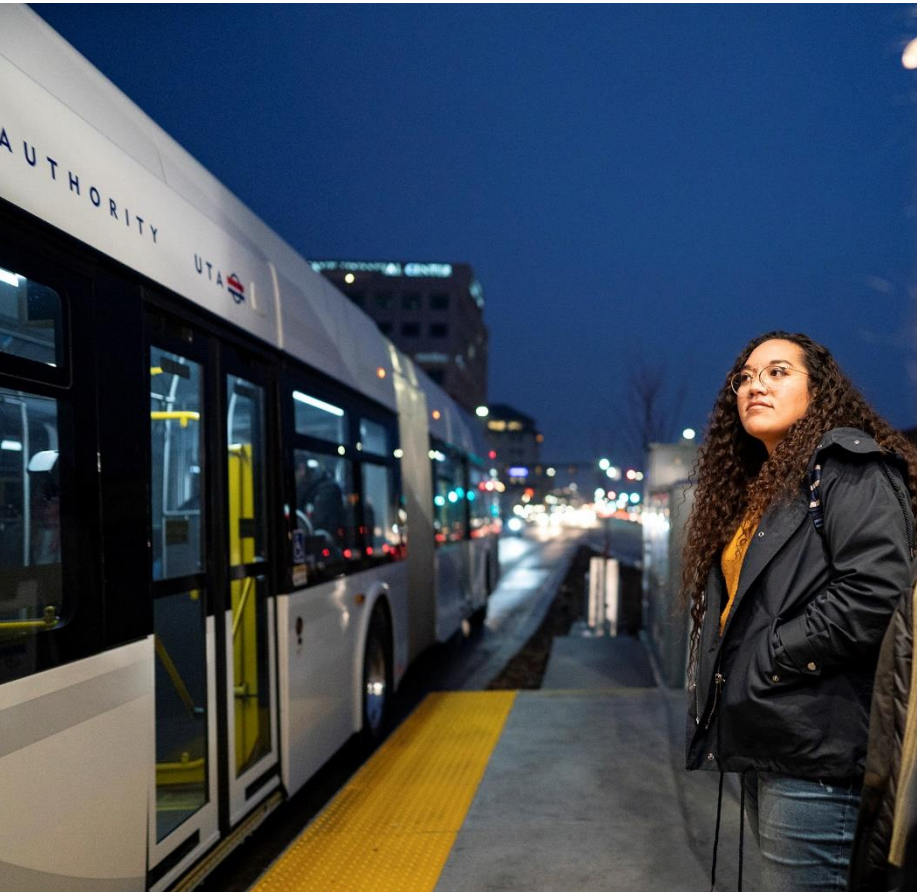


Box Elder, Weber, & Davis Counties

- Improve connections from **FrontRunner to the University of Utah and Research Park**
- Consider **innovative transit solutions** in north Weber and south Davis Counties which provide better all-day coverage and replace routes with few riders
- Adjust local routes to **prepare for future South Davis service**
- Improve **all-day service** on many routes



Salt Lake & Tooele Counties



- Improve service on the **west side of Salt Lake County** with new connections to the airport and inland port via 3600 west, 5600 west, and 3100 south
- Improve **frequency and hours of service** on many routes
- Implement a network of high-frequency **Core Routes**
- Adjust local bus routes to **prepare for future Midvalley Connector, 5600 West, and South Davis BRT** service
- Improve connections between **Tooele County** and Salt Lake County
- Improve connections to **Rose Park and Glendale** as part of the Salt Lake City Transit Master Plan



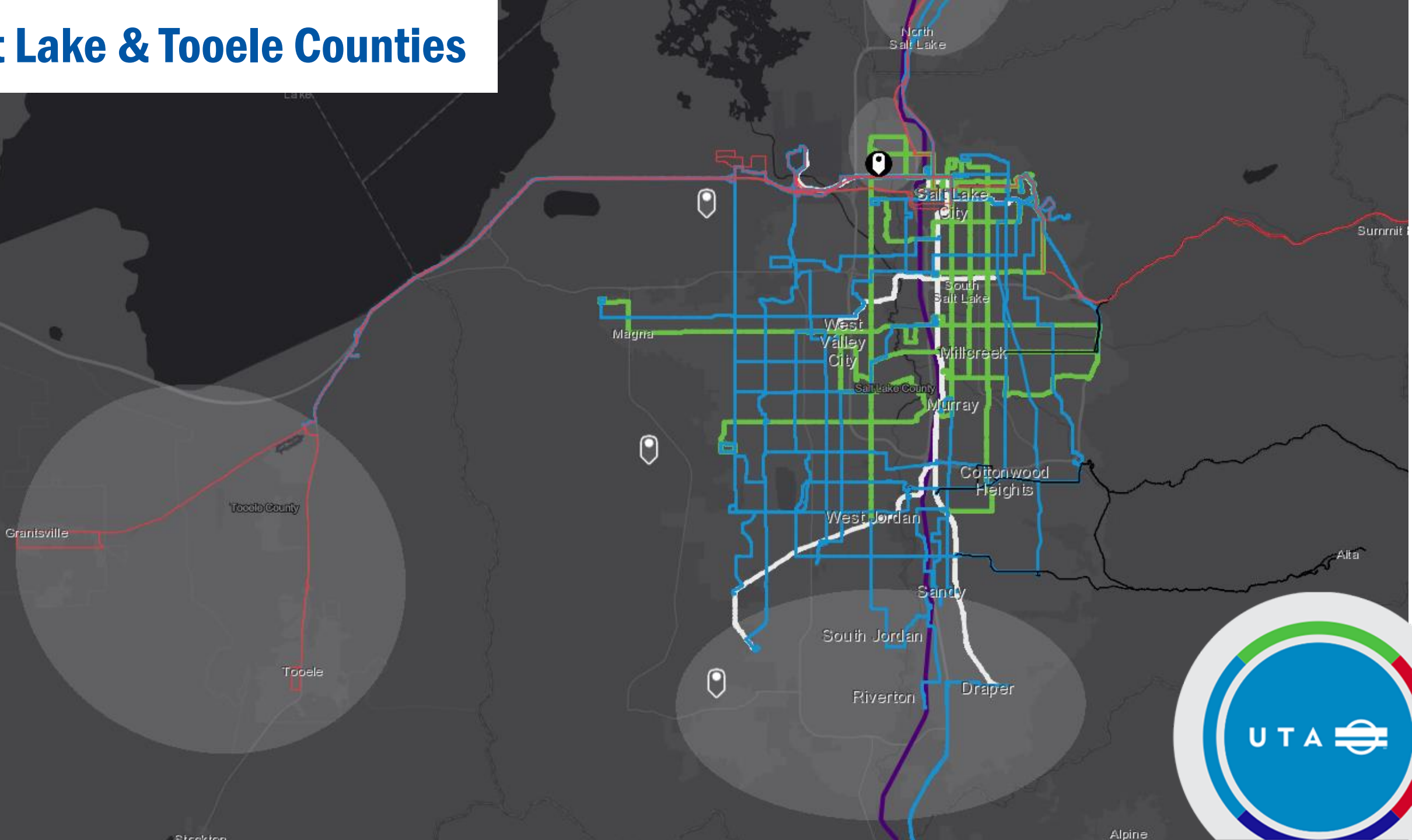
Salt Lake & Tooele Counties



- Improve connections from **FrontRunner to the University of Utah and Research Park**
- Consider continued innovative mobility solutions like **Microtransit** in Herriman, Riverton, South Jordan, Bluffdale, and Draper in south Salt Lake County
- Consider **innovative transit solutions** to increase coverage in Tooele Valley
- Construct a new **transit hub** on the west side of SLC
- Improve **all-day service** on many routes

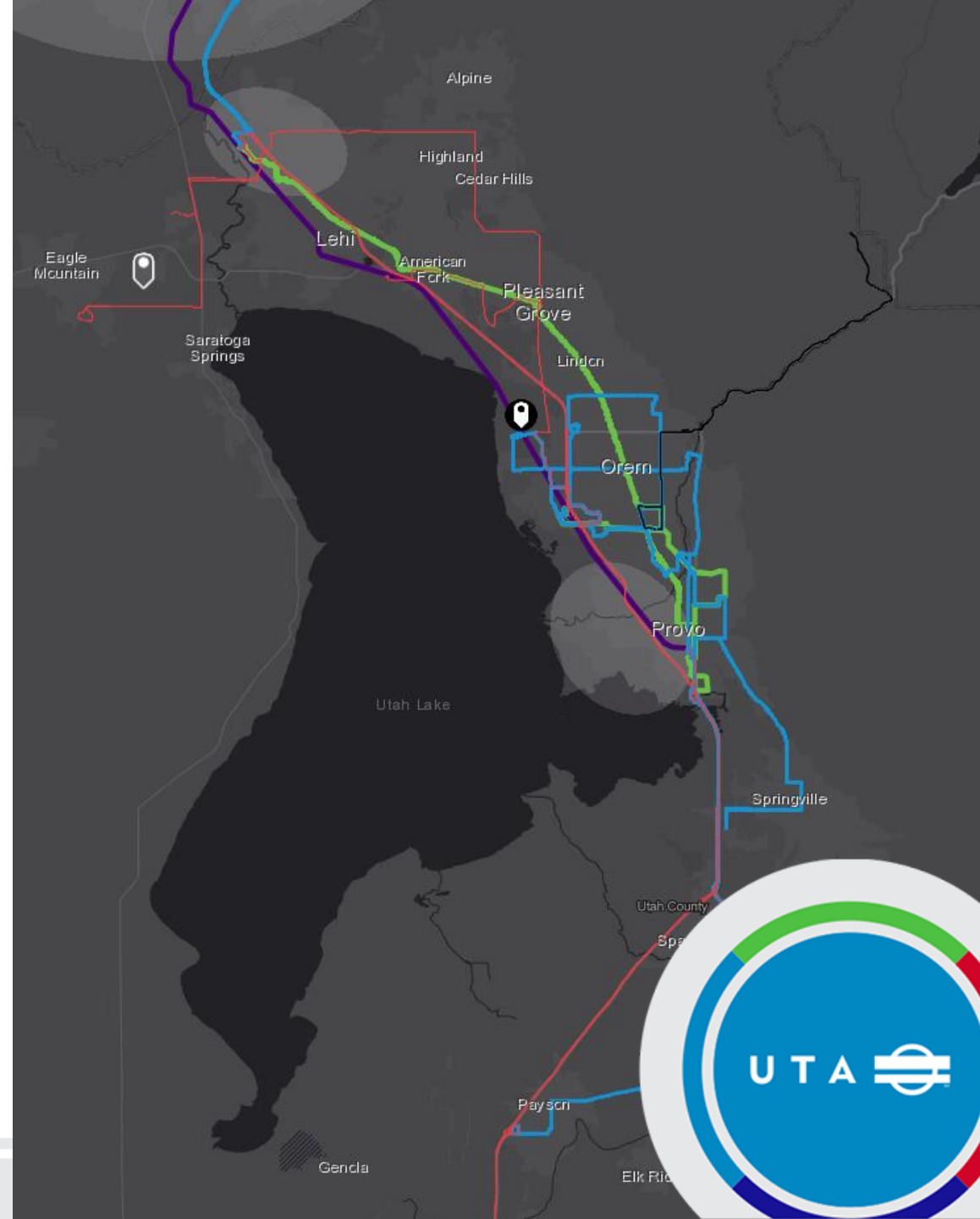


Salt Lake & Tooele Counties



Utah County

- Open **Vineyard FrontRunner Station**
- Adjust **local bus service** to serve Vineyard FrontRunner Station
- Improve **all-day service and overall hours of service** on many routes
- Consider **innovative mobility solutions** in west Provo and Thanksgiving Point to add better coverage and replace routes with few riders



Further Analysis



Planning Department's new organization along with Community Engagement sets the foundation for a robust dialogue with the community to ensure that we are putting the right service in the right place.

Specific areas of focus for community engagement and additional analysis include:

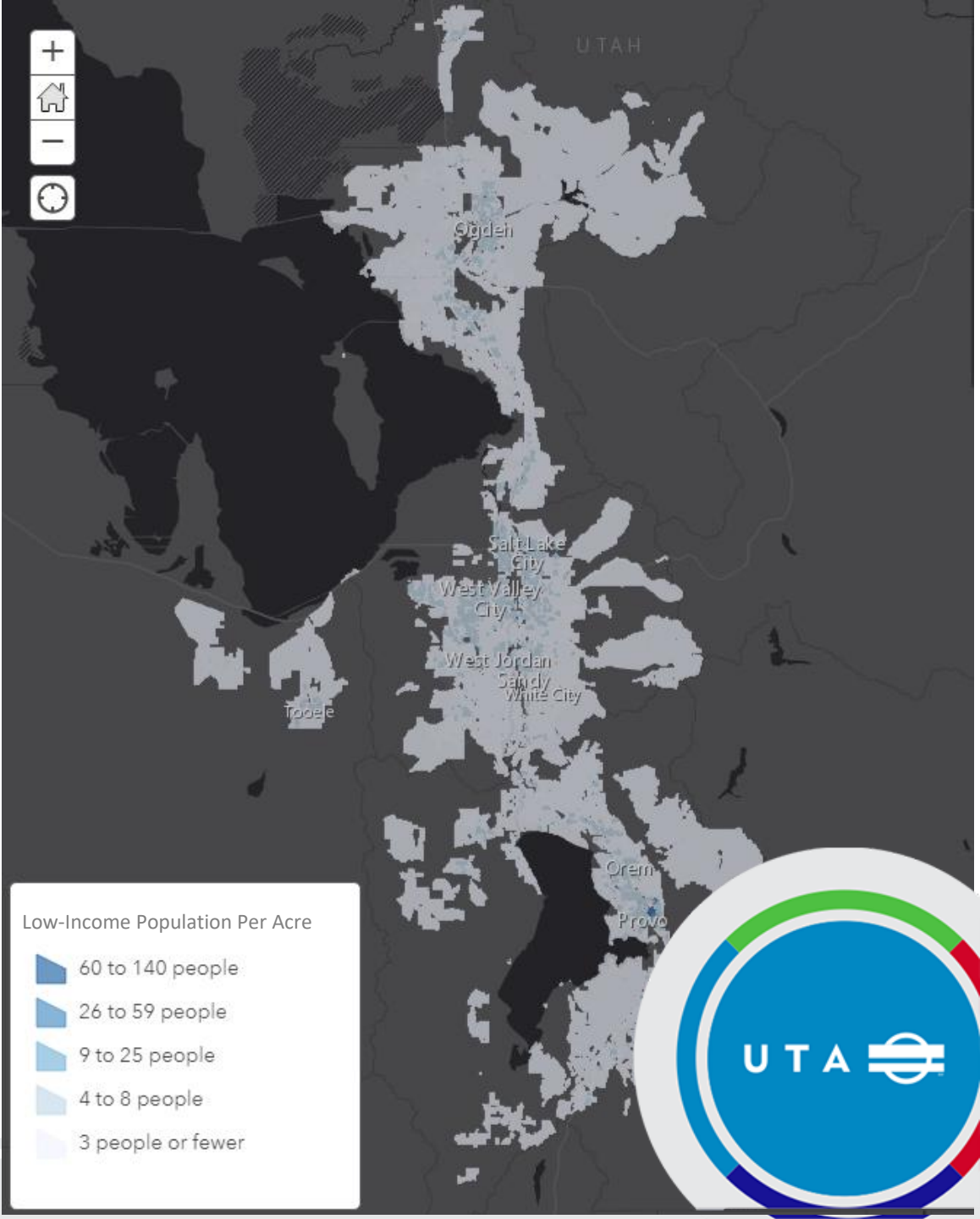
- All innovative mobility zones
- South Davis County,
- Southwest Salt Lake County
- West Bench of Salt Lake County
- Research Park
- Cottonwood Canyons
- Point of the Mountain
- Eagle Mountain/Saratoga Springs
- Central Corridor
- South Utah County

This plan will be updated to reflect the outcomes of these studies.



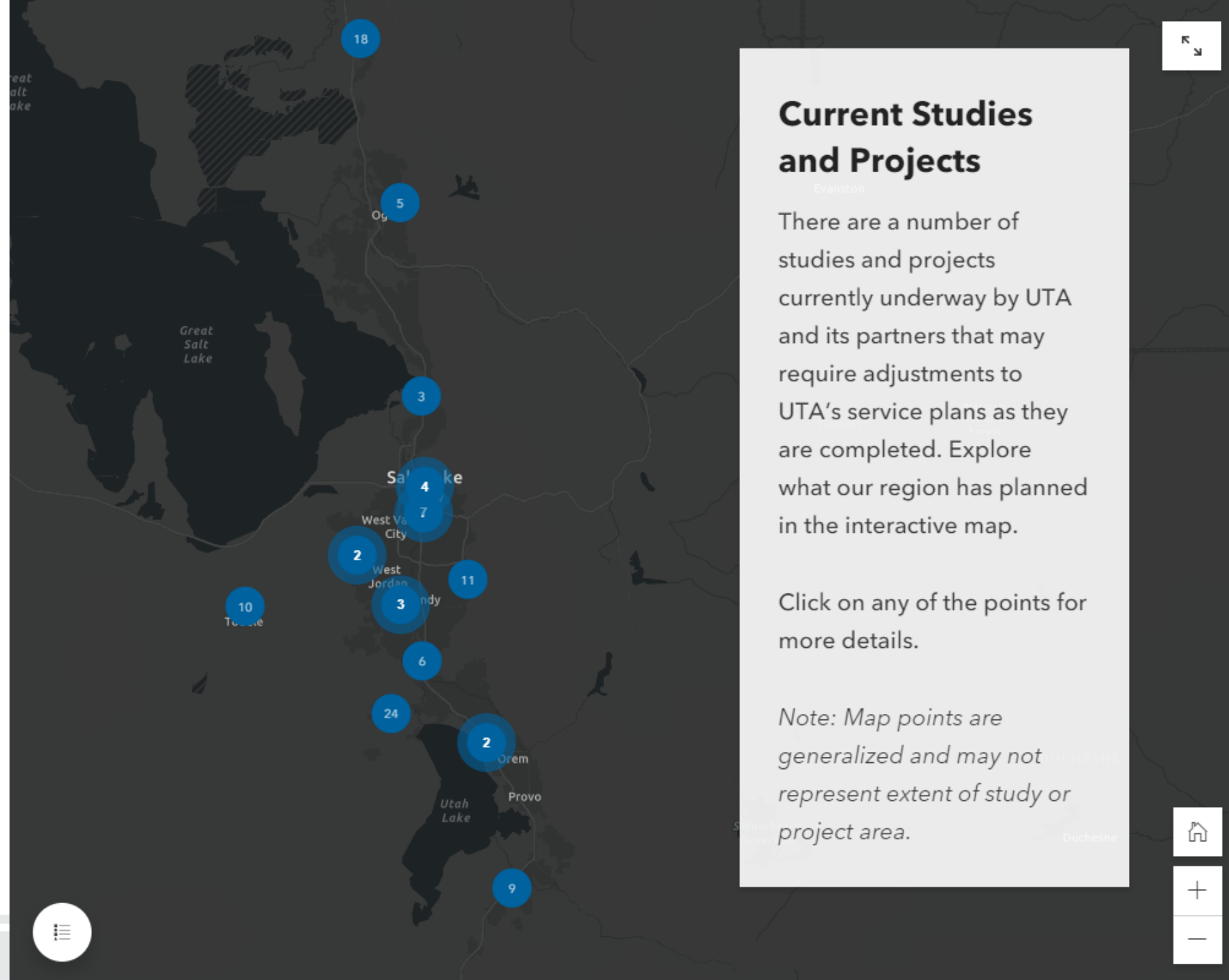
Transportation Equity

- Conduct a series of transportation equity gap analyses
- Better engage underrepresented communities
- Identify access issues within the transit system
- Develop solutions that expand access to opportunity



Vision

- Expanded Rail Service
- Expanded Bus Service
- A Cleaner Fleet
- Many studies and projects currently underway



Stakeholder Outreach

WFRC Committees

- Regional Growth Committee, 1/21/21
- RGC Ogden/Layton TAC, 2/17/21
- RGC SL/WVC TAC, 2/17/21
- Transportation Committee, 2/18/21
- TransCom Ogden/Layton TAC, 1/27/21
- TransCom SL/WVC TAC, 1/27/21
- Active Transportation Committee, 2/10/21
- Regional Council, 1/28/21

MAG Committees

- Regional Planning Committee, 2/4/21
- Technical Advisory Committee, 1/25/21

Tooele Rural Planning Organization, 3/8/21

COGs and County Commissions

- Salt Lake County COG, 1/21/21
- Weber Area COG, 3/1/21
- Davis COG, TBD
- Tooele COG, 1/21/21
- Utah County COG, 2/4/21
- Utah County Commission, TBD

Individual City Councils

- As part of Trustees' ongoing outreach visits

General Public Outreach

- Comment form on website
- Media coverage in Salt Lake Tribune and Standard Examiner



Recommended Action (by acclamation)

Motion to approve AR 2021-02-01

Resolution Approving the Proposed
2021-2025 Service Plan and Recommending Approval by the Authority's Board
of Trustees



Coordinated Mobility and Constituent Services Report



UTA Coordinated Mobility

Helping our community create trips for those who need them most

- Emphasis on aging adults and people with disabilities
- Coordination of existing transportation services from a wide variety of human service organizations
- Providing funding through federal grants
- Delivering technology resources
- Innovating with new programs and partnerships
- Providing Travel Training across the region



Coordination Outreach

- The outreach of the Coordinated Mobility Department spans communities along the entire Wasatch Front and Tooele County
- UTA facilitates the Local Coordinating Council meetings participated in by the partner agencies

Coordinated Council Activities

- Give input and guidance in developing their Local Coordinated Plans
- Propose/participate in coordinated solution partnership projects
- Evaluate and help award 5310 grant funding requests
- Give feedback about what transportation solutions are and are not working





Federal Transit Administration

FTA 5310 Program Administrator

- UTA is the designated administrator of FTA 5310 funds
- Formula funds for assisting private non-profit groups in meeting specialized transportation needs
- Serves older adults and people with disabilities
- Funding amounts are based on the population of those groups within Utah's three large urbanized areas
- 94 projects funded since 2013

Award Amounts (2020)

- Salt Lake – West Valley : \$733,552
- Ogden – Layton : \$418,029
- Provo – Orem : \$277,877





Types of Awards

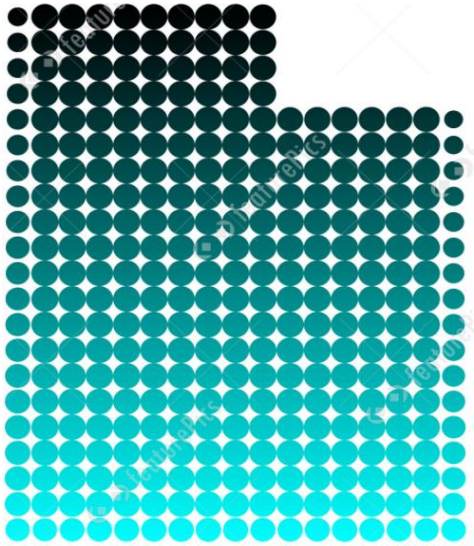
- Vehicles
- Operations
- Technology
- Contracted Services
- Mobility Management
- Travel Training
- Administrative



Examples of Subrecipients

- Davis County Aging
- Continue Mission
- Options for Independence
- The Work Activity Center
- Salt Lake County Rides 2 Wellness
- United Way 211
- First Step House

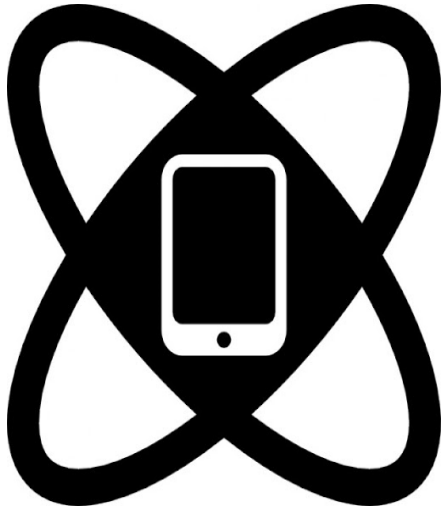




Statewide Coordination Efforts

- Specialized Transportation Plan
 - \$250,000 Legislative allocation
 - Extensive outreach to public and transportation partners
 - Guide for future/ongoing coordinated transportation projects on the Wasatch Front and statewide
- Volunteer Driver/Voucher Pilot—Davis/Weber counties
- Statewide (5 AOGs) Volunteer Driver/Voucher Pilot
 - Awarded \$100,000 from Out and About Funds
- United Way 211 call center
- UtahValleyRides Volunteer Driver Program
- URSTA Support (State transportation association)
- Technology development





IT Projects

- RidePilot Scheduling and Dispatching Software
 - Used by sub-recipients of the FTA 5310 grant for reporting and dispatching services
 - Used by Tooele and Davis Counties for their on-demand and senior transportation
- eVoucher System
 - Electronic system to replace outdated paper voucher programs
 - 2021 pilot programs in Utah and in Florida
 - Davis County Aging and Bear River Association of Governments as pilot agencies
- RidePilot Lite
 - New and simplified software system based on the original RidePilot software
 - Ease of use for basic transport services



Coordinated Mobility Recent Grant Awards

Recent Federal Grant Awards

- May 2019 - \$700,125 from the FTA Innovative Coordinated Access and Mobility Grant for development of Phase 1 of the eVoucher system.
- January 2021 - \$508,200 from the COVID-19 Research Demonstration Grant Program for Phase 2 of the eVoucher system.



Coordinated Mobility Travel Training



Free Training Services

- UTA System Knowledge
- Trip Planning
- Transit-related Technology
- ADA Adaptations
- Group Presentations
- Community Education

Travel Training By the Numbers (2019)

- 442 Individual & Group Trainings
- 72 Presentations with 1,901 attendees



What do Travel Trainers do?

- Ride with you on the bus or train.
- Share their expertise about UTA's bus and rail systems.
- Show you how to: travel safely, read schedules, plan trips, use apps, etc.
- Teach how the bus, TRAX and FrontRunner connect to get you where you want to go.
- Work within your schedule.
- Ensure training is fun, easy and comfortable!

One-on-one and group trainings available

Travel Trainers will provide one-on-one training and listen to your needs to provide the best learning experience possible.

UTA's Travel Trainers work with multiple community centers, schools and other organizations to train groups on the public transportation system.

There is also a "train the trainer" program where the Travel Trainers will work with organization staff on how to train their students or clients to use the UTA system.

Benefits of Travel Training

-  Gain freedom to go wherever you need, whenever you need.
-  Develop confidence in your new skills.
-  Discover different ways to pay your fares.
-  Learn your most frequented routes like work, school or doctor's appointments.
-  Plan trips to visit friends and family.
-  Teach family and friends how to ride.
-  Use transit to attend events across the city like sporting events, concerts or theater performances.



Coordinated Mobility Travel Training



Training Pass Program

- Provide community partners with training passes, personalized staff training and support
- Currently 25 organizations participating
- 3-year contract
- Transitional programs for people with disabilities and refugee's

Ridership Report 2019 (No. Trips)

- TRAX- 30,888
- Express- 16
- Front Runner- 2,991
- Streetcar- 1,955
- Bus- 97,971

Total- 133,821

Ridership Report 2020 (No. Trips)

- TRAX- 11,011
- Front Runner- 671
- Streetcar- 976
- Bus- 37,424

Total-50,082



Questions?



Open Dialogue with Board of Trustees



Reports

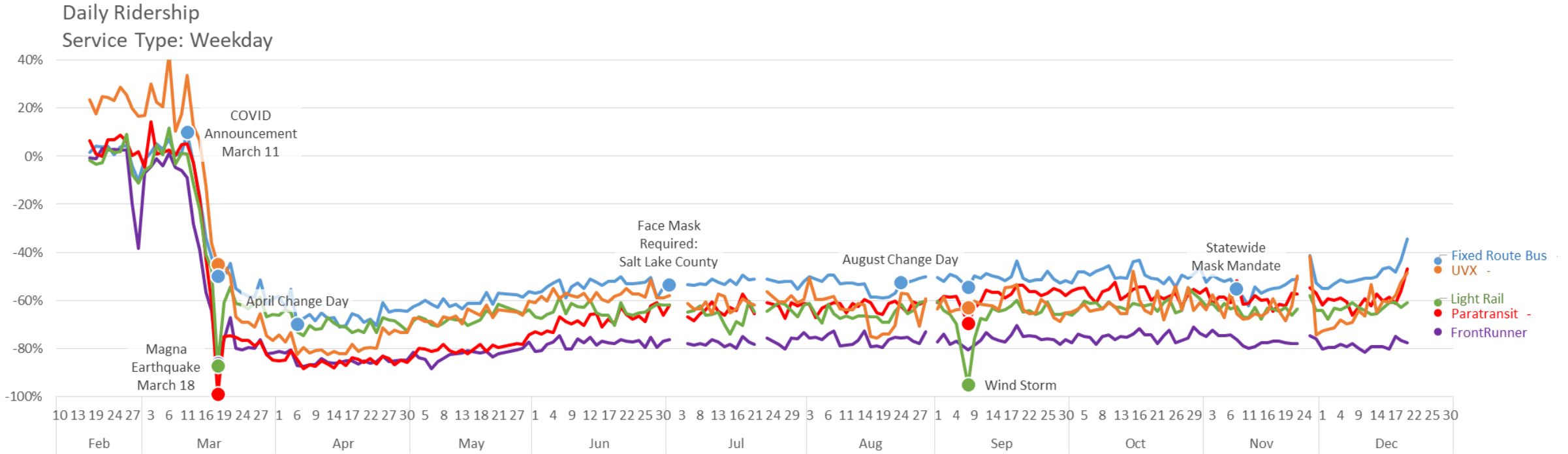
- a. Agency Report
- b. Audit Committee Report



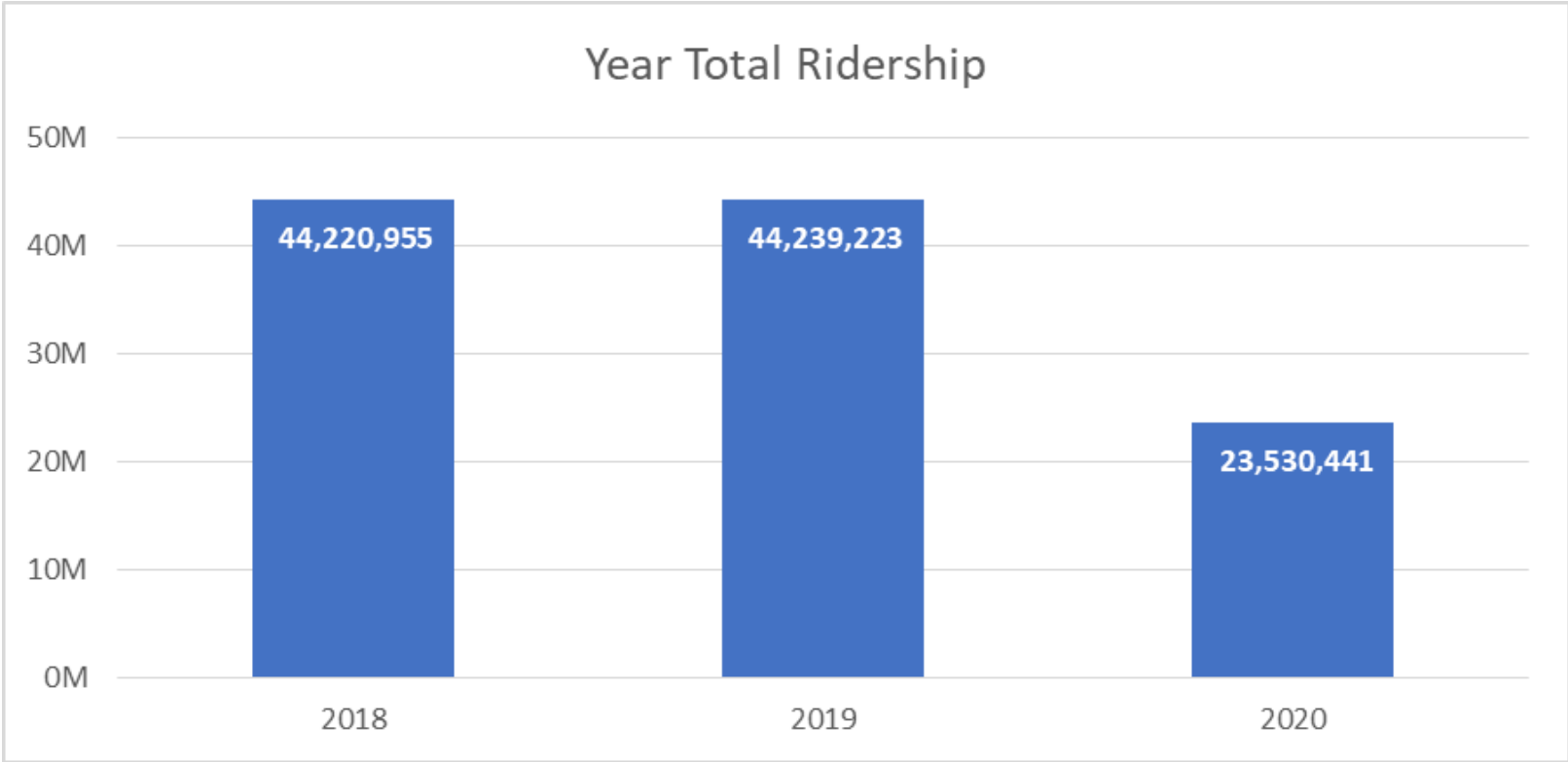
Agency Report



2020 Weekday Ridership

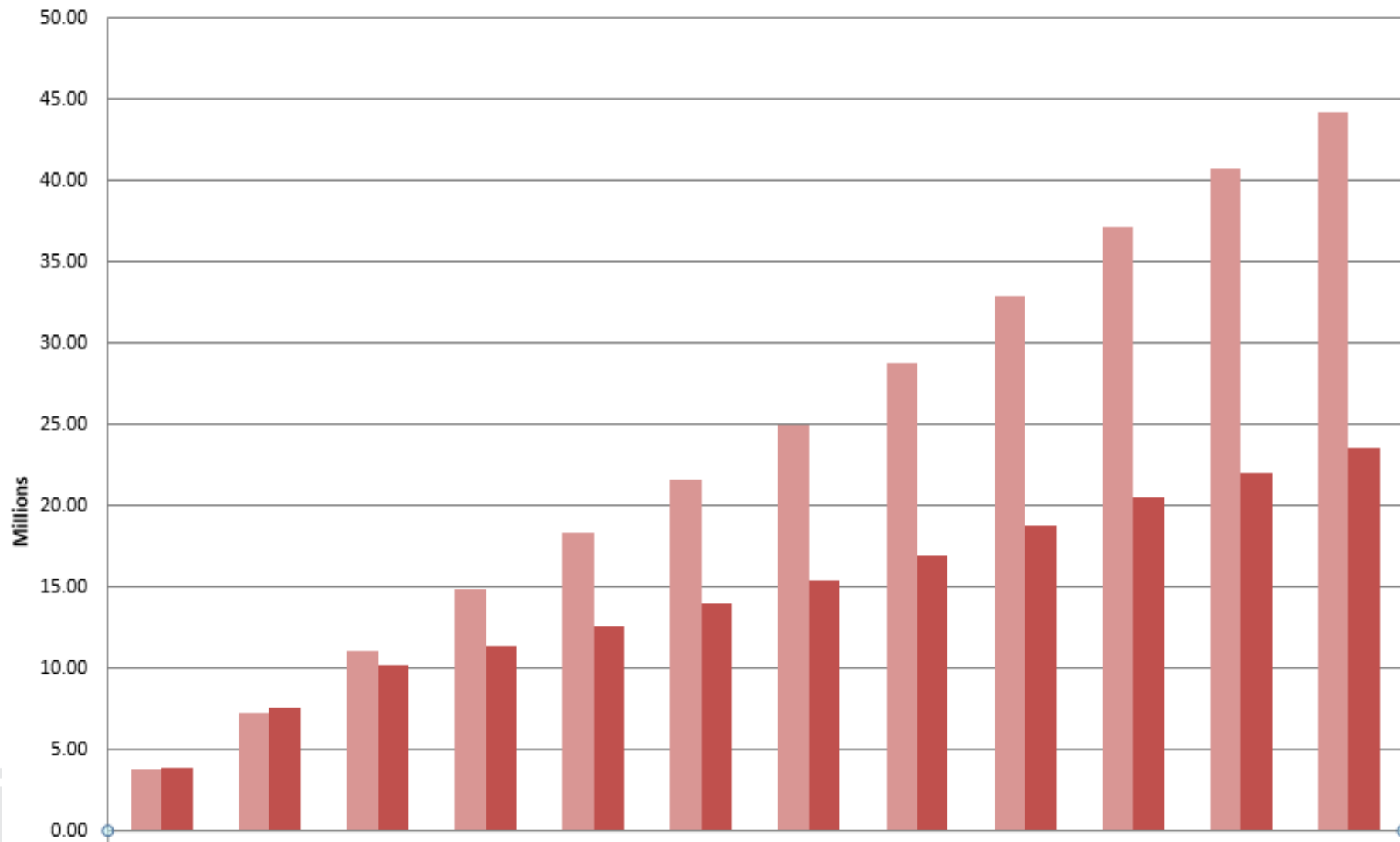


2020 Ridership Report

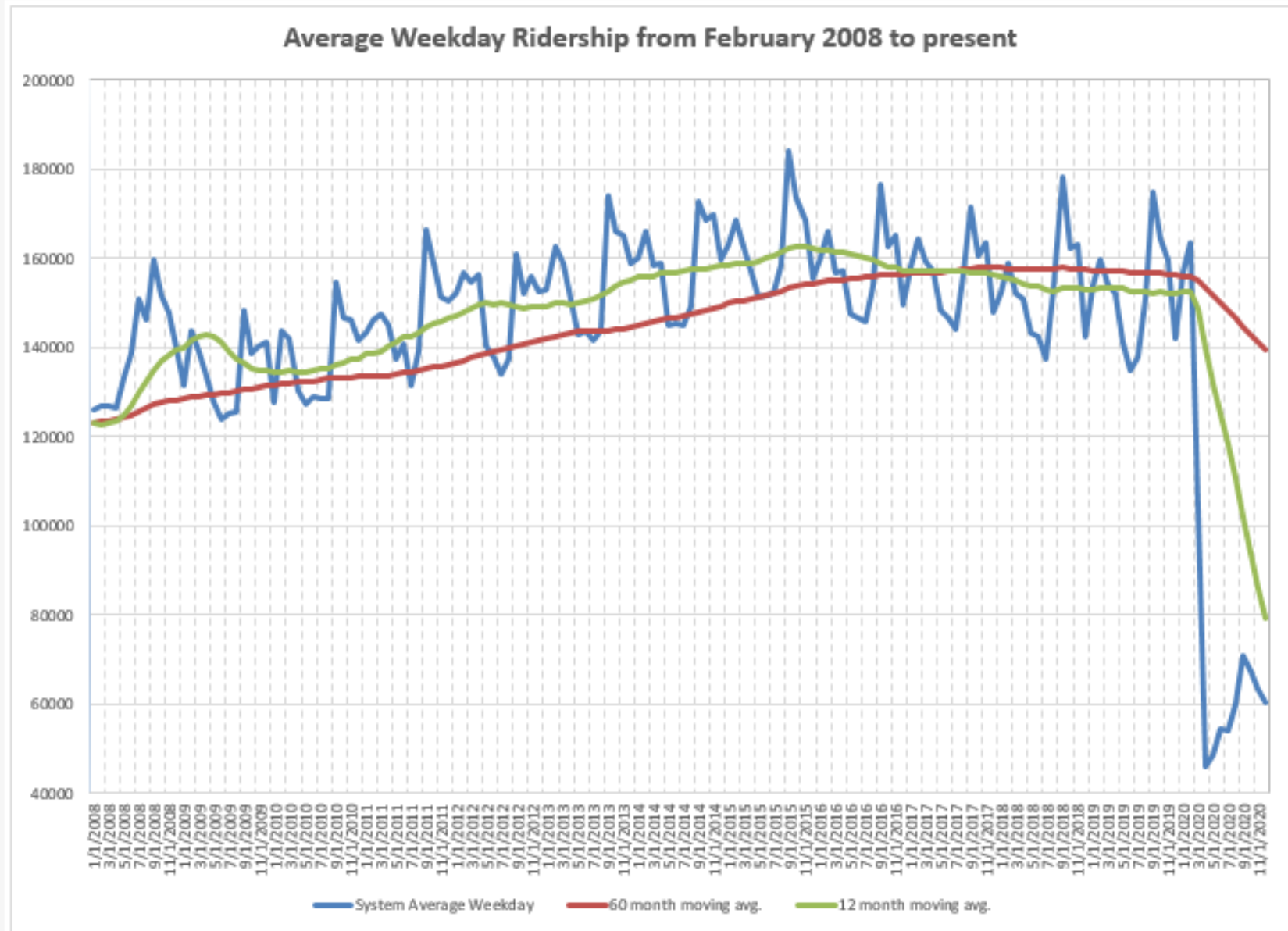


2020 Ridership Report

Systemwide 2020 YTD Ridership compared to previous year



2020 Ridership Report



2020 Ridership Report

Mode	2020	2019	% Change
Bus System	12,142,866	20,303,085	-40%
Paratransit	185,024	384,621	-52%
Route Deviations	226,488	416,851	-46%
Mobility Management	2,088	3,649	-43%
Light Rail	7,975,159	16,445,129	-52%
S - Line	272,206	426,800	-36%
Commuter Rail	2,024,523	5,193,880	-61%
Vanpool	702,087	1,065,208	-34%
UTA System	23,530,441	44,239,223	-47%



Questions?



Audit Committee Report



Other Business

- a. Transit-Oriented Development (TOD) Workshop: March 24, 2021 at 2:30 p.m.
- b. Next Meeting: June 2, 2021 at 1:00 p.m.



Adjourn

