Utah Transit Authority
Local Advisory Council
REGULAR MEETING AGENDA

669 West 200 South
Salt Lake City, UT 84101

Wednesday, February 21, 2024   **1:00 PM**   **FrontLines Headquarters**

UTA Local Advisory Council will meet in person at UTA FrontLines Headquarters (FLHQ) 669 West 200 South, Salt Lake City, Utah.

For remote viewing, public comment, and special accommodations instructions, please see the meeting information following this agenda.

1.	**Call to Order & Opening Remarks**	Vice-Chair Troy Walker
2.	**Pledge of Allegiance**	Vice-Chair Troy Walker
3.	**Safety First Minute**	Heather Barnum
4.	**Public Comment**	Vice-Chair Troy Walker
5.	**Oath of Office**	Cathie Griffiths

    a.   Oaths of Office: UTA Local Advisory Council
- Member Dirk Burton
- Member Natalie Hall
- Alternate Member Dan Dugan

6.	**Consent**	Vice-Chair Troy Walker

    a.   Approval of November 29, 2023 Local Advisory Council Meeting Minutes

    b.   Constituent and Customer Service - 2023 Annual Report

    c.   Board Policy Revisions
- Board Policy 5.1 Transit Oriented Development
- Board Policy 5.2 Real Property

7. **Service Planning**

    a.   AR2024-02-01 - Resolution Approving the Proposed UTA Moves 2050 - Long Range Transit Plan (LRTP) and Recommending Approval by the Authority's Board of Trustees

Russ Fox
Alex Beim
Megan Waters
Dede Murrary

    b.   UTA On Demand Service Update

Hal Johnson
Shaina Quinn

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8.   Transit Oriented Development

a.   Transit-Oriented Communities Program Update   Paul Drake
                                                                    Kayla Kinkead

9.   Discussion

a.   Point of the Mountain Transit Project UDOT Update   Josh Van Jura
                                                                    David Hancock

b.   UTA Code Blue Alert Protocol   Dalan Taylor

c.   Open Dialogue with the Board of Trustees   Troy Walker
                                                                    Carlton Christensen

10.   Council Business

a.   AR2024-02-02 - Resolution of the Local Advisory   Troy Walker
     Council of the Utah Transit Authority Appointing
     Council Officers for the Year 2024

11.   Reports and Other Business

a.   Executive Director Report   Jay Fox
     -   2023 Ridership

b.   Audit Committee Report   Troy Walker

c.   Next Meeting: Wednesday, May 22, 2024 at 1:00
     p.m.

12.   Adjourn   Vice-Chair Troy Walker

Meeting Information:

• Special Accommodation: Information related to this meeting is available in alternate format upon request by contacting adacompliance@rideuta.com or (801) 287-3536. Request for accommodations should be made at least two business days in advance of the scheduled meeting.

• Meeting proceedings may be viewed remotely through the public meeting portal link on the UTA Board Meetings page - https://rideuta.legistar.com/Calendar.aspx

• In the event of technical difficulties with the remote connection or live-steam, the meeting will proceed in person and in compliance with the Open and Public Meetings Act.

• Public Comment may be given live during the meeting by attending in person at the meeting location OR by joining the remote Zoom meeting below.

   o   Use this link - https://rideuta.zoom.us/webinar/register/WN_MRW0675xQeKfkTl1Y_FVQQ and follow the instructions to register for the meeting (you will need to provide your name and email address).

   o   Sign on to the Zoom meeting through the URL provided after registering.

     o Sign on 5 minutes prior to the meeting start time.

     o Use the "raise hand" function in ZOOM to indicate you would like to make a comment.

     o Comments are limited to 3 minutes per commenter.

•   Public Comment may also be given through alternate means. See instructions below.

     o Comment via email at advisorycouncil@rideuta.com

     o Comment by telephone at 801-743-3882 option 5 (801-RideUTA option 5) – specify that your comment is for the Local Advisory Council meeting.

     o Comments submitted before 2:00 p.m. on Tuesday, February 20th will be distributed to council members prior to the meeting.

•   Meetings are audio and video recorded and live-streamed.

•   Members of the Local Advisory Council and meeting presenters will participate in person, however members may join electronically as needed, with 24 hour advanced notice.

•   Motions, including final actions, may be taken in relation to any topic listed on the agenda.

Utah Transit Authority

669 West 200 South
Salt Lake City, UT 84101

MEETING MEMO

Local Advisory Council   **Date:** 2/21/2024

TO: Local Advisory Council
FROM: Mark Johnson, Local Advisory Council Chair
PRESENTER(S):   Cathie Griffiths, Executive Assistant to Board Chair

TITLE:

Oaths of Office: UTA Local Advisory Council
- **Member Dirk Burton**
- **Member Natalie Hall**
- **Alternate Member Dan Dugan**

AGENDA ITEM TYPE:

Oath of Office

RECOMMENDATION:

Oath of office administered by notary public, Cathie Griffiths

BACKGROUND:

The Utah Public Transit District Act (17B-2a-808.2) establishes a nine-member Local Advisory Council with members appointed by Council of Government (COG) bodies across the UTA service district. Statute indicates that the Salt Lake County Council of Governments shall appoint three members to the Local Advisory Council.

UTA Bylaws Article 1, section 3 stipulate that the oath of office must be administered to Local Advisory Council Members before commencing the duties of the office.

Additionally, UTA Bylaws Article 3, section 10 allows each appointing authority the right to select alternate representatives to the Local Advisory Council (LAC). Alternate members may participate in meetings, make motions, count toward a quorum, and vote in matters before the LAC if the appointing authority's member is not present and the alternate has been properly designated to participate in the member's place.

DISCUSSION:

On January 18, 2024 the Salt Lake County COG voted to appoint Dirk Burton and Natalie Hall as members and

Dan Dugan as alternate member of the UTA Local Advisory Council representing the Salt Lake County COG.

ATTACHMENTS:
None

Utah Transit Authority

669 West 200 South
Salt Lake City, UT 84101

MEETING MEMO

Local Advisory Council   **Date:** 2/21/2024

TO: Local Advisory Council
FROM: Jana Ostler, Board Manager

TITLE:

Approval of November 29, 2023 Local Advisory Council Meeting Minutes

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AGENDA ITEM TYPE:

Minutes

RECOMMENDATION:

Approve the minutes of the November 29, 2023 Local Advisory Council Meeting

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BACKGROUND:

A regular meeting of the UTA Local Advisory Council was held in person and broadcast live through the UTA meetings website on Wednesday, November 29, 2023 at 1:00 p.m. Minutes from the meeting document the actions of the committee and summarize the discussion that took place in the meeting. A full audio recording of the meeting is available on the Utah Public Notice Website <https://www.utah.gov/pmn/sitemap/notice/874183.html> and video feed is available through the UTA Meetings website at UTA Public Meetings Portal <https://rideuta.legistar.com/Calendar.aspx>

ATTACHMENTS:

2023-11-29_LAC_Minutes_unapproved

Utah Transit Authority

Local Advisory Council
MEETING MINUTES - Draft

669 West 200 South
Salt Lake City, UT 84101

| **Wednesday, November 29, 2023** | **1:00 PM** | **FrontLines Headquarters** |

Present:
Chair Mark Johnson
2nd Vice-Chair Bob Stevenson
Council Member Neal Berube
Council Member Karen Cronin
Council Member Julie Fullmer
Council Member Dan Peay
Council Member Trent Staggs
Alternate Council Member Ellen Birrell
Alternate Council Member Brandon Gordon
Alternate Council Member Jon Larsen

Excused:
Vice Chair Troy Walker
Council Member Erin Mendenhall

Also attending were UTA staff and interested community members. Alternate Council Member Gordon attended as part of the audience.

1. Call to Order & Opening Remarks

Chair Johnson welcomed attendees and called the meeting to order at 1:00 p.m. He announced this is an in-person, recorded meeting with live streaming available online. Live public comment is available in person or via Zoom.

Chair Johnson noted Vice-Chair Troy Walker and Council Member Erin Mendenhall were excused from the meeting. Alternate Council Members Ellen Birrell and Jon Larson will be filling in for Vice Chair Walker and Council Member Mendenhall respectively.

Chair Johnson noted this is Council Member Peay's last Advisory Council meeting and thanked him for his service.

2. Pledge of Allegiance

Attendees recited the Pledge of Allegiance.

3. Safety First Minute

Viola Miller, UTA Chief Financial Officer, delivered a brief safety message.

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4.   **Public Comment**

No in-person, virtual, or online comments were received.

5.   **Consent**

     a.   **Approval of September 27, 2023 Local Advisory Council Meeting Minutes**

     b.   **Proposed Bylaw Revisions**

Chair Johnson yielded the floor for comments or discussion on the consent agenda.

Council Member Berube mentioned he had a discussion with UTA Board Trustee Beth Holbrook prior to the meeting regarding questions pertaining to Conflicts of Interest and Audits within the proposed Bylaws. He also noted an error in the document under Article III, Section 3, which refers to the "Internal Revenue Service" as the "Internal Service." It was noted this item will be corrected.

Council Member Fullmer requested a summary of the proposed Bylaw revisions be provided. Annette Royle, UTA Director of Board Governance, provided an outline of the proposed revisions.

A motion was made by Council Member Cronin, and seconded by Council Member Peay, to approve the consent agenda. The motion carried by unanimous vote.

6.   **Resolution**

     a.   **AR2023-11-01 - Resolution Giving Notice and Setting Regular Meeting Dates for the Authority's Local Advisory Council for Calendar Year 2024**

         Chair Johnson called for a motion to approve the 2024 Local Advisory Council meeting calendar. He opened the floor for questions or adjustments to the dates presented. None seen.

         A motion was made by 2nd Vice-Chair Stevenson, and seconded by Council Member Fullmer, that this resolution be approved. The motion carried by unanimous vote.

CONSULTATION WITH BOARD OF TRUSTEES

7.   **Budget and Investments**

a. **Consultation on Agency's Tentative 2024 Budget**

Ms. Miller was joined by Mary DeLoretto, UTA Chief Advisor to the Executive Director; Brad Armstrong, UTA Director of Budget & Financial Strategy; and Dan Hofer, UTA Director of Capital Assets & Project Controls, to present the consultation of the Agency's tentative 2024 budget.

Ms. Miller provided an overview of the 2024 operating budget, including highlights, service strategy, priority considerations, expenses by category, mode, and full-time equivalents (FTEs), along with a summary of the 2024 capital budget. She also outlined the budget approval process, timeline, and next steps.

The 2024 Tentative Budget includes $649 million in operating expenses and $230 million in capital investments.

Questions regarding On Demand service areas and increases in administration costs were posed by the council and answered by staff.

Council Member Fulmer raised a question concerning local funds within the capital revenue summary and inquired which counties have enacted the 5th/5th sales tax. She further inquired how the funds are distributed and if they are kept within each county or allocated throughout the entire system.

A response was provided by Mr. Armstrong and Chair Christenson. It was noted Utah County is the only county to enact the 5th/5th sales tax starting January 2024. Chair Christensen acknowledged the interconnected nature of transit service between counties within the regional transit service district.

Mr. Armstrong provided an explanation on how local sales taxes are balanced against operating expenditure in the respective counties in addition to funding allocation towards capital program costs. He provided information on UTA's equity analysis which is completed every four years. In addition, the agency conducts a long-term view of sales revenue from each county and balances this against operating and capital expenditures. Annual reports are provided on a delayed yearly basis and contributions from counties are reviewed and used to inform UTA's long term planning decisions. The 2022 report will be completed within the next month.

Council Member Fullmer requested the council be provided with copies of the annual reports so they can provide accountability to their counties who are contributing taxes.

8. **Capital Projects**

a.   **AR2023-11-02 - Resolution Approving the Proposed 2024-2028 Capital Plan and Recommending Approval by the Authority's Board of Trustees**

Ms. Miller turned the time over to Mr. Hofer and Ms. DeLoretto to present the agency's proposed 2024-2028 Capital Plan. Mr. Hofer provided an outline of the capital plan including noteworthy accomplishments, goals, expansion, state of good repair expenses, strategic initiatives, collaborative partnerships, a budget summary, and next steps.

Mr. Hofer referenced key project highlights including FrontRunner Forward, Mid-Valley BRT, and the SD100 - SD160 light rail replacement project.

The total cost of the proposed 2024-228 Capital Plan, financed by various sources, is $1,271,898,00.

Ms. Miller pointed out the agency's debt service is not included in the capital budget but is attached to the operating budget.

Ms. Miller drew the council's attention to some minor budget changes to the 2024 tentative budget that was presented today. She noted after the tentative budget was submitted, additional staffing needs were identified in addition to some other charges and a carry-over request. The total cost of the proposed budget adjustment is $967,000 which will be presented at the agency's Board meeting on December 6, 2023, as part of the final budget review/approval process.

Questions regarding the Mid-Valley BRT project, "pinch point" areas on the FrontRunner Forward project, the potential market value for used TRAX cars, the agency's debt service, and how the 5 year capital plan will be amended if Utah is awarded the 2034 Olympics, were posed by the council and answered by staff.

Council Member Staggs inquired if the new TRAX platform proposed in South Jordan is a new addition in this year's capital plan and who will be funding the project. Chair Christensen stated funding is being provided by state and local partners, including the Miller organization. South Jordan City also submitted a funding request from the State's Transit Transportation Investment Fund (TTIF).

Council Member Staggs referenced the On Demand service in south Salt Lake County and mentioned several complaints he received from his constituents regarding the lack of availability and reliability of this service. He stated that this is the only transit service available in his area for 200,000 residents which represents 10% of UTA's service area.

A motion was made by 2nd Vice-Chair Stevenson, and seconded by Council Member Cronin that this resolution be approved. The motion carried with eight aye votes and one nay vote by Council Member Staggs.

9.   **Discussion**

    a.   **Travel Training Program**

Megan Waters, UTA Community Engagement Director, introduced Doraleen Taulanga, UTA Community Outreach Manager, to present an overview of UTA's Travel Training Program.

Ms. Taulanga provided an overview of UTA's Travel Training Program which is a free service providing transit access and independence through travel instruction services to state, city, community organizations, serving people with disabilities, aging populations, students, English language learners, new Americans, and displaced groups.

Ms. Taulanga's presentation included a summary of services offered, coverage and service modes, 2022-2023 program statistics, and the process for requesting training services.

Chair Johnson called for a recess at 2:18 p.m.

The meeting reconvened at 2:26 p.m.

      b.   **Wasatch Choice Vision**

Russ Fox, UTA Director of Planning, introduced Andrew Gruber, Executive Director of Wasatch Front Regional Council (WFRC), and Lauren Victor, WFRC Transportation Planner, to present the Wasatch Choice 2050 Vision.

Mr. Gruber provided a high level overview of the Wasatch Choice 2050 Vision which is a collaborative process involving many organizations to establish a shared vision for statewide transportation to provide a quality of life framework promoting good health, better mobility, a strong economy, and connected communities.

Mr. Gruber referenced Utah as the fasting growing state in the nation over the last decade and stated that the quality of life in our region depends on the choices we make today.

Mr. Gruber identified several key strategies which focus on bringing the Vision together. These include a safe roadway system, reliable and accessible transit options, a regional trail system (active transportation), affordable housing options, parks and public spaces, and mixed use areas including city and town centers.

Ms. Victor provided a demonstration of the Wasatch Choice Vision online interactive map which can be found at [www.WastchChoice.org <http://www.WastchChoice.org>](http://www.WastchChoice.org).

The map is a multi-modal plan which can be manipulated using several filters including transportation, land use, roadways, transportation projects (current and planned over the next 5 and 25 years).

Chair Johnson inquired if the trails include dirt trails. Mr. Gruber stated it is for paved, active, transportation trail systems only.

      c.   **Open Dialogue with the Board of Trustees**

Chair Christensen referenced the agency's budget forecast which anticipates modest revenue but remains on track to meet the service and planning needs of the agency.

REPORTS AND OTHER BUSINESS

10.   **Reports**

    a.   **Executive Director Report**

Jay Fox, UTA Executive Director, provided statistical data for the On Demand service and the agency's goal to increase service availability and reliability. He reported unavailable rides in the South Salt Lake country reduced from 12% to 5% with a 10% increase in overall system-wide ridership month over month. He noted 66,000 trips are estimated in Riverton in 2023.

Other updates from Mr. Fox included:
- Heather Barnum has been appointed as the agency's new Chief Communication's Officer.
- UTA's Long Range Transit Plan will be presented at the next Local Advisory Council meeting.
- Mr. Fox will soon celebrate his two-year anniversary as UTA's Executive Director.

    b.   **Audit Committee Report**

Chair Johnson shared a short summary of UTA's Audit Committee meeting held on October 16, 2023. Reports were received on the status of the 2022 and 2023 Internal Audit Plans and progress on findings for past audits. UTA received a score of 395/395 on the State Fraud Risk Assessment. Presentations were provided on various agency audits with findings and recommendations presented by UTA internal auditors. A closed session was held to discuss deployment of security systems.

11.   **Other Business**

    a.   Next Meeting: Wednesday, February 21, 2024 at 1:00 p.m.

12.   **Adjourn**

A motion was made by 2nd Vice-Chair Stevenson, and seconded by Council Member Fullmer, to adjourn the meeting. The motion carried by unanimous vote and the meeting adjourned at 3:01 p.m.

Transcribed by Hayley Mitchell
Executive Assistant to the Board
Utah Transit Authority

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/874183.html> for entire content.
Meeting video is accessible at:
https://rideuta.granicus.com/player/clip/268?view_id=1&redirect=true&h=91b086eb90665e4704307ff91cbfee6d
This document along with the digital recording constitute the official minutes of this meeting.

Approved Date:

_____

Mark Johnson
Chair, UTA Local Advisory Council

Utah Transit Authority
MEETING MEMO

UTA

Local Advisory Council   **Date:** 2/21/2024

TO: Local Advisory Council
THROUGH: Jay Fox, Executive Director
FROM: Nichol Bourdeaux, Chief Planning and Engagement Officer
PRESENTER(S):   Cindy Medford, Manager of Customer Services

TITLE:

Constituent and Customer Service - 2023 Annual Report

AGENDA ITEM TYPE:

Report

RECOMMENDATION:

The Local Advisory Council is receiving this report for information and discussion as needed

BACKGROUND:

The Utah Public Transit District Act requires the Authority to have an office of constituent services to receive communications from customers and citizens, to maintain a log of these communications and to provide a report to management and the Local Advisory Council.

UTA's Customer Service Department performs these functions required in statute. A Customer Service Report is distributed to the Board of Trustees, Local Advisory Council and management annually to provide a summary overview of the previous year's constituent comments and statistics.

DISCUSSION:

The attached report summarizes the 2023 customer comments, including quantity, manner received, and the subject matter. This data is presented to the agency to ensure customer input is incorporated into UTA processes and service delivery.

ALTERNATIVES:

N/A

FISCAL IMPACT:

N/A

ATTACHMENTS:

2023 Customer Comments Report

CUSTOMER COMMENTS 2023

CINDY MEDFORD
MANAGER OF CUSTOMER SERVICE

Exceeding Customer Expectations is fundamental to the mission of the Utah Transit Authority (UTA), We Move You. The degree to which UTA is able to meet and exceed the expectations of its customer constituents (hereafter referred to as customers) depends on a clear, accurate understanding of those expectations. UTA's customer service professionals significantly aid such understanding through direct communication with customers.

The UTA Customer Service Department is the primary resource for customers to register their questions or concerns. The department invites, monitors, documents, investigates, and resolves feedback from UTA customers throughout UTA's service district.

UTA is responsible by law to provide transit as a public service. Accordingly, any member of the public can reach out to the UTA Customer Service Department and ask questions or provide comments by phone, by email, via the RideUTA.com website, in person at a UTA office, or by mailing a letter.

UTA defines *customer comment* as an experience, observation, or suggestion conveyed by a customer to UTA in relation to its services. Customer Service staff enter all pertinent information obtained through submitted comments or in-person customer interactions, including customer names and contact information, into a software program. UTA adheres to internal policies and rules that protect customer privacy and safeguard any customer information collected.

For every comment submitted, staff conduct an internal investigation for cause or consideration. The ultimate goal of this process is to resolve concerns and exceed customer expectations. UTA also uses the customer comment data to support decision-making across UTA, including operations, fares, safety and security, planning, analytics and reporting, communications, and demonstrating accountability.

UTA policy requires processing of all customer comments within seven days of receipt. Throughout 2023, the Utah Transit Authority's average turnaround time for this process was five days.

The total number of comments received in 2023 was 19,520.

Customer Comments by Source

Figure 1: Number of Customer Comments in 2023 by Source

Figure 1 illustrates the distribution of customer comments by the source of those comments.

Calls - 14,175
Emails Website - 4,737
Social - 203
Walk In - 305
Letter - 100

2% 1% 1%
24%
73%
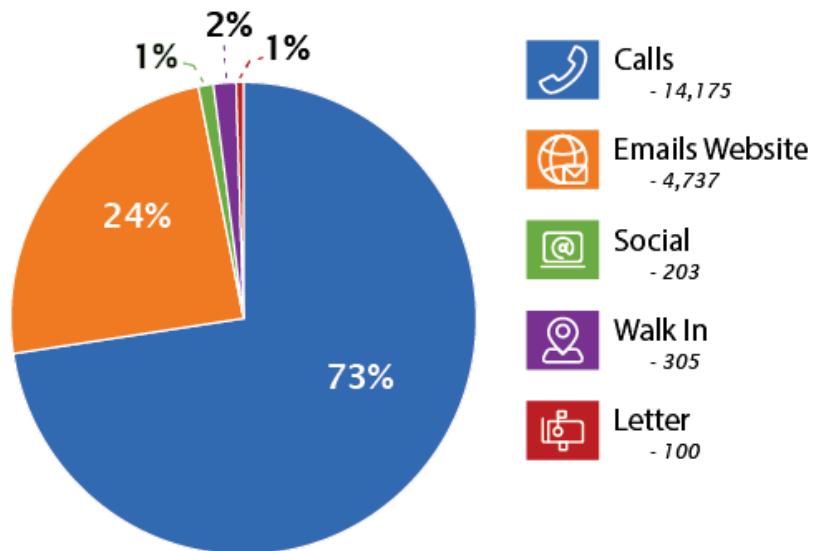
Comment Categorization

Figure 2: Incident Categories in 2023

Figure 2 shows the first level of categorization of feedback into six overall groups of customer comments UTA received during 2023:

Rider Experience – 10,750
Administration – 3,668
Facilities/ Assets – 2,322
Paratransit – 1,104
Service Design – 920
Published Info – 756

- **Rider Experience**: Situations that may arise while a customer is using public transportation
- **Administration**: Comments about UTA policy, fare payments, or pilot programs
- **Facility**: UTA property, including vehicles, buildings, transit stations, or stops
- **Paratransit:** Services provided to customers with qualifying accessibility needs
- **Service Design:** Planning and design of services, including frequency and coverage
- **Published Information:** Communication provided to the public digitally, on paper, or through wayfinding signage
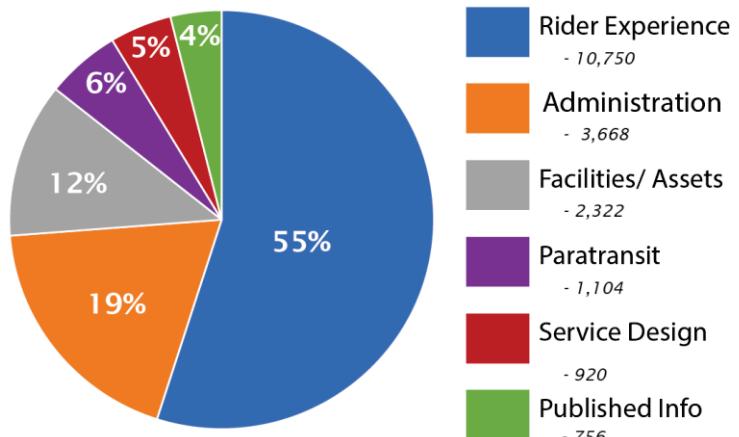
Top 5 Overall Comments From Customers

During 2023, comments received from the public about service on UTA are listed by the type of feedback. The most frequent feedback type is employee interactions with customers. The next three show somewhat less common but similar numbers of comments about pass-by complaints (unconfirmed), repairs, and commendations from customers. UTA driving habits is the fifth most common type of feedback UTA received.

The graph below (Figure 3) provides another view of customer comments broken down by type of customer feedback.

Employee Interactions – 2,256
Pass by – 1,521
Repair – 1,510
Commendation – 1,489
Driving Habits – 1,158

Figure 3: Top Five Comment Types 2023

UTA

19
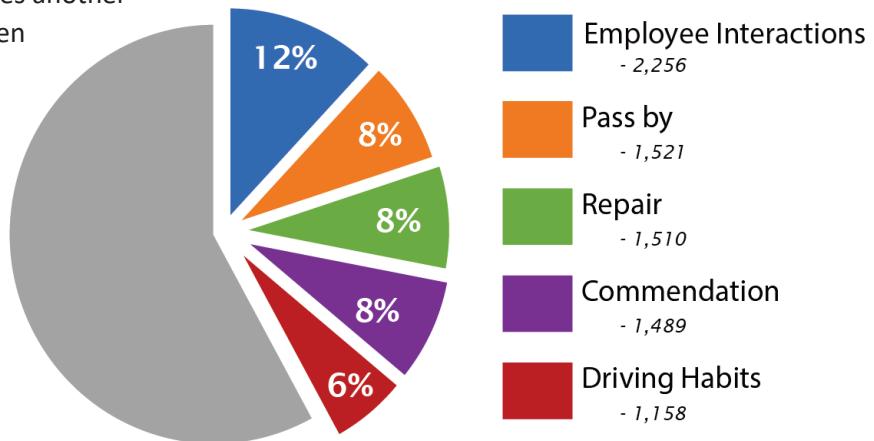
Below are definitions for each of these customer feedback sub-categories:

- **Employee Interactions**: Comments regarding the interactions customers have with UTA employees
- **Pass-By:** Customer feels that they were in a location where the operator should have stopped or waited to pick them up
- **Repairs**: Reports of damage, vandalism, or garbage
- **Commendation:** Employee interaction was appreciated by the customer
- **Driving Habits:** Observations of an employee's driving skills

Examples of Resolved Customer Comments

The sample comments below express some type of concern or question about UTA's performance. Each comment received diligent follow-up by Customer Service staff to investigate and resolve the issue.

Employee Interactions:

- Customer is complaining about the driver on route #33 for letting a drunk customer on the bus even after seeing that the customer was drunk. Drivers have let drunk people on the buses and the customer feels this is unsafe for the riders.
- The customer is reporting a very rude operator. The customer was in Sandy and the bus came late. There was a family on the bus and the little children were being a little noisy. You could tell the operator did not like the children on the bus. When the family pulled the cord to get off, the driver did not stop at the stop but stopped a way after, causing the family to walk farther.

Pass-By:

- Customer wants to file a complaint against the route #33 at 6:19am to Olympus Cove. The customer states that he was right next to the stop and the bus left him behind. Customer states that UTA does not care that this happens. The driver only needed to look in his review mirror to see that the customer wanted to board.
- The bus driver left even though I was running toward him after getting off the FrontRunner. The bus was still at the pickup point, and I was a few feet away. Apparently running and waving your arms and yelling is not enough for the driver to wait 2 seconds. I've never had a driver just completely disregard me like that.

Repairs:

- Customer called in to report that the north ticket vending machine is not accepting card or cash.
- There is a large gap in the fence right by the train tracks in our neighborhood. I am extremely concerned for the safety of the children in this area. Please have someone contact me about getting this repaired.

Commendations:

- Customer states they had good service on the route #994. Customer states the driver was great.

- o Everyone was worried about getting on the bus. Driver was polite and let everyone on the bus. Driver should get a raise.
- o Driver is very respectful towards all his passengers and provides valuable information when requested. He is also happy all day long.
- o My driver is a friendly, exceptionally caring person. He anticipates that I need the ramp, or the bus lowered. Really cares about us passengers.

Driving Habits:

- o I used my flashlight this morning to flag the operator because it was dark. I was walking down the aisle, and the operator took off before I could sit down, and I lost my balance. I grabbed the railing to stop myself from falling and my phone screen got smashed and cracked my screen. I wish the operators would wait for everyone to sit down before they take off.
- o Customer called in and stated that the operator of route #1 is driving crazy. Also stated that he keeps slamming on his breaks and then speeding up. It is a very uncomfortable ride.

Utah Transit Authority

669 West 200 South
Salt Lake City, UT 84101

MEETING MEMO

UTA

Local Advisory Council **Date:** 2/21/2024

TO: Local Advisory Council
FROM: Annette Royle, Director of Board Governance
PRESENTER(S): Annette Royle, Director of Board Governance

TITLE:

Board Policy Revisions
- **Board Policy 5.1 Transit Oriented Development**
- **Board Policy 5.2 Real Property**

AGENDA ITEM TYPE:

LAC - Consultation

RECOMMENDATION:

The Local Advisory Council is requested to provide input on the proposed revisions to Board Policies 5.1 Transit Oriented Development and 5.2 Real Property as presented.

BACKGROUND:

The Utah Public Transit District Act section 17B-2a-8 outlines the duties and powers of a large transit district's Board of Trustees. One of those duties includes developing and approving board policies, ordinances, and bylaws after consultation with the Local Advisory Council.

Board policies 5.1 and 5.2 have been updated with relevant subject matter experts and are available for Local Advisory Council consultation.

DISCUSSION:

The agency is requesting the Local Advisory Council's review on the following policy revisions:

- **Board Policy 5.1 Transit Oriented Development (revised)**

  Proposed revision incorporate changes due to 2022 HB462 to the Station Area Planning process, adds Board approval of TOD design standards, adds Advisory Council approval of Master Plans prior to Board adoption, and adds requirements for conflict avoidance.

- **Board Policy 5.2 Real Property (revised)**

  Proposed revision clarifies definition of Approved Capital Project to align with Board Policy 3.3 Capital Development, revises requirements for the classification of real property, and adds Advisory Council consultation for the acquisition, disposition or development of real property.

After consultation with the Council, the policies will be presented to the Board of Trustees for final adoption early this spring.

ALTERNATIVES:

The Local Advisory Council is encouraged to provide input to the Board of Trustees with comments, advice, or recommended alternatives to the proposed policy revisions.

FISCAL IMPACT:

None

ATTACHMENTS:

- Board Policy 5.1 Transit Oriented Development (Draft Revision)

- Board Policy 5.2 Real Property (Draft Revision)

Transit Oriented Development

Board of Trustees Policy No. 5.1

Application: Board of Trustees and Local Advisory Council

I.   <u>Purpose</u>:   The purpose of this policy is to establish a uniform method <u>to guide the pre-development, development</u><s>of planning, implementing,</s> and manag<u>ement</u> <s>ing the</s><u>of</u> <s>Authority's involve</s><u>d</u>ment <s>in </s>transit-oriented development projects <u>that the Authority has a property or financial interest</u> in<u>, and to guide the projects in</u> a manner that is transparent and in<s>cludes</s><u>volves</u> communities, regional partners, and stakeholders.

II.   <u>Definitions</u>:

    <s>A.   Affordable Housing Group ("AHG") means a group consisting of representatives from state, regional, and/or local housing organizations, and representatives from the community.</s>

    A.   <u>Concept Plan means an illustrative map depicting proposed infrastructural and land use improvements within a station area that corresponds with a Station Area Plan ("SAP") and Implementation Plan ("IP").</u>

    B.   Design Review Committee ("DRC") means the multi-disciplinary committee responsible for reviewing Master Plans and Site Designs proposed by development partners. The DRC consists of representatives from various departments within <s>UTA</s><u>the Authority</u>, as well as other stakeholders as necessary.

    C.   <u>Development Team means a team consisting of assigned authority personnel, development partners, consultants, and contractors.</u>

    D.   <u>Implementation Plan means a list of tasks necessary to implement improvements described within a Station Area Plan, along with anticipated timing, budget, and responsible stakeholders.</u>

    E.   <u>Metropolitan Planning Organization ("MPO") means an organization designated to carry out the metropolitan transportation planning process.</u>

    F.   <u>Moderate Income Housing Plan ("MIHP") means a plan required by Utah state statute that mandates each municipality make efforts to minimize regulatory barriers to moderate income housing and take actions to encourage preservation of existing moderate-income housing and development of new moderate-income housing.</u>

    G.   <u>Station Area means the physical extents expected to be materially impacted by the presence of a transit station. A station area begins with a half-mile radius and is refined by local context.</u>

H.   Station Area Plan ("SAP") means a shared vision, concept plan, and implementation plan illustrating recommendations to optimally integrate infrastructure, transit services, and land uses within a station area.

I.   Transit-Oriented Communities ("TOC") means a series of transit-oriented developments that are configured to increase access to opportunity via transit, walking, biking, or other alternative modes of transportation.

~~B.~~J. Transit-Oriented Development ("TOD") means a mixed-use real estate development ~~center~~ occurring near a transit station, designed to increase access to and from transit.

~~C.   Metropolitan Planning Organization ("MPO") means an organization designated to carry out the metropolitan transportation planning process.~~

III.   Policy: The approval and implementation of ~~the~~ Authority~~'s~~ Transit-Oriented Development ("TOD") projects will proceed as described below and on Exhibit A.

A.   ~~TOD System Analysis~~

1.   ~~The Authority will prioritize its TOD efforts by identifying which station areas are most ready for development through a TOD System Analysis tool.~~

2.   ~~This tool will examine each station within the transit system, based on objective criteria and in collaboration with the MPOs, and prioritize stations according to their readiness.   The criteria will include, but not be limited to, land availability, market readiness, accessibility, and public support.~~

3.   ~~The TOD System Analysis tool will provide decision-makers with rankings describing each site's overall readiness as a TOD site, its readiness as a site with potential to catalyze TOD where it does not currently exist, and its appropriateness as a location for affordable housing.~~

4.   ~~The Authority will utilize findings from the TOD System Analysis tool to inform future development efforts.~~

5.   ~~The Authority will report the findings of the TOD System Analysis to the Board of Trustees at least once a year and on an as-needed basis.~~

A.   TOC Planning and Design Principles

1.   TOC Planning and Design Principles are general guidelines developed by the Authority that provide a framework of an ideal transit-oriented community (e.g., connectivity, transit supportive land uses, building orientation).

2.   TOD Design Standards are included in the TOC Planning and Design Principles. TOD Design Standards are specific recommendations developed by the

Authority to guide developers, cities, and design consultants to meet the TOC Planning and Design Principles (e.g., street sections, block sizes, architectural standards).

3. TOC Planning and Design Principles, including the TOD Design Standards, must be approved by a resolution of the Board.

B. Station Area Plan ("SAP")

1. The Authority will collaborates with local municipalities to prepare an Station Area PlansSAP for areas around transit hubs.

2. Station Area Plans are intended to be a guiguide for the Authority and the applicable municipality to planestablish:
   a. Appropriate land use regulations
   b. Desired land uses
   a.c. iInfrastructural improvements to optimize access to transit, other critical opportunities, and services, affordable housing, ordinance amendments, and design guidelines.

3. During the Station Area Plan phase, tThe Authority and the applicable community municipality will discuss existing conditions, including affordable housing needs within the station area., consistent with the municipality's Moderate Income Housing Plan ("MIHP"). Recommendations may be included in the Station Area Plan.

3.4. The SAP includes a Vision, a Concept Plan, and an Implementation Plan of affordable housing, if applicable, will be addressed during the Master Plan phase.

4.5. The Station Area Plan will be acknowledgedis approved by the applicable citymunicipality, and will be approved by a resolution of the Local Advisory Council and adopted by a resolution of the Board of Trustees prior to procurement of a development partner for the associated site. Municipal and Local Advisory Council approvals must occur prior to SAP adoption by the Board of Trustees.

C. Conceptual Layout and Procurement Site Selection

1. The Authority analyzes findings from SAPs, including feasibility of the Concept Plan and progress of the Implementation Plan, to determine if sites are prepared for development efforts.

2. Sites are selected for development by a resolution of the Board of Trustees.

D. Developer Procurement

1. The Authority ~~will~~ prepare~~s~~ ~~conceptual layouts,~~ developer criteria~~, and/or design standards,~~ derived from the findings of the applicable ~~Station Area~~ Plan. This ~~These materials~~Authority criteria ~~will be~~is used to inform developer procurements and design reviews.

2. Upon site selection and authorization from the Board of Trustees, the Authority ~~will issue a Request for Qualifications and Proposals ("RFQ-P") to~~ solicit~~s~~ developers through a process consistent with procurement law and policies. ~~whose~~Developer skills and expertise must align with the vision and Concept Plan identified in the ~~Station Area~~ Plan.

~~1.~~3. ~~Responses to RFQ-Ps will be~~Developer responses to solicitation are evaluated by a selection committee comprised~~made up~~ of ~~UTA~~Authority personnel, ~~and city~~ municipality personnel (at the discretion of the applicable municipality), and ~~as well as~~ other stakeholders (as ~~deemed~~ necessary). ~~~~Based on the evaluations, the selection committee ~~will~~ select~~s~~ a development partner for the project.

3. The Authority ~~will~~ enter~~s~~ ~~into~~ an exclusive negotiation period, per the terms of an Exclusive Negotiation Agreement (ENA), with the selected development partner. ENAs must be appropriate for the size and scope of the TOD project~~, with the selected development partner~~.

4. The ENA governs the relationship between the Authority and development partners during pre-development. ENAs do not convey any permanent rights and do not have any monetary value.

~~D.~~E. Master Plan

1. For TOD projects requiring more than one development phase, the development team ~~The Authority will~~ create~~s~~ Master Plans for TOD projects in collaboration with ~~city~~ municipality staff~~, UTA personnel, its development partners, consultants, and contractors (the "Development Team")~~ to ensure that the ultimate build-out of the TOD site is consistent with the ~~regional growth vision and~~ applicable ~~Station Area~~ Plans.

2. If the ~~Station Area~~ Plan recommends residential uses for Authority~~UTA~~ property, the Development Team ~~will~~ meet~~s~~ with ~~an Affordable Housing Group, organized appropriate to the needs of the applicable community,~~municipality representatives to discuss opportunities to incorporate affordable housing, consistent with the municipality's MIHP.

3. The Master Plan ~~will~~ provide~~s~~ a general description of the development program for all phases of development, site layout, development phasing, and projected schedule.

3. ~~The~~ The Design Review Committee (DRC) ensures that Master Plans adhere to criteria defined in section III(F)(2) and (3) below.~~:~~
    a. ~~Adhere to the applicable SAP~~
    b. ~~Adhere to the Authority general TOC Planning and Design Principles~~
    c. ~~Meet the requirements set forth in the procurement documents~~
    d. ~~Reflect community interests~~
    e. ~~Protect transit-critical functions of the site~~

4. ~~DRC reviews are intended to complement and augment the existing city review process.~~

5. The Master Plan ~~will be~~is accompanied by a corresponding Master Development Agreement ~~which will~~that establishes general terms between the Authority~~UTA~~ and ~~its~~the development partner.~~ and will~~The Master Development Agreement governs all phases of development.

6. ~~If applicable,~~ When there is a federal interest in the real property, the Development Team ~~will~~ creates a project that meets the requirements ~~and intent~~ of the Federal Transit Administration ("FTA")~~'s~~ Joint Development program. ~~Prior to development~~construction, ~~the~~ Authority's staff ~~will~~ obtains FTA ~~approval~~concurrence for development proposals at sites involving federal ~~funds~~interest.

7. If a ~~The~~ Master Plan is required, the Master Plan ~~and the Master Development Agreement will~~must be approved by a resolution of the Local Advisory Council and adopted by a resolution~~approved~~ of~~by~~ the Board of Trustees ~~before the Development Team may seek additional approvals.~~

~~7.~~8. If a Master Development Agreement is required, the Master Development Agreement must be approved by a resolution of the Board of Trustees.

~~E.~~F. Site Design

1. The Development Team ~~will~~ generates Site Designs as individual phases of development and are identified and readied for construction. Site Designs will include the final footprint and orientation of buildings, streets, plazas, amenities, landscaping, and other features to be constructed within the scope of that phase.

2. The ~~Design Review Committee will~~ ensures that proposals:
    a. ~~a~~Adhere to the applicable SAP
    b. Adhere to the Authority's ~~UTA's~~ general TO~~D~~C Planning and Design Principles~~Guidelines,~~
    c. ~~m~~Meet requirements set forth in the ~~RFQ-P,~~procurement documents

  d. rReflect ~~the~~ community's interests~~, and~~
  e. pProtect the transit-critical functions of the site.

 ~~2.~~3. DRC reviews will complement and augment the existing city review process.

F.G. Financial ~~Analysis~~Proposal and Phase Agreement

 1. ~~The Authority and its~~The dDevelopment Team ~~partners will~~ produces a Financial Proposal~~Analysis~~ for individual development phases including the development pro forma, ~~loan terms~~that demonstrates a positive return to the Authority, and the applicable Phase Agreement~~legal instrument~~ (e.g. Operating Agreement, Ground Lease Agreement, or other)~~, to formalize the terms of the proposed phase of development~~.

 2. The Financial Proposal~~Analysis~~ ~~will be reviewed by the Authority's TOD, legal, and executive staff, as well as a~~is reviewed by a third-party expert consultant~~,~~ to ensure that the terms are market feasible, ethical, and ~~compliant~~provide the Authority with a reasonable ~~applicable policy~~return. The findings from the third-party expert review ~~will be~~are provided to the ~~UTA~~ Board of Trustees.

 3. The Financial Proposal~~Analysis~~ and the terms of the applicable ~~legal instrument~~Phase Agreement ~~will~~must be approved by the Board of Trustees in a public meeting prior to execution ~~of the applicable legal instrument~~.

H. Conflict Avoidance

 1. During all stages of the development process, including but not limited to pre-development, development, and management, Authority personnel must take proactive measures to avoid any actual or perceived conflict of interest. Authority personnel will comply with requirements of UTA Policy UTA.01.01 Ethics.

 2. The personal financial interests of any public officer or employee (as defined by the Utah Public Officer's and Employee Ethics Act) may not directly influence any aspect of the SAP, Master Plan, Ssite Ddesign, Ffinancial Proposal~~analysis~~, or any other TOD associated instrument. Board of Trustees, Officers of the Board and Local Advisory Council Members will comply with requirements of Board Policy 1.2 Ethics.

 3. The ENA must contain an appropriate conflict avoidance disclosure and avoidance requirements.

I. ~~Construction~~ Management~~.~~

 1. During construction, the ~~Authority~~Development Team ~~will~~ coordinates ~~construction efforts between UTA, its development partner, general~~

contractor,with the Authority and citymunicipality staff to reasonably mitigate any negative effects to transit operations and the Authority's patrons due to construction activities.

2. Property Management
3.
4.2. After construction is complete, the Authority will ensures compliance with all applicable agreements, tracks revenue distributions, and confirms that policies, procedures, and Federal obligations are met.

5.3. All revenue generated by FTA-approved Joint Development projects will be treated as Program Income.

6.4. All one-time revenues generated by a major capital event, (such as a sale or refinancing, of a TOD project) may be reserved and used for future TOD-supportive capital expenditures.

Cross References: TOD Strategic Plan 49 USC 5315 – DOT Private Sector Participation; FTA C 7050.1-FTA Joint Development Circular; Utah Code Section 17B-2a-804 - Public Transit District Act; Utah Code Section 67-16 - Utah Public Officers' and Employees' Ethics Act; Board Policy 1.2 Ethics; Board Policy 3.3 Capital Development Project Implementation; Board Policy 5.2 Real Property; UTA.01.01 Ethics Policy; UTA.06.03 Capital Asset Policy; Corporate Policy 2.2.1 Real Property

Approved this _____ day of _____, 202_

_____
Chair, Board of Trustees

_____
Secretary of the Authority

Approved as to Form:

_____
Legal Counsel

Revision/Review History:

Date of Local Advisory Council Consultation	Board of Trustees Approval (Resolution Number)	Action
2-20-2019	R2019-01-04	Revised to reflect process changes
06-12-2019	R2019-06-01	Renumbered and renamed from Executive Limitations Policy 2.2.4 – Transit Oriented Development to Board Policy No. 5.1 – Transit Oriented Development; revised to reflect name change from Local Advisory Board to Local Advisory Council.
02-21-2024	XX-XX-2024 R2024-XX-XX	Incorporated changes due to 2022 HB462 to Station Area Plan process; adds board approval for TOD Design Standards; adds LAC approval of a Master Plan; adds requirements for conflict avoidance.

UTA TOD Planning and Development Process

Pre-Development

Development

Management

Station Area Planning
- Existing Conditions Analysis
- Affordable Housing Analysis
- Community Engagement
- Vision, Concept Plan, Implementation Plan
- City Adoption
- Local Advisory Council Approval
- UTA Board Adoption

Site Selection
- Advance Implementation Plan
- Concept Plan Feasibility Analysis
- TOD Site Recommend-ation
- UTA Board Selection

Developer Selection
- Selection Criteria and Procurements
- Selection Committee
- Exclusive Negotiation Agreement (ENA)

Master Planning
- Municipal Entitlements
- UTA Design Review
- Master Plan
- City Adoption
- Local Advisory Council Approval
- UTA Board Adoption
- Master Development Agreement (MDA)
- UTA Board Approval

Development Phase
- Site Design and Financial Proposal
- UTA Design Review
- Phase Agreement
- Third Party Review
- UTA Board Approval
- City Permitting and Approvals

Management
- Construction
- Regulatory Compliance
- Accounting

Real Property

Board of Trustees Policy No. 5.2

Application: Board of Trustees and Local Advisory Council

I.   Purpose: The purpose of this policy is to guide the acquisition, disposition, encumbrance, or other commitment or contracts for control or use of ~~the Authority's~~ real property.

II.   Definitions:

   A.   "Approved Capital Development Project" means a capital development project, as defined in Board Policy 3.3 Capital Development Project Implementation, that has been approved by the Board of Trustees ~~that includes a budget and a series of deliverables contemplating the purchase, sale, or use of real property~~.

   B.   "Real Property Transaction" means the acquisition, disposition, encumbrance, or other commitment or contract for the control or use of ~~the Authority's~~ real property.

III.   Policy:

   A.   Real Property Transactions

      1.   The Board of Trustees must~~will~~ approve Real Property Transactions that:
         a.   have an aggregate value of $200,000 or more, except when authority has been delegated for an Approved Capital Development Project as described in paragraph III.A.(3.) below
         b.   cause the Real Property Transaction line item in an Approved Capital Development Project budget to be exceeded
         c.   must be acquired through the use of eminent domain
         d.   result in a purchase price that exceeds the fair market value plus an administrative settlement permitted by federal regulations
         e.   convey property rights that interfere with the ~~Authority's~~ intended use of the property, transit operations, or continuing control of the property as required by federal regulations
         f.   result in the contracted sale or revenue amount previously approved by the Board of Trustees to decrease by fifteen percent (15%) or more
         g.   result in the contracted purchase or payment amount previously approved by the Board of Trustees to increase by fifteen percent (15%) or more
         h.   are for the acquisition, disposition or development of real property for the purpose of transit-oriented development, after consultation with the Local Advisory Council

      2.   The Board of Trustees must~~will~~ approve Real Property Transactions of $1 million

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or greater by resolution.

3.   The Board of Trustees may establish parameters, by resolution, that delegate authority to the Executive Director to approve Real Property Transactions of $200,000 or more that have been included in an Approved Capital <u>Development</u> Project budget.

~~B.   Classification of Real Property~~
~~1.   The Authority will classify real property as Transit Critical, Transit-Oriented Development, or Surplus.~~
~~2.   The Board of Trustees will approve the following reclassifications of real property:~~
~~a.   Transit Critical to Transit-Oriented Development~~
~~b.   Transit Critical to Surplus~~
~~c.   Transit-Oriented Development to Surplus~~

<u>B.</u>   Annual Report

1.

The Executive Director ~~will~~<u>must</u> present an annual report to the Board of Trustees that includes an inventory of ~~the Authority's~~ real property and a ~~list~~<u>summary</u> of property acquisitions and dispositions occurring since the previous year~~'s~~ report. <u>The Authority will classify real property as Transit Critical, Transit-Oriented Development, or Surplus.</u>

<u>Cross References:</u> ~~UTA Policy 3.1.1; UTA Transit-Oriented Development Strategic Plan~~ <u>42 USC 4651– Uniform Acquistion Policy for Federally Assisted Programs; FTA C 5010.1E- FTA Award Management Circular; Utah Code Section 17B-2a-804 - Public Transit District Act; Board Policy 1.3 Executive Relationships and Meetings; Board Policy 3.3 Capital Development Project Implementation; UTA.02.01 Spending Authority Policy; UTA.06.01 Transit Asset Management and State of Good Repair Policy; UTA.06.03 Capital Asset Policy; Corporate Policy 2.2.1 Real Property; Corporate Policy 3.1.12 Capital Assets</u>

Approved this _____ day of _____, 202_

_____
Chair, Board of Trustees

_____
Secretary of the Authority

Approved as to Form:

_____
Legal Counsel

Revision/Review History:

Date of Local Advisory Council Consultation	Board of Trustees Approval (Resolution Number)	Action
6-12-2019	R2019-06-01	Combined Board Policy Nos. 1.4.1a – Property – Acquisition, 2.2.2 – Property, and 1.4.1b – Property – Encumbrance into Board Policy 5.2 – Real Property.
02-21-2024	R2024-XX-XX (XX-XX-2024)	Added LAC consultation for acquisition, disposition or development of real property; revised requirement for classification of real property; aligned definition of "Approved Capital Development Project" to Board Policy 3.3 Capital Development Projects Implementation.

Utah Transit Authority

MEETING MEMO

Local Advisory Council   **Date:** 2/21/2024

TO:	Local Advisory Council
THROUGH:	Jay Fox, Executive Director
FROM:	Nichol Bordeaux, Chief Planning and Engagement Officer
PRESENTER(S):	Russ Fox, Director of Planning
	Megan Waters, Director of Community Engagement
	Alex Beim, Manager of Long Range and Strategic Planning
	Dede Murray, Strategic Planner III

TITLE:

AR2024-02-01 - Resolution Approving the Proposed UTA Moves 2050 - Long Range Transit Plan (LRTP) and Recommending Approval by the Authority's Board of Trustees

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AGENDA ITEM TYPE:

Resolution

RECOMMENDATION:

Approve Resolution AR2024-02-01 to approve the UTA Moves 2050 - Long Range Transit Plan and recommend adoption by the Authority's Board of Trustees

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BACKGROUND:

UTA has completed a final draft of UTA Moves 2050, UTA's first 30-year Long Range Transit Plan (LRTP) focused on understanding and responding to the future needs of the communities we serve. This plan will provide a comprehensive, system wide vision to guide UTA's planning into the future.

The LRTP will serve as a complementary planning process to the Regional Transportation Plans (RTPs) developed by MAG and WFRC. Like the RTPs, the LRTP will be updated on a 4-year cycle. Unlike the RTPs, the LRTP will include all aspects of local and regional transit service delivery across the UTA service area.

The Local Advisory Council received updates on the development of the plan at their September 27, 2023 meeting, were invited to provide feedback during the development and feedback period last fall, and received the proposed plan attached to this resolution in January 2024 for additional comment.

DISCUSSION:

UTA has developed a 30-year vision, in alignment with the 2030 UTA Strategic Plan, informed by existing MAG, WFRC, UDOT, and UTA plans, a system wide needs assessment, and community input.

The draft vision contains four investment strategies:

1) Maintain our System
2) Enhance our System
3) Expand the Frequent Service Network
4) Serve Growth Areas

Highlights of the 2023 - 2050 Vision and Plan Network will be shared, as well as next steps including:

- The LRTP becomes an ongoing UTA program
- LRTP is incorporated into regional planning processes
- Updates to financial assumptions
- Ongoing public engagement
- Next plan update occurs in sync with RTPs - 2027

Additional plan details, including an interactive map, plan document, and phase 1 project sheets are available at: <https://rideuta.com/lrtp>

ALTERNATIVES:

Feedback received from Local Advisory Council members, other stakeholders and the public was considered in the development of the final draft of the LRTP presented in this resolution.

FISCAL IMPACT:

The project consultant budget is $399,500.

ATTACHMENTS:

AR2024-02-01, including the following as Exhibits :

- UTA Moves 2050 Long Range Transit Plan

- UTA Moves 2050 Project Sheets - Phase I

RESOLUTION OF THE LOCAL ADVISORY COUNCIL OF THE UTAH TRANSIT AUTHORITY APPROVING THE PROPOSED UTAH MOVES 2050 - LONG RANGE TRANSIT PLAN AND RECOMMENDING APPROVAL BY THE AUTHORITY'S BOARD OF TRUSTEES

AR2024-02-01   February 21, 2024

WHEREAS, the Utah Transit Authority (the "Authority") is a large public transit district organized under the laws of the State of Utah and was created to transact and exercise all of the powers provided for in the Utah Limited Purpose Local Government Entities – Special Districts Act and the Utah Public Transit District Act; and

WHEREAS the Utah Public Transit District Act (UCA 17B-2a-808) (the "Act") required creation of a Local Advisory Council to discuss and comment on the service, operations and concerns with public transit district operations and functionality and to advise the Board of Trustees regarding operation and management of the district, and

WHEREAS, the Authority has developed a Thirty-Year Long Range Transit Plan referred to as "UTA Moves 2050" (the "LRTP") which serves as a complementary planning process to the Regional Transportation Plans and aligns with UTA's 2030 Strategic Plan. The LRTP includes all aspects of local and regional transit service delivery across the UTA service area.

WHEREAS, the Authority has submitted its proposed LRTP to the Local Advisory Council seeking its review, approval, and recommended adoption by the Board of Trustees; and

WHEREAS, the Local Advisory Council has reviewed the Authority's proposed Long Range Transit Plan and believes it is in the best interest of the Authority and all constituents to approve the LRTP and to forward it to the Board of Trustees with a recommendation for approval.

NOW, THEREFORE, BE IT RESOLVED by the Local Advisory Council of the Utah Transit Authority:

1. That the Local Advisory Council hereby approves the proposed Long Range Transit Plan also known as "UTA Moves 2050", attached hereto as Exhibit A.

2. That the Local Advisory Council forwards the Long-Range Transit Plan to the Authority's Board of Trustees with a recommendation for approval.

Approved and adopted this 21st day of February 2024.

_____
Mark Johnson, Chair
Local Advisory Council

ATTEST:

_____
Troy Walker
Vice Chair

Approved As To Form:

_____ Mike Bell _____
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Legal Counsel

Exhibit A

2023-2050 Long-Range Transit Plan

UTA

UTA Moves 2050

Utah Transit Authority
Long-Range Transit Plan
2023-2050

December 2023 – DRAFT

UTA PROJECT TEAM

Alex Beim

Dede Murray

Megan Waters

Jem Locquiao

Joey Alsop

Janelle Robertson

Hal Johnson

Jacob Ekker

Catherine Bhaskar

Brad Parkin

Leo Masic

Marcus Bennett

Kayla Kinkead

Clint Campbell

Maria Vyas (Fehr & Peers)

UTA POLICY COMMITTEE

Alisha Garrett

Cherryl Beveridge

Kimberly Shanklin

Mary Deloretto

Nichol Bourdeaux

Viola Miller

Daniel Hofer

Dave Hancock

Kevin Anderson

Kyle Brimley

Paul Drake

Russ Fox

Sheldon Shaw

Shule Bishop

Tracy Young

Jaron Robertson

Andres Colman

Camille Glenn

Mary DeLaMare-Schaefer

Zachary Thomas

Dave Beecher

Pam Thrasher

Stacey Palacios

Troy Bingham

UTA BOARD OF DIRECTORS

Carlton Christensen, Board Chair, Representing Salt Lake County

Beth Holbrook, Representing Davis, Weber, and Box Elder Counties

Jeff Acerson, Representing Tooele and Utah Counties

UTA EXECUTIVE DIRECTOR

Jay Fox

REGIONAL PARTNERS

Wasatch Front Regional Council (WFRC)

Mountainland Association of Governments (MAG)

Utah Department of Transportation (UDOT)

CONSULTANT TEAM

Nelson\Nygaard

Parametrix

Additional plan details and maps available at: rideuta.com/LRTP

AR2024-02-01

Contents

1
Setting the Stage

- Why Develop a Long-Range Plan?
- What Can UTA Learn From Peer Agencies
- Project Timeline
- How Does UTA Moves 2050 Help UTA Reach Its Strategic Goals?
- UTA Now: Gaps, Challenges, and Opportunities
- Key Opportunities

Why Develop a Long-Range Plan?

Continuing investments in transit are necessary to support our region's rapid growth and expand access to schools, jobs, care centers, parks, and essential services for current and future residents.

Where and how we grow affects the transportation network. UTA is developing a Long-Range Transit Plan for the next 30 years as a vision for the future of public transportation. This plan, UTA Moves 2050, focuses on understanding and responding to the needs of the community we serve today, tomorrow, and beyond.

The Mountainland Association of Governments and the Wasatch Front Regional Council both adopted Regional Transportation Plans in 2023. UTA Moves 2050 elevates the projects proposed in these plans while also developing new projects focused on regional continuity and access.

What Can UTA Learn From Peer Agencies?

Most big agencies have a long-range transit plan that outlines the vision, priorities, and budget needs for improving regional mobility.

Five different multi-modal agencies were examined to inform the UTA Moves 2050 process. Key takeaways from the Los Angeles, Austin, Denver, Seattle, and Vancouver long-range transit plans include:

- Recommended investments have a clear connection to regional vision and goals
- The process defines the relationship between social equity, environmental considerations, and transit
- Keep recommendations at a high level, with enough detail to execute actions
- Show how investing in transit will improve mobility for the region
- Engage the public and use feedback to help prioritize investments

Project Timeline

Plan Definition

Peer Review, Plan Process, Goals and Objectives

SPRING 2023

Major Outreach

UTA Staff, Stakeholders, Community

Needs Assessment

Priorities

Major Outreach

UTA Staff, Stakeholders, Community

Scenario Development and Evaluation

Evaluation Criteria

VISION DEVELOPMENT, SUMMER 2023

Financial Analysis, Vision Refinement and Implementation Plan

Including Prioritized Project List

2023 Vision

UTA Moves 2050 Plan

FALL 2023

How Does UTA Moves 2050 Help UTA Achieve Its Strategic Goals?

Build Community Support

Investments in public transit service and capital projects are made equitably. Public transit connects places of opportunity with people who rely on it.

Achieve Organizational Excellence

Riding transit is a safe and comfortable experience from door to door.

Public transit is reliable and frequent and is an affordable alternative to driving.

Move Utahns to a Better Quality of Life

Public transit is sustainable and supports a low- and no-emissions transportation system offering connections and opportunities for people to walk, roll, and bike.

Exceed Customer Expectations

Public transit service is delivered efficiently and cost-effectively.

Generate Critical Economic Return

Public transit improves access and connectivity between where people live and centers of activity, jobs, and essential services.

UTA Now: Gaps, Challenges, and Opportunities

This section explains how well transit currently serves our region, where growth is expected to occur (and what this means for transit), and what the key opportunities are for UTA over the next three decades.

How Well Is Transit Serving Our Region?

Our long-term goal is to have 70% of the population within a half-mile walk of a transit service. Our weekday service network is within a half-mile walk of 62% of current residents and 75% of current jobs. However, these numbers drop to only 35% of residents and 46% of jobs in 2050, based on anticipated growth in the UTA service area, if business continues as usual. Growth patterns, where people will live and work in the future, show an increase in population and employment opportunities at the edges and outside the UTA service area.

RESIDENTS

What percent of **residents** in the UTA service area live within 1/2 mile of a transit route?

In 2022 — 51%

In 2050 Business-as-usual — 35%

JOBS

What percent of **jobs** in the UTA service area are within 1/2 mile of a transit route?

In 2023 — 66%

In 2050 Business-as-usual — 45%
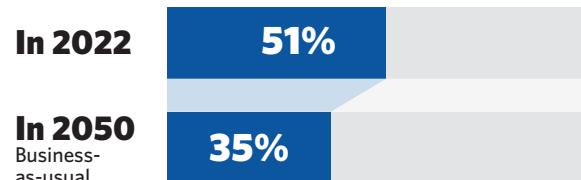
Currently, only a fraction of UTA routes run on Saturdays and Sundays.

WEEKDAY SERVICE

UTA operates 87 routes on weekdays, with **18 frequent routes.**

SATURDAY SERVICE

UTA operates 64 routes on Saturdays, with **11 frequent routes.**

SUNDAY SERVICE

UTA operates 34 routes on Sundays, with **no frequent routes.**
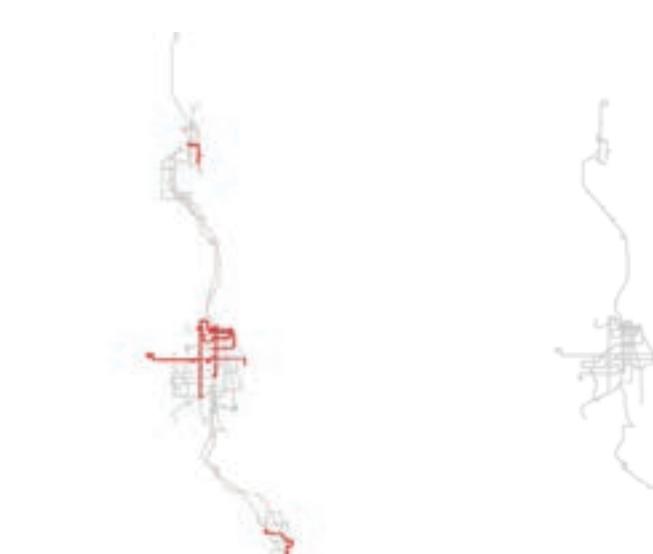
Which Land Uses Support Which Types of Transit?

The amount and type of transit that is feasible along a corridor depends on which land uses are within walking distance.

- Corridors with more people, jobs, and destinations nearby can support more frequent service, including rail.
- Routes typically require strong anchors at both ends, with activity centers and density along the length of the route.
- Corridors with lower density land uses, by contrast, may only be able to sustain certain types of transit like local bus or on-demand service.
- To support any transit that runs on a fixed schedule, a corridor needs at least 15 residents per acre or 10 jobs per acre, or a combination. This is a Transit-Supportive Area.
- Innovative Mobility Zones can provide owl service (late-night service) when other transit services are not practical.

The diagram below illustrates which types of transit can be appropriate on corridors with different kinds of land uses.

What Is the Land Use of the Corridor?	Residents per Acre	Jobs per Acre	Appropriate Types of Transit
Downtowns and High Density	>45	>25	TRAX, Rapid Bus, Enhanced Bus, Frequent Bus, Local Bus, Innovative Mobility Zone
Urban Mixed Use	30–45	15–25	Rapid Bus, Enhanced Bus, Frequent Bus, Local Bus, Innovative Mobility Zone
Neighborhood and Suburban Mixed Use	15–30	10–15	Local Bus, Innovative Mobility Zone
Low Density	<15	<10	Innovative Mobility Zone

Transit-Supportive Area (applies to top three rows)

What Is the Future of Our Region?

Our region is growing rapidly, which brings both challenges and opportunities. Where and how we grow affects the transportation network. UTA Moves 2050 works to address these impacts through visioning for the future. We're working together to create a plan that best serves our region.

The Wasatch Front Regional Council identified Equity Focus Areas using factors such as the percentage of low-income households and of persons identifying as members of racial and ethnic minorities in each census block group.

Much of UTA's current network provides service to Equity Focus Areas, but some communities with Equity Focus Areas are outside the current UTA network.

Population Density (High / Low)
Employment Density (Low / High)

— Existing Transit Service
☐ Equity Focus Area

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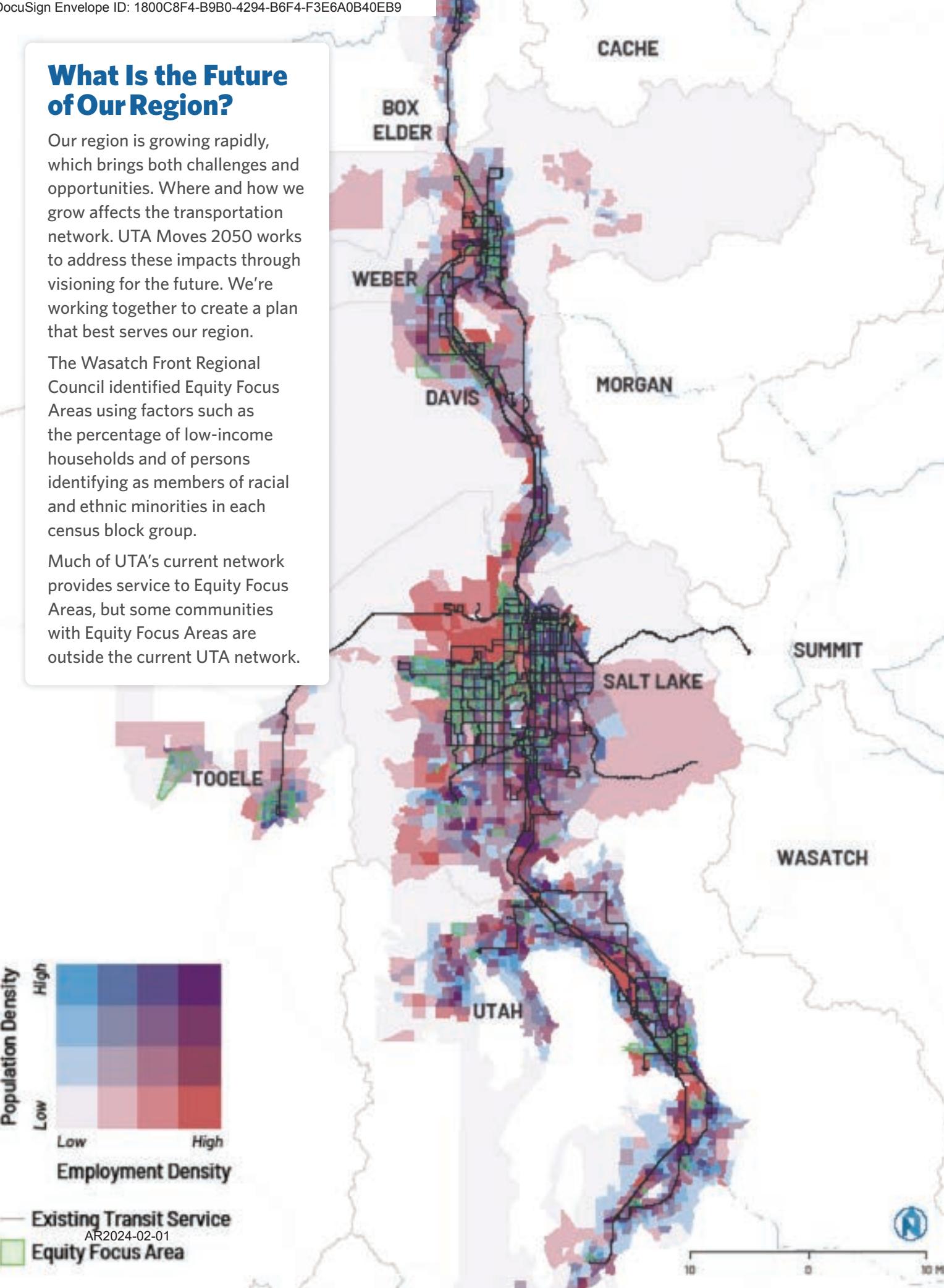
What Does this Mean for Transit?

Transit demand is measured using population density and employment opportunities to determine which type of transit is best suited for a specific area. Using 2020 and 2050 population and employment density, these maps show the current and future types of transit demand throughout the region.

Transit Demand, 2050

Level of Demand

- ■ High
- ■ High-Medium
- ■ Medium
- ■ Low-Medium
- ■ Low

— Existing Transit Service
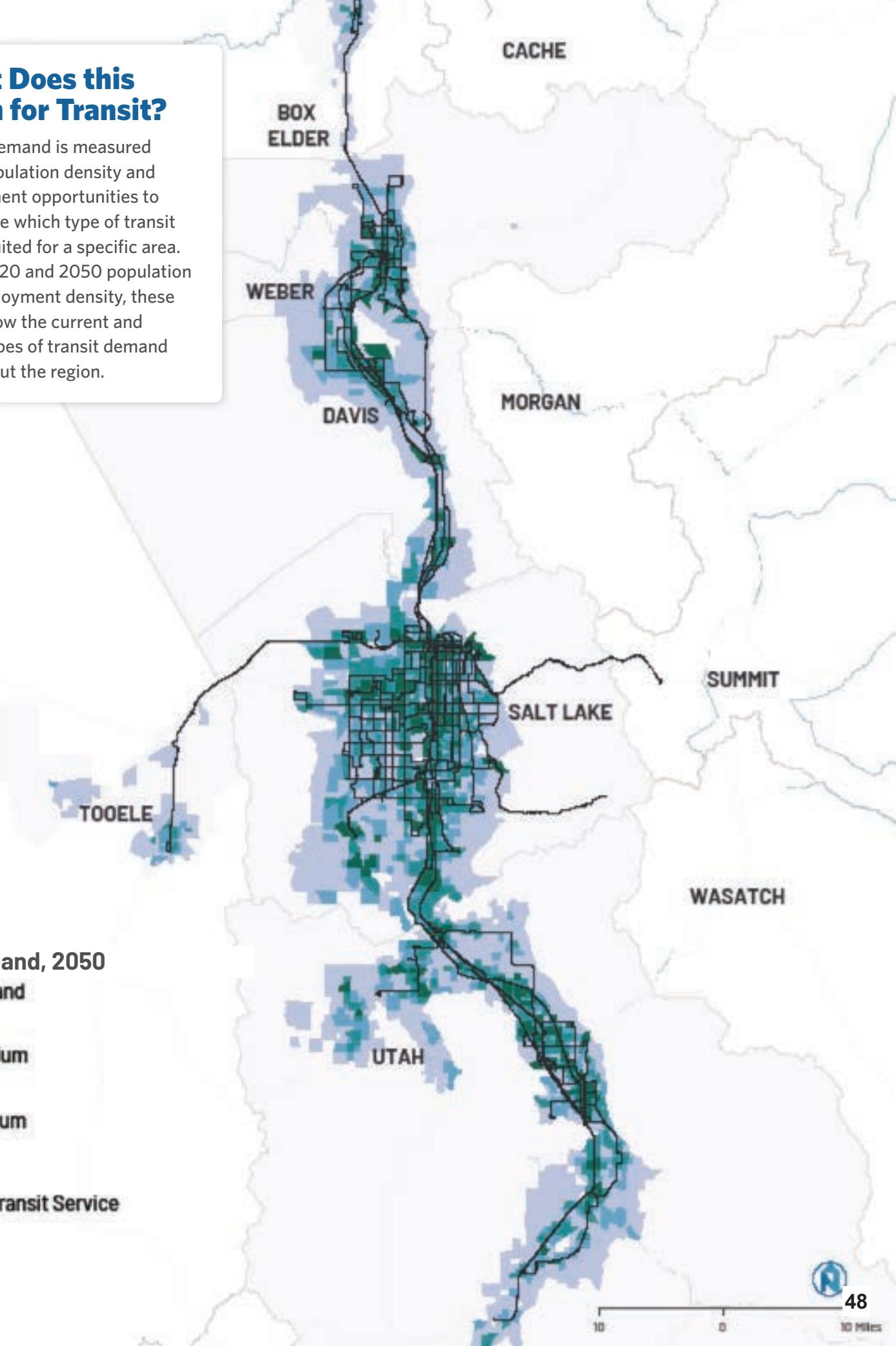
Key Opportunities

1 **GROWTH**

Preparing to improve service to growing areas as they become transit-supportive

2 **FREQUENCY AND SPAN**

Increasing frequency and span on popular and productive routes

3 **WEEKEND SERVICE**

Expanding weekend service

4 **EAST-WEST SERVICE**

Improving east-west connectivity where possible in areas with primarily north-south service

5 **TRAVEL PATTERNS**

Adjusting service to align with changing travel patterns

Where significant growth is forecast

- Increasing service frequency and span will be critical to serving higher demand.
- Coordinating with land use planning will focus growth in Transit-Supportive Areas that are adjacent to one another rather than decentralized.

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12

2

Investment Strategies

- Maintain Our System
- Enhance Our System
- Expand Our Frequent Service Network
- Serve Our Growth Areas

Maintain Our System

Maintain the infrastructure and human resource investments we've already made.

FLEET

Upgrade fleet to reduce emissions.

STATE OF GOOD REPAIR

Keep equipment and facilities at high level of performance.

CORRIDORS

Retain right-of-way in the future in areas planning on transit-supportive growth

WORKFORCE

Invest in improving skills and attracting and retaining staff.

FACILITIES

Maintain and construct facilities necessary to operate transit centers, transfer and layover locations, bases, and park-and-rides.

Expand Our Frequent Service Network

Make buses and trains come more often: service every 15 minutes or better makes service more attractive.
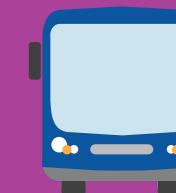
BUSES

A network of up to 45 frequent bus routes that come every 15 minutes or better, seven days a week, featuring innovations and roadway improvements to keep buses on time.
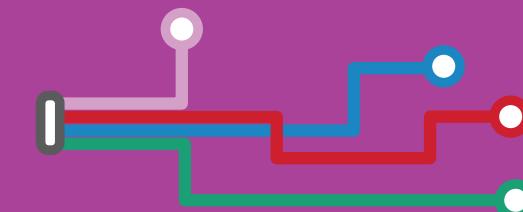
FRONTRUNNER AND TRAX

More frequent FrontRunner and added TRAX service makes transit more attractive.

Enhance Our System

Improve the system by making it faster, more reliable, easier to understand, and more responsive.

INFORMATION

New types of service information and new ways to access it.
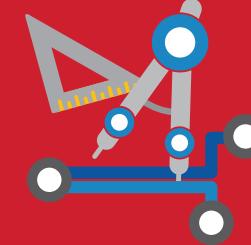
CAPITAL

Capital improvements in dense and growing areas to make service better and more reliable.

TECHNOLOGY

Commitment to improving technology for all modes of transit, particularly Paratransit and On Demand services.

RELIABILITY

Fast and reliable service is important to existing riders and attracting new ones.

Serve Our Growth Areas

Expand service to areas that will see new transit-oriented development or activity.

LOCAL SERVICE

More local bus service, including more frequent service, more routes, and creative new transportation options to meet community needs and connect people to the regional transit system.

EARLIER AND LATER SERVICE

Operate earlier in the morning and later at night, seven days a week.

NEW SERVICE

Up to 25 new bus routes or Innovative Mobility Zones (IMZs) will expand to serve growing areas. IMZs can include on-demand services, bike share, or ridesharing.

3
Community Engagement

- How Did We Engage With the Community?
- Getting Online Input on the Vision Network
- What Did We Hear?

AR2024-02-01

How Did We Engage With the Community?

STORYMAP

The StoryMap was an accessible, interactive document to inform the public of project findings, display the draft Vision Network, post information about upcoming outreach events throughout the region, and much more. The StoryMap contained interactive graphics, detailed demographic and transit maps, and informative text about each element of the project. As the project closed, the StoryMap was updated to show final plan outcomes and results.

LISTENING SESSIONS

57

57 municipalities took part in Listening Sessions at the start of the planning process. UTA asked for input on community vision, land use, and mobility goals.

VIRTUAL TOWN HALLS

2

virtual Town Halls hosted by UTA provided a brief overview of UTA Moves 2050, followed by a question-and-answer session.

PUBLIC MEETINGS

8

public meetings were throughout the region hosted by UTA. The purpose of these meetings was to inform the public about investment strategies in UTA Moves 2050 and obtain feedback on priorities.

SOCIAL MEDIA

82,810

social media impressions were received across 38 posts made by UTA on UTA Moves 2050.

ONLINE SURVEY

1,605

respondents completed the online survey between August and October 2023. The survey was web- and map-based, enabling community members to provide comments on the Vision Network.

UTA MOVES 2050

Purpose   Project Framework   Planning for th →

Exceed Customer Expectations

An increase in UTA's ridership is an outcome of service reliability and reduced passenger delay.

storymaps.arcgis.com

Getting Online Input on the Vision Network

Public input served as a guiding factor in the development of the Vision Network.

UTA Moves 2050 used Maptionnaire, an interactive mapping platform, to allow community members to comment directly on new features of the UTA Draft Vision Network, drop comments onto the map about specific places throughout the UTA region, and answer demographic questions. Each response, while anonymous, was linked to the respondent's demographic information and allowed UTA to review comments specific to historically underrepresented groups, transit-dependent groups, and more.
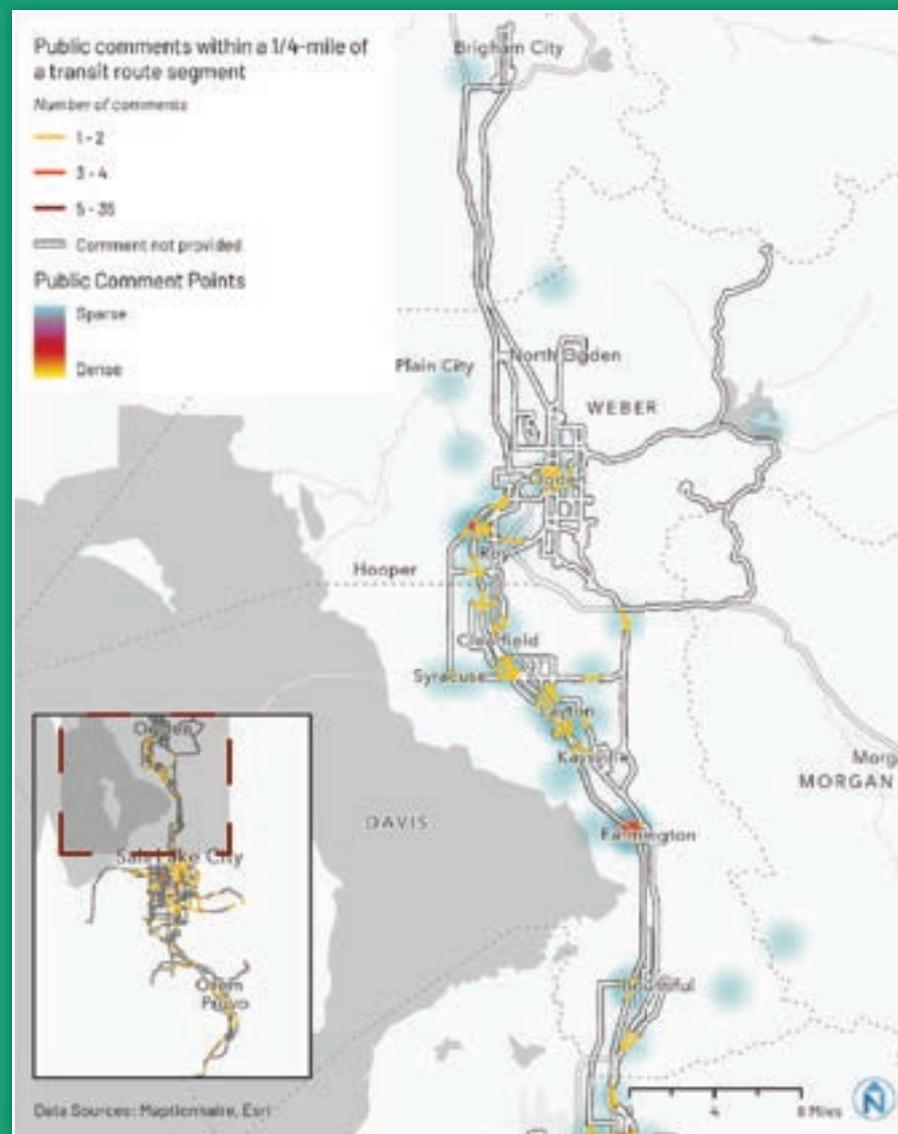
Location-Based Comments

Respondents were encouraged to leave comments anywhere on the map to show places they'd like to visit, places they'd like to have more frequent or later night service, or anything else they'd like UTA to know.

On the left is a heat map, highlighting areas receiving the most comments from the public.
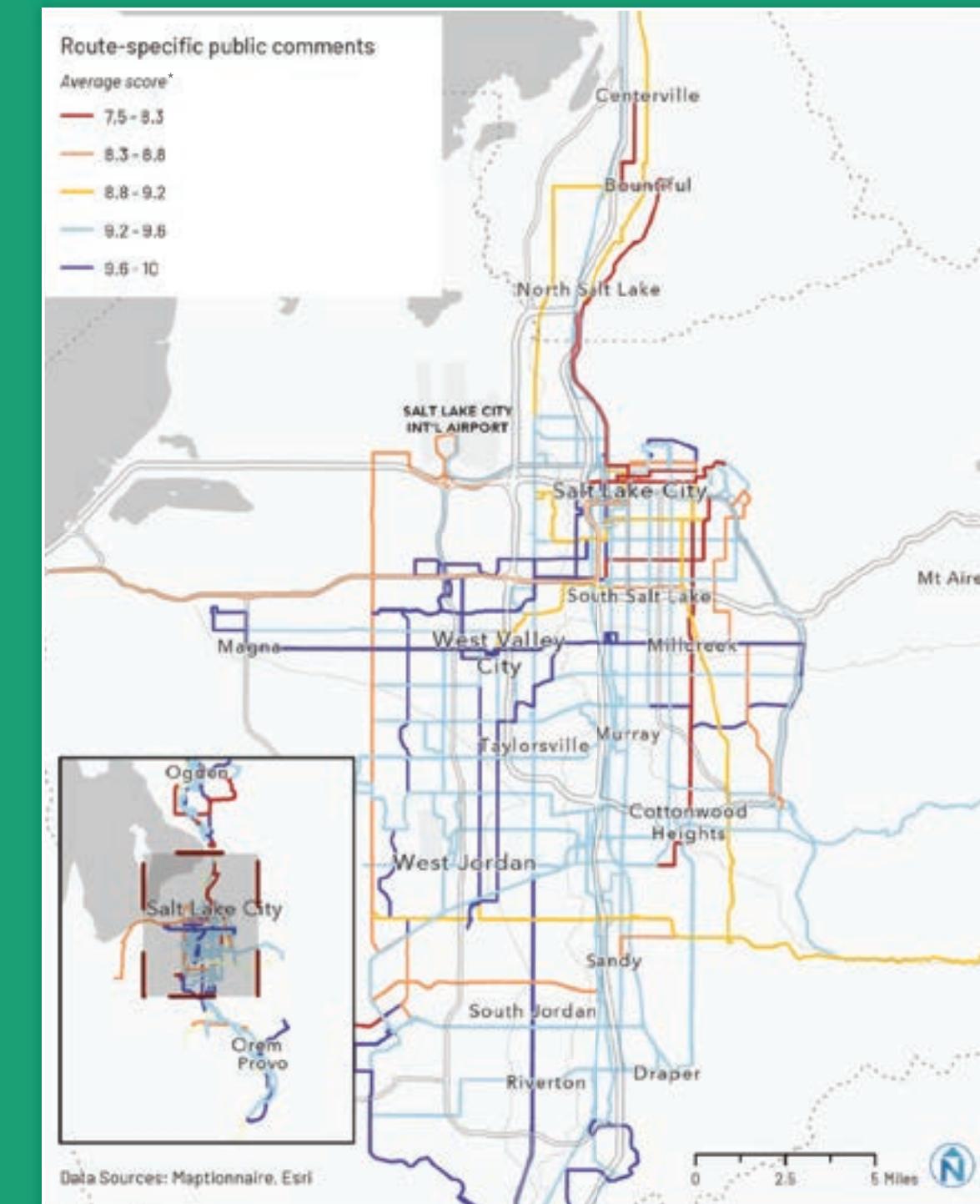
Comments on Projects

Respondents could comment on each route proposed in UTA Moves 2050's Draft Vision Network and were asked to prioritize the creation, maintenance, or expansion of the route when they submitted a comment. The map above presents the Draft Vision Network, with routes in blue receiving the most comments from the public and routes in red receiving the fewest comments.

* Level of priority weighted by number of responses

What Did We Hear?

Everyone has unique transportation needs. Respondent priorities from both Maptionnaire and the survey varied based on income, disability, and age. The findings on this page highlight differences and similarities between categories of respondents.

What we heard from the community during this effort as well as the 2023 Five-Year Service Plan helped to inform and set priorities for the UTA Moves 2050 Vision Network.

What About the Five-Year Service Plan?

The Five-Year Service Plan is updated every two years and serves as a dynamic guide for UTA's near-term future. For the most recent Five-Year Service Plan, adopted in 2023, UTA conducted extensive public outreach, which included a survey that gathered over 3,000 responses. The same survey was used to gather feedback for UTA Moves 2050, and combined, the two rounds of survey results reached 4,000 responses. The results from that survey and other outreach efforts guided the outreach efforts for UTA Moves 2050. Here are a few findings from the Five-Year Service Plan survey:

- Among riders, people prioritized enhanced frequency and expanded coverage to connect more jobs, services, and neighborhoods
- 48% of non-rider respondents said they don't take transit because there is no service where they live.
- When asked what they value most in transit service, respondents ranked improved frequency as the most valuable.

2023 - 2027
FIVE-YEAR SERVICE PLAN

FREQUENCY OVER COVERAGE

More respondents preferred **increasing frequency** at existing stops over expanding coverage.

FREQUENCY AND FRONTRUNNER

Expanding the **Frequent Service Network** and extending **FrontRunner** were the top two priorities among respondents.

RIDER AND NON-RIDER RESPONSES

Between **riders and non-riders,** the rankings to **expand frequent service** are very similar. There is a slightly higher number of non-riders who rank expanding frequent service a top priority.

RESPONDENTS WITH LOW INCOMES

Respondents with a **lower income** (making less than $19,000 annually) **prioritized** expanding the **Frequent Service Network.**

ACCESS AND NON-RIDERS

Non-riders want more routes, which may mean that a lack of transit access near their homes or workplaces is the reason they do not ride transit.

RESPONDENTS WITH A DISABILITY

Respondents with a **disability** indicate a strong desire for expanded **evening service, new routes,** and adding **weekend service.**

RESPONDENTS WITH HIGH INCOMES

For respondents with a household **income over $100,000** the highest priorities are expanding the **Frequent Service Network** and expanding **FrontRunner.**

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4

UTA Moves 2050 Network

- Vision Network
- Financially Constrained Plan Phasing
- Plan Network
- Phase 1: 2023–2032
- Phase 2: 2033–2042
- Phase 3: 2043–2050
- Box Elder, Davis, and Weber Counties
- Salt Lake and Tooele Counties
- Utah County
- Why is Sunday Service Important?
- Corridor Preservation
- Vision Needs
- Concurrent Planning Efforts
- Community Vision Efforts

Vision Network

The UTA Moves 2050 Vision Network is designed to provide more service, more choices, and an easy-to-use system over the next 30 years. It is financially unconstrained, meaning not everything in this network can be realized.

The Vision Network enhances existing service while identifying key capital investments to support regional growth in the coming decades. It uses the four UTA Moves 2050 investment strategies — Maintain Our System, Enhance Our System, Expand Our Frequent Service Network, and Serve Our Growth Areas — to identify and prioritize projects throughout the UTA region.

## What Does the Vision Network Accomplish?

PROVIDES MORE TRANSIT

The Vision Network includes 110 routes, 49 of which operate at least every 15 minutes all day.

110
Total Routes

49
Frequent Routes

SERVES MORE PEOPLE AND JOBS

With the Vision Network, transit within half a mile would be available to 51% of people and 61% of jobs.

365K
Additional People

250K
Additional Jobs

GETS MORE RIDERS ON BOARD

The Vision Network is expected to increase ridership to over 480,000 weekday daily riders in 2050, up from 150,000 in 2019.

300K+
New riders per Weekday

What Does the Vision Network Cost?

$6.7B
Capital cost[1]

$225M
Additional annual operating cost

AR2024-02-01

Note: [1] The approved 2023 RTPs include approximately $4B in additional unfunded capital costs that are not shown in the LRTP Transit Vision.

The Vision Network Is Financially Unconstrained

The vision includes a wide range of new service and service improvements. However, implementing the Vision Network would require additional funding beyond what is projected to be available over the next 30 years. More information is available on p. 38-39.

VISION
- FrontRunner
- TRAX
- Streetcar
- Frequent Service Bus Network
  Rapid Bus, Enhanced Bus, Frequent Bus
- Local Bus Service
  Local Bus, Flex, Shuttle
- Limited Stop Service
- Innovative Mobility Zones
- Existing Transit Service

CACHE
BOX ELDER
WEBER
MORGAN
DAVIS
SUMMIT
SALT LAKE
TOOELE
WASATCH
UTAH
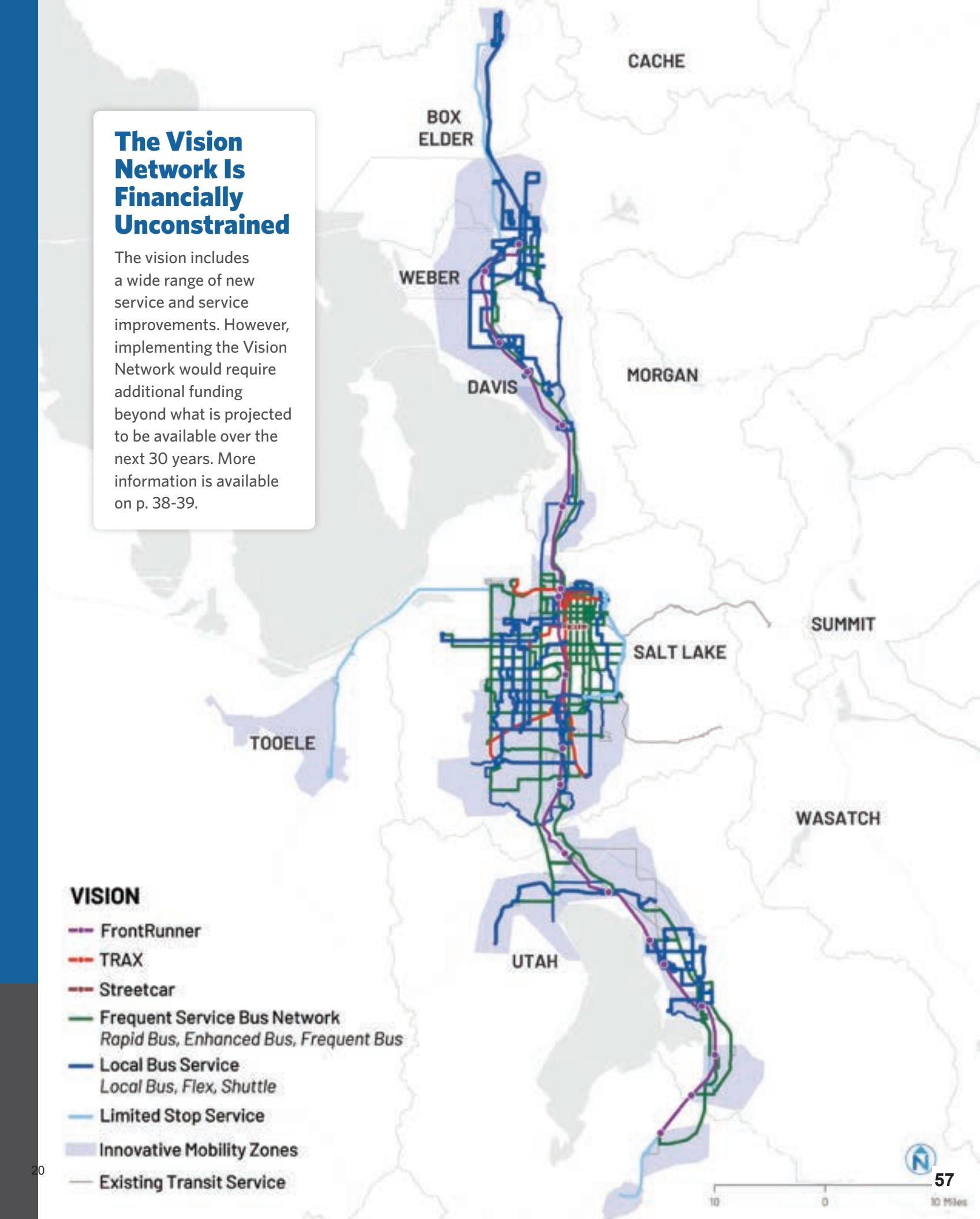
What Types of Transit Does the Vision Network Recommend for Different Land Use Contexts?

UTA Moves 2050 recommends a family of transit services suitable for different levels of transit demand and land use contexts. The diagram below provides an overview of each type of transit.

Note: For every service type except FrontRunner, Limited Stop Bus, and Innovative Mobility Solutions, expanding service area coverage (or span of service) for fixed-route transit service will require additional ADA Paratransit service.

Transit services include:

- Innovative Mobility Solutions, including on-demand service, for low-density areas, or when and where other types of services are not feasible (see p. 37 for more information on Innovative Mobility Zones).
- Five categories of bus service ranging from limited stop bus, local bus, and frequent bus to Enhanced Bus and Rapid Bus service that offer a combination of very frequent service and moderate to high levels of investment in speed and reliability improvements.
- The three forms of rail present in the UTA network today: FrontRunner regional commuter rail, TRAX light rail, and S-Line streetcar.

Frequent Service Network
15 minute or better all-day service including weekends

	Regional Rail (FrontRunner)	Light Rail (TRAX)	Streetcar (S-Line)	Rapid Bus	Enhanced Bus	Frequent Bus	Local Bus	Limited Stop Bus	Innovative Mobility Solutions
Frequency	Frequent (Peak Hours) 30 mins	Most Frequent ≤15 mins	Frequent 15 mins	Very Frequent ≤15 mins	Frequent 15 mins	Frequent 15 mins	Less Frequent (Varies)	Less Frequent (Varies)	On-Demand (varies)
Corridor Investment	Highest Permanence	Highest Permanence	High Permanence	Moderate to High Permanence	Moderate Permanence	Corridor Commitment, Maintains Flexibility	Flexibile	Flexible	Most Flexible
Market Demand / Activity Density	Connects urban and suburban centers	Serves high volume corridors and connects centers	Serves dense urban areas	Serves medium–high volume corridors	Serves medium–high volume corridors	Serves medium volume corridors	Serves low–medium volume corridors	Bidirectional all-day limited stop service	Serves low density areas or operates at lower-demand times (such as late night)
Passenger Capacity[1]									
Transit Access Shed	5+ Miles	1/2 to 1+ Mile	1/3 Mile	1/2 Mile	1/4 to 1/2 Mile	1/4 Mile	1/4 Mile	1/4 Mile	
Stop/Station Amenities									

[1]Based on vehicle capacity and frequency

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What Changes and Improvements Are Included in the Vision Network?

Expanding the Frequent Service Network

Currently, UTA operates 18 frequent service routes—routes with 15-minute or better service—on weekdays, 11 on Saturdays, and none on Sundays.

In the Vision Network, many local routes are upgraded to frequent service routes and new frequent routes are created to serve high density corridors.

Examples of frequent service projects include the Central Corridor bus rapid transit project around Provo, the UVX extension to Vineyard, and making TRAX more frequent in Salt Lake County.

Local Service

While some areas don't have the density to support 15-minute service, UTA is committed to improving local service by providing new areas of service and improving 60-min service to 30-min service.
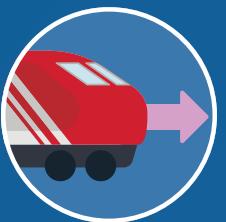
FrontRunner Forward

UTA's regional commuter rail service currently provides service between Ogden and Provo.

In the Vision Network, FrontRunner runs up to every 15 minutes at peak times and runs on Sundays (contingent on double-tracking improvements) as well as extends further south to Payson to account for expected population growth and regional commuting pattern.

Operating Earlier In the Morning and Later at Night

Expanding hours of bus operation can provide more people with access to transit without requiring additional capital investments.

Improved Weekend Service

UTA operates 87 routes during the week, 64 routes on Saturdays, and 34 routes on Sundays.

Expanding weekend bus service can provide more people with access to transit, seven days a week, without requiring additional capital investments.
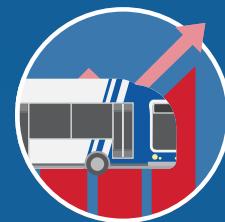
More Direct Connections and Service Expansion

UTA's current network provides excellent regional coverage.

The Vision Network builds on that system while taking into account the projected growth in both population and employment opportunities. Direct connections to Eagle Mountain, Salem, the Salt Lake City Airport, West Valley City, Hill Air Force Base, Farmington, and bi-directional limited stop service will provide access to regional destinations and support transit use within local communities.

Innovative Mobility Zones

Not every area within the UTA region can support fixed-route service due to factors like geographic hurdles or limited transit demand.

The Vision Network identifies areas with some demand that cannot support fixed-route service and proposes a series of Innovative Mobility Zones (IMZs), which could include a variety of first and last mile solutions. See definition to the right.

What are Innovative Mobility Zones (IMZs)?

An IMZ could include a variety of first and last mile solutions including, but not limited to, on-demand service, autonomous shuttles, fixed guideway extensions, bike share, and partnerships with private Transportation Network Companies, such as Uber and Lyft. Supporting capital infrastructure, such as stops, stations, or terminals, as needed, could also be included. Funding this connection could come from a variety of sources including private funding and public private partnerships.

See Innovative Mobility on the UTA website for additional and evolving information on these services.

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Financially Constrained Plan Phasing

The Vision Network is financially unconstrained. Not everything proposed in the Vision Network can be implemented due to UTA's current and projected financial constraints over the next 30 years.

Financial Capacity

The 2023 adopted Regional Transportation Plans (RTP) by the Mountainland Association of Governments and Wasatch Front Regional Council based their fiscally constrained plans on future funding scenarios that include new revenue sources. UTA's financial capacity to implement the 2050 UTA Moves Vision Network builds on the RTPs' financial projections.

Implementing the UTA Moves 2050 Vision Network requires over $6.5B in capital and $225M annually in operating dollars. Existing funding outlined in the RTP suggest that the Vision Network requires an additional $46M in capital funding and an additional $60M annually in operating funding.[1] Investments in the 2050 UTA Moves Vision Network must be prioritized to determine which best meet regional mobility needs.

The table below presents capital, operating, and maintenance costs for each phase as well as the Vision Network.

Phase	Total Capital Cost	Annual Operating & Maintenance Cost
1	$2.7B	$100M
2	$2.2B	$65M
3	$1.8B	$25M
Total: Phases 1–3	**$6.7B**	**$190M**
Additional Cost to Realize Vision Network[1]	$50M	$60M

Note: Costs are in 2023$ and include both RTP projects based on RTP phasing and additional elements from UTA Moves 2050.

[1] The approved RTPs include approximately $4B in additional unfunded capital costs that are not shown in the LRTP Transit Vision.

Prioritizing UTA Moves 2050 Investments

The two RTPs provide a roadmap for which projects to prioritize based on operating and maintenance costs, projected ridership demand, and regional connectivity. The RTPs implement investments in three phases: Phase 1 (2023–2032), Phase 2 (2033–2042), and Phase 3 (2043–2050).

UTA Moves 2050 developed an evaluation process that was consistent with UTA's Strategic Goals and assessed every potential service investment. This includes investments found in the RTPs as well as local service improvements not found in the RTPs. Specific criteria included anticipated ridership, how an investment served existing destinations and high growth areas, capital and operating costs, public support, and social equity measures.

Investments ranging from High Capacity Transit to new local routes that best met the criteria were prioritized for implementation, based on costs and potential benefits. The implementation timeline is consistent with the RTP implementation phases.

Investments in the 2050 UTA Moves Vision that are not identified in one of the three phases are considered **unfunded** and a post-2050 implementation timeline is assumed unless additional funding becomes available.
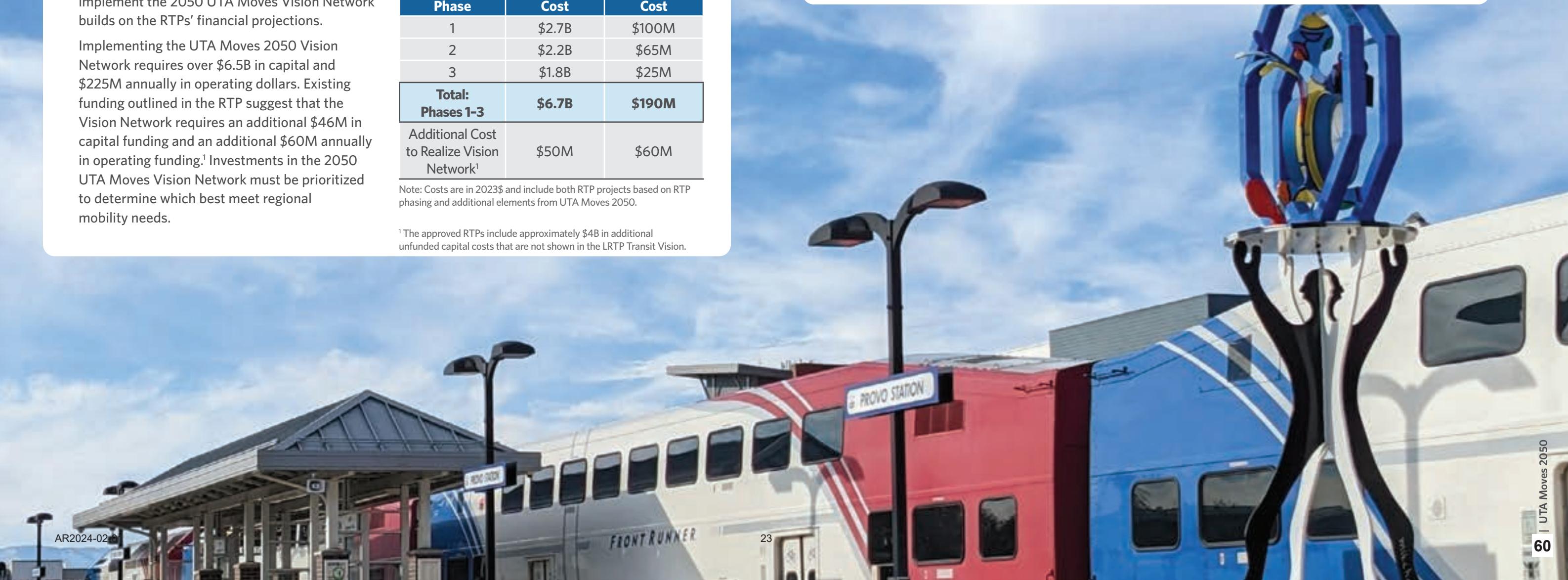
Plan Network

The UTA Moves 2050 Plan Network is financially constrained. It is designed to provide more service, more choices, and an easy-to-use system over the next 30 years, within the resources UTA projects to be available.

The Plan Network prioritizes the most effective investments to both enhance existing service and advance key capital investments to support regional growth in the coming decades. The Plan Network is designed to be implemented in three phases, with the highest priority projects implemented in Phase 1.

What Does the Plan Network Accomplish?

PROVIDES MORE TRANSIT

The Plan Network includes nearly 100 routes[1] with over half operating at least every 15 minutes all day.

100

Total Routes[1]

50+

Frequent Routes

INCREASES THE NUMBER OF PEOPLE AND JOBS WITHIN HALF A MILE OF TRANSIT

People

Any Transit	2022	1.3M
	Plan Network	1.8M **+470K**
Frequent Transit	2022	530K
	Plan Network	1.2M **+650K**

Jobs

Any Transit	2022	1.0M
	Plan Network	1.3M **+320K**
Frequent Transit	2022	520K
	Plan Network	960K **+440K**

What Does the Plan Network Cost?

$6.7B
Capital cost[2]

$190M
Additional annual operating cost

AR2024-02-01

Note: [1]Including Innovative Mobility Zones. [2] Capital projects such as transit centers, hubs, vehicle upgrades, double tracking, and maintenance facilities are all essential to accommodate future growth. The 2050 Plan Network assumes the supporting capital projects found in the Regional RTP's are funded.

Selected Highlights

- Additional local routes in high growth areas
- More frequent service corridors
- More routes operate on Sunday
- FrontRunner extension and frequency improvements
- A fourth TRAX line connecting Research Park and the Airport
- New Innovative Mobility Zones

PLAN (PHASES 1, 2, & 3)

- FrontRunner
- TRAX
- Streetcar
- Frequent Service Bus Network
  Rapid Bus, Enhanced Bus, Frequent Bus
- Local Bus Service
  Local Bus, Flex, Shuttle
- Limited Stop Service
- Innovative Mobility Zones
- Existing Transit Service

24

DRAFT
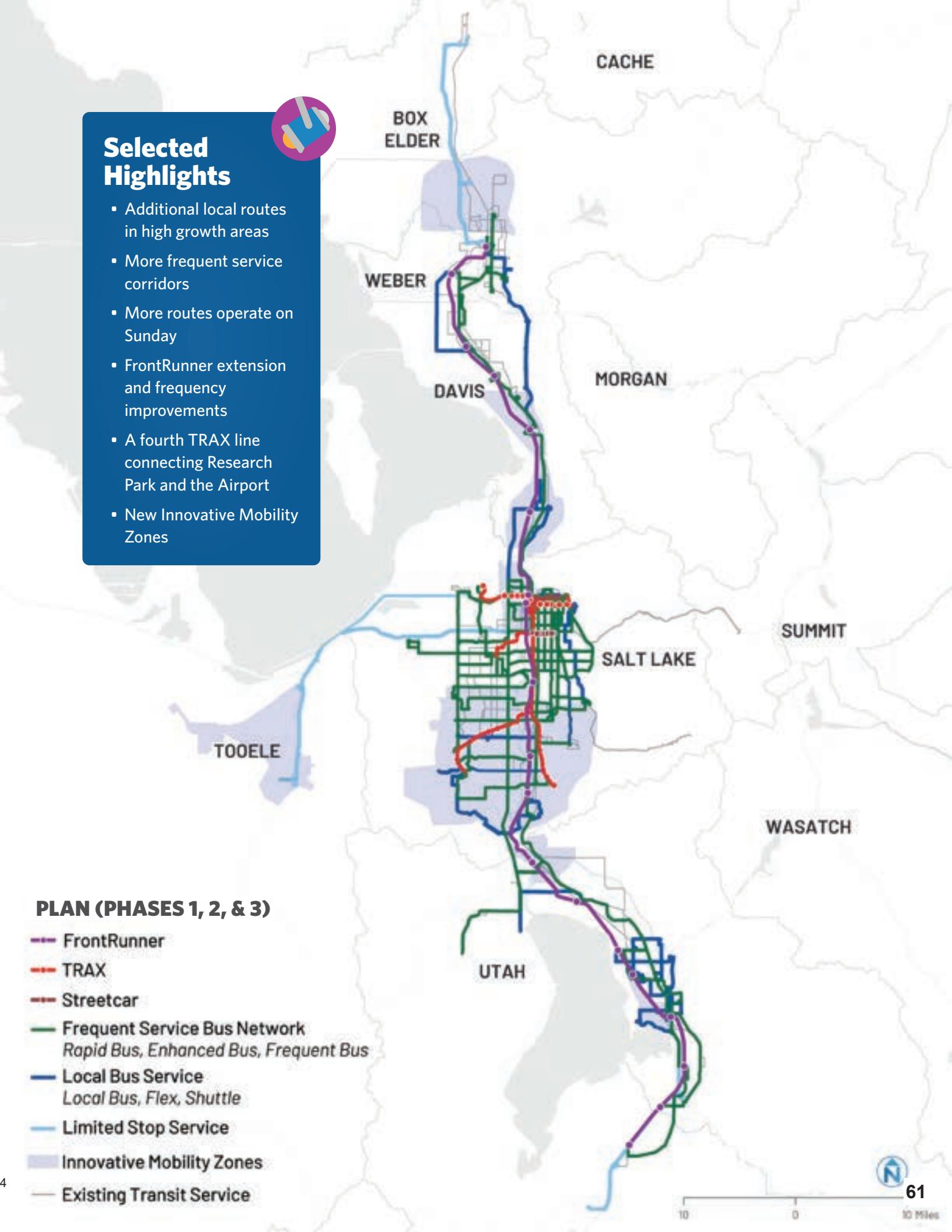
Phase 1: 2023–2032

To be implemented in the first ten years of UTA Moves 2050, Phase 1 is an ambitious expansion of FrontRunner and bus service across the UTA service area, including on weekends.

Over 20 Enhanced Bus and Rapid Bus lines, six new Innovative Mobility Zones, seven-day FrontRunner service,[1] extended FrontRunner service south to Payson, and expanded Sunday service on all routes will build out a network of frequent rail and bus service in the region. Frequent transit will be accessible within a half mile for more than 270,000 people and nearly 190,000 jobs, compared to today.

HOW MUCH DOES PHASE 1 COST?[2]

$2.7B
Total capital cost

$100M
Additional annual operating cost

What's Included in Phase 1?

NEXT BUS IN 15 mins

NEW

28
total routes with frequent service (including 3 new frequent bus routes)

21
new Rapid Bus (3) and Enhanced Bus (18) routes

16
new routes, major route extensions, or new Innovative Mobility Zones

Selected Highlights

- FrontRunner service on Sundays and 15-minute peak service on weekdays
- FrontRunner extended to Payson
- Sunday service upgraded to at least Saturday service levels on all routes
- Upgraded Rapid Bus, Enhanced Bus, and frequent service corridors
- New Innovative Mobility Zones in Farmington and north Utah County
- TRAX improvements in Downtown Salt Lake City

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[1] 15-minute and Sunday FrontRunner service contingent on double-tracking.

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PHASE 1

- **FrontRunner**
- **TRAX**
- **Streetcar**
- **Frequent Service Bus Network**
  Rapid Bus, Enhanced Bus, Frequent Bus
- **Local Bus Service**
  Local Bus, Flex, Shuttle
- **Limited Stop Service**
- **Innovative Mobility Zones**
- **Existing Transit Service**

CACHE
BOX ELDER
WEBER
MORGAN
DAVIS
SUMMIT
SALT LAKE
TOOELE
WASATCH
UTAH

25

DRAFT
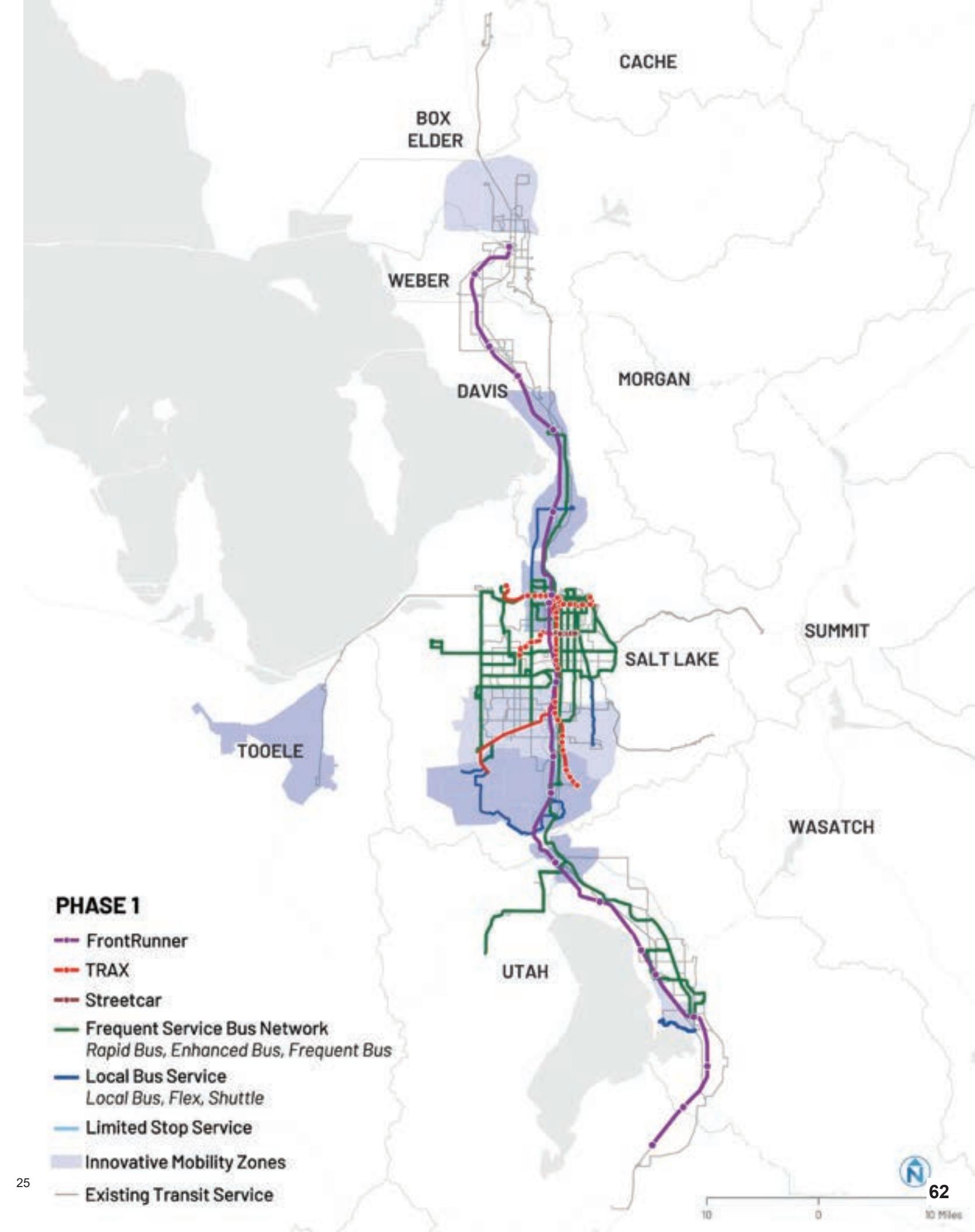
Phase 2: 2033–2042

The second phase of UTA Moves 2050 includes additional FrontRunner, TRAX, and bus network improvements and one additional Innovative Mobility Zone.

Continued improvements to FrontRunner, initial implementation of the Orange Line TRAX, and bus corridor upgrades like the Central Corridor Rapid Bus in Utah County will strengthen and expand the region's rail and bus network backbone. Frequent transit will be accessible within a half mile of an additional nearly 500,000 people and nearly 350,000 jobs, compared to today.

HOW MUCH DOES PHASE 2 COST?[1]

$2.2B
Total capital cost

$65M
Additional annual operating cost

What's Included in Phase 2?

NEXT BUS IN 15 mins

NEW

46
total routes with frequent service (including 1 new frequent bus route)

13
new Rapid Bus (2) and Enhanced Bus (11) routes

5
new routes, major route extensions, or new Innovative Mobility Zones

Selected Highlights

- Orange Line TRAX reconfiguration between Salt Lake Central and Research Park
- Realignment of Green and Blue TRAX Lines
- Upgraded Rapid Bus, Enhanced Bus, and frequent service corridors
- Two upgraded limited stop services

PHASE 2

- ▬▬ FrontRunner
- ▬▬ TRAX
- ▬▬ Streetcar
- ▬▬ Frequent Service Bus Network
  Rapid Bus, Enhanced Bus, Frequent Bus
- ▬▬ Local Bus Service
  Local Bus, Flex, Shuttle
- ▬▬ Limited Stop Service
- ▨ Innovative Mobility Zones
- ▬▬ Existing Transit Service

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26
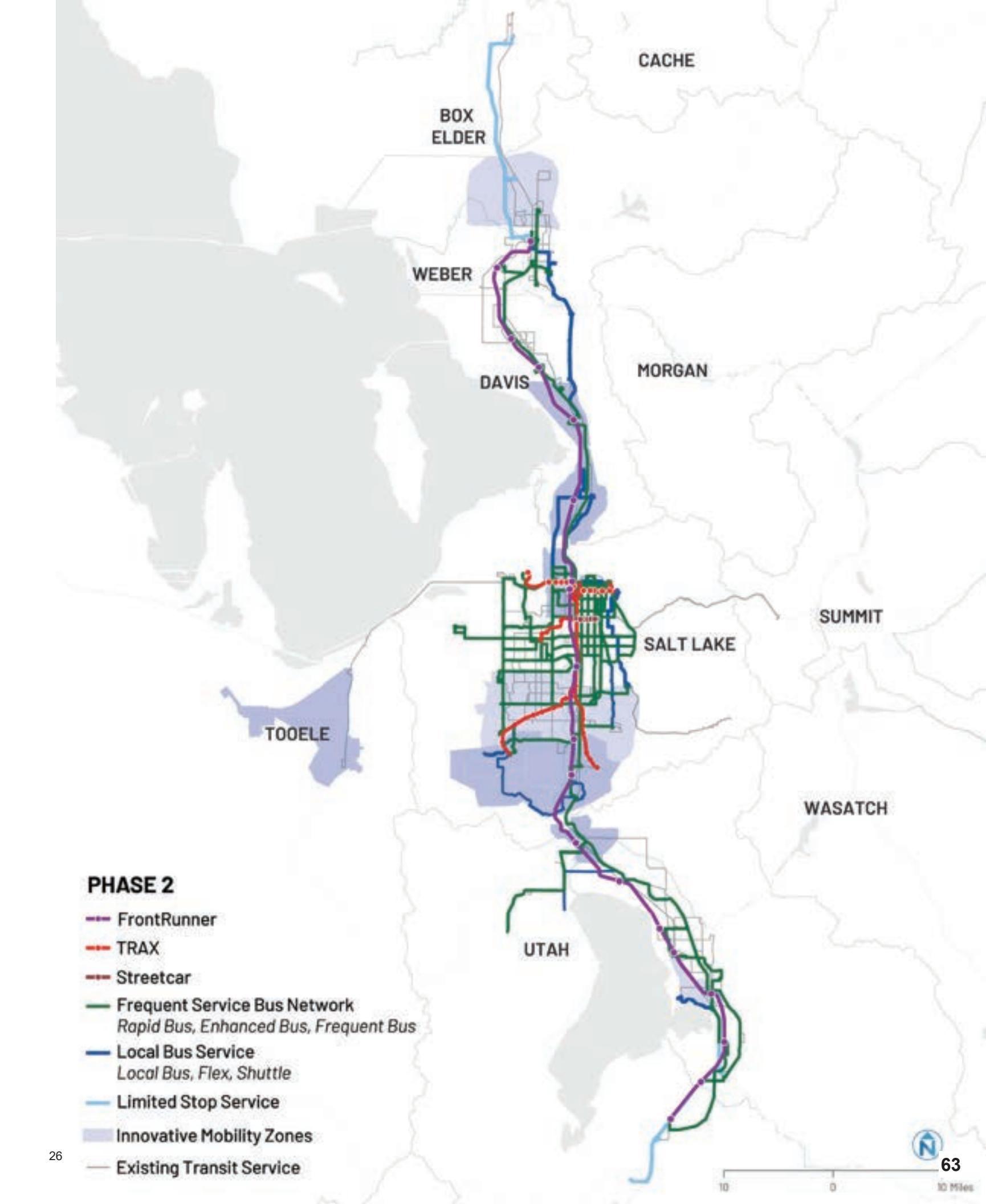
Phase 3: 2043–2050

The third phase of the cost-constrained UTA Moves 2050 Vision continues to improve service, building towards UTA's strategic plan goals of generating economic growth, supporting local communities, and improving quality of life.

Additional frequent service and local routes will provide transit access for more people and jobs, including in growing areas that can support transit in later years of the plan. By 2050, the UTA service area will have many new routes bringing frequent transit within a half mile of an additional over 560,000 people and over 380,000 jobs, compared to today.

HOW MUCH DOES PHASE 3 COST?[1]

$1.7B
Total capital cost

$25M
Additional annual operating cost

What's Included in Phase 3?

NEXT BUS IN 15 mins

52
total routes with frequent service (including 1 new frequent bus route)

4
new Enhanced Bus routes

3
new routes, major route extensions, or new Innovative Mobility Zones

Selected Highlights

- Orange Line TRAX reconfiguration between the Airport and Salt Lake Central
- New frequent and local services including in Weber/Davis Counties and southern Salt Lake County
- Additional connection between Salt Lake and Utah Counties in the Redwood Road corridor
- One upgraded limited stop service

PHASE 3

- FrontRunner
- TRAX
- Streetcar
- Frequent Service Bus Network
  Rapid Bus, Enhanced Bus, Frequent Bus
- Local Bus Service
  Local Bus, Flex, Shuttle
- Limited Stop Service
- Innovative Mobility Zones
- Existing Transit Service
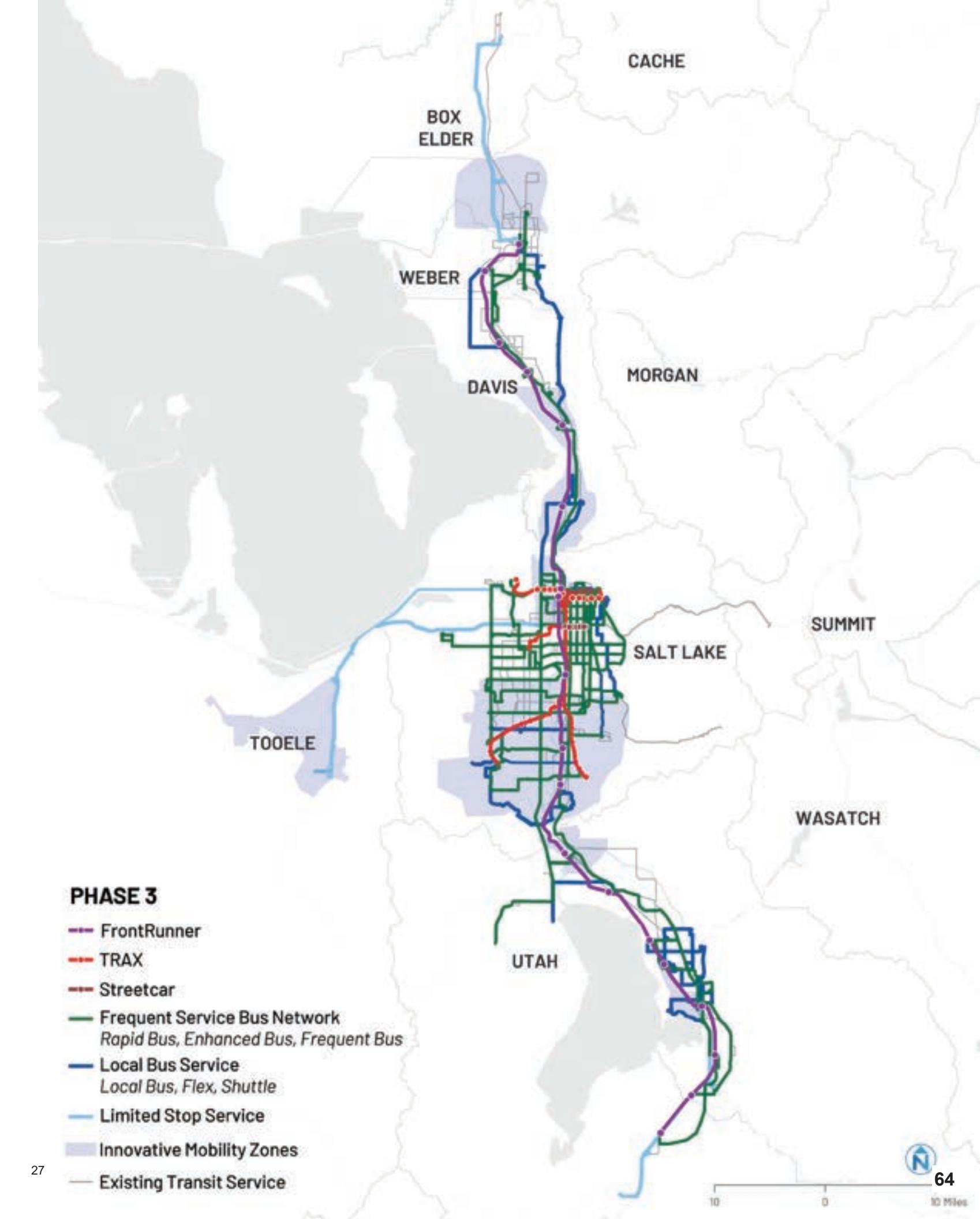
Box Elder, Weber, and Davis Counties

The cost-constrained UTA Moves 2050 Vision will improve regional connections, provide more people and jobs with access to frequent transit service, and grow ridership.

FrontRunner will run seven days a week,[1] with peak service every 15 minutes. New or upgraded bus routes will give more people access to seven-day a week frequent service. Approximately 70% of Transit-Supportive Areas will have access to fixed-route service within a ½ mile walk, including 87% within Equity Focus Areas.[5]

WHAT DO PROJECTS COST IN THESE COUNTIES?[2]

$1.6B
Total capital cost

$35M
Additional annual operating cost

What's Included in These Counties?

6
total routes with frequent service (0 new frequent bus routes)

5
new Enhanced Bus routes

7
new routes, major route extensions, or new Innovative Mobility Zones

How Does This Benefit Box Elder, Weber, and Davis Counties?

150K
additional residents[3]

95K
additional jobs[3]

48%
of residents

69%
of areas that can support transit[4]

82%
of Equity Focus Areas[5] that can support transit

within 1/2 mile of a frequent UTA route — within 1/2 mile of any UTA route

Notes: 1. Sunday FrontRunner service contingent on double-tracking. 2. Costs are in 2023 dollars. 3. Access to transit metrics compare current demographics with the current (Fall 2023) network to 2050 demographics (based on MAG or WFRC projections) with the future network. 4. Areas that can support transit have at least 10 jobs per acre, 15 residents per acre, or a combination. 5. Equity Focus Areas were identified using the Wasatch Front Regional Council's methodology for the 2023 Regional Transportation Plan, based on concentrations of low-income households and people identifying as members of racial and ethnic minority groups.

AR2024-02-01

28

BOX ELDER COUNTY

Selected Highlights
- New seven-day limited stop service between Brigham City and Ogden
- Davis–Salt Lake City Community Connector
- Expanded network of frequent and local routes
- Innovative Mobility Zone serving Farmington

WEBER / DAVIS COUNTIES
- FrontRunner
- TRAX
- Streetcar
- Frequent Service Bus Network — Rapid Bus, Enhanced Bus, Frequent Bus
- Local Bus Service — Local Bus, Flex, Shuttle
- Limited Stop Service
- Innovative Mobility Zones
- Existing Transit Service

0 — 2 Miles

Salt Lake and Tooele Counties

The cost-constrained UTA Moves 2050 Vision will expand the network of high-quality bus and rail service to make transit faster and more accessible including on weekends.

FrontRunner and TRAX enhancements, along with upgrading bus lines to Rapid Bus, Enhanced Bus, and frequent service, will strengthen the transit grid throughout the county. Service between Tooele and downtown Salt Lake City will be upgraded to operate seven days a week, starting earlier and ending later. Nearly 75% of Transit-Supportive Areas will have access to fixed-route service within ½ mile, including nearly 85% within Equity Focus Areas.[5]

WHAT DO PROJECTS COST IN THESE COUNTIES?[1]

$3.0B
Total capital cost

$140M
Additional annual operating cost
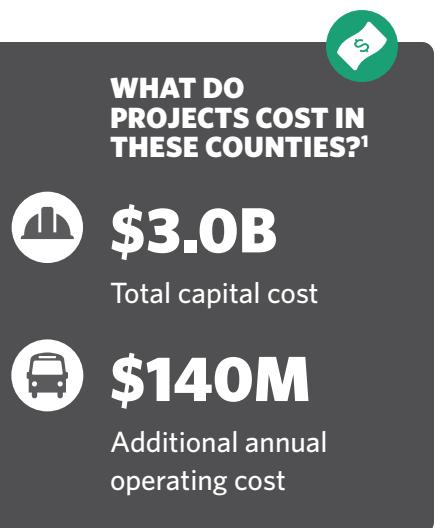
What's Included in These Counties?

40
total routes with frequent service (including 4 new frequent bus routes)

28
new Rapid Bus (3) and Enhanced Bus (25) routes

14
new routes, major route extensions, or new Innovative Mobility Zones

How Does This Benefit Salt Lake and Tooele Counties?

480K
additional residents[2]

330K
additional jobs[2]

62%
of residents

73%
of areas that can support transit[3]

**89%**
of Equity Focus Areas[4] that can support transit

within 1/2 mile of a frequent UTA route

within 1/2 mile of any UTA route

Notes: 1. Costs are in 2023 dollars. 2. Access to transit metrics compare current demographics with the current (Fall 2023) network to 2050 demographics (based on MAG or WFRC projections) with the future network. 3. Areas that can support transit have at least 10 jobs per acre, 15 residents per acre, or a combination. 4. Equity Focus Areas were identified using the Wasatch Front Regional Council's methodology for the 2023 Regional Transportation Plan, based on concentrations of low-income households and people identifying as members of racial and ethnic minority groups.

AR2024-02-01

29

SALT LAKE COUNTY

- FrontRunner
- TRAX
- Streetcar
- Frequent Service Bus Network
  Rapid Bus, Enhanced Bus, Frequent Bus
- Local Bus Service
  Local Bus, Flex, Shuttle
- Limited Stop Service
- Innovative Mobility Zones
- Existing Transit Service

Selected Highlights

- Upgraded service on major north-south routes including State Street and Redwood Road
- Midvalley Connector BRT
- More frequent east-west connections
- Orange Line TRAX connecting Research Park and the Airport
- New local routes in south County
- New regional connections to Utah County
- New Tooele–Salt Lake City limited stop service
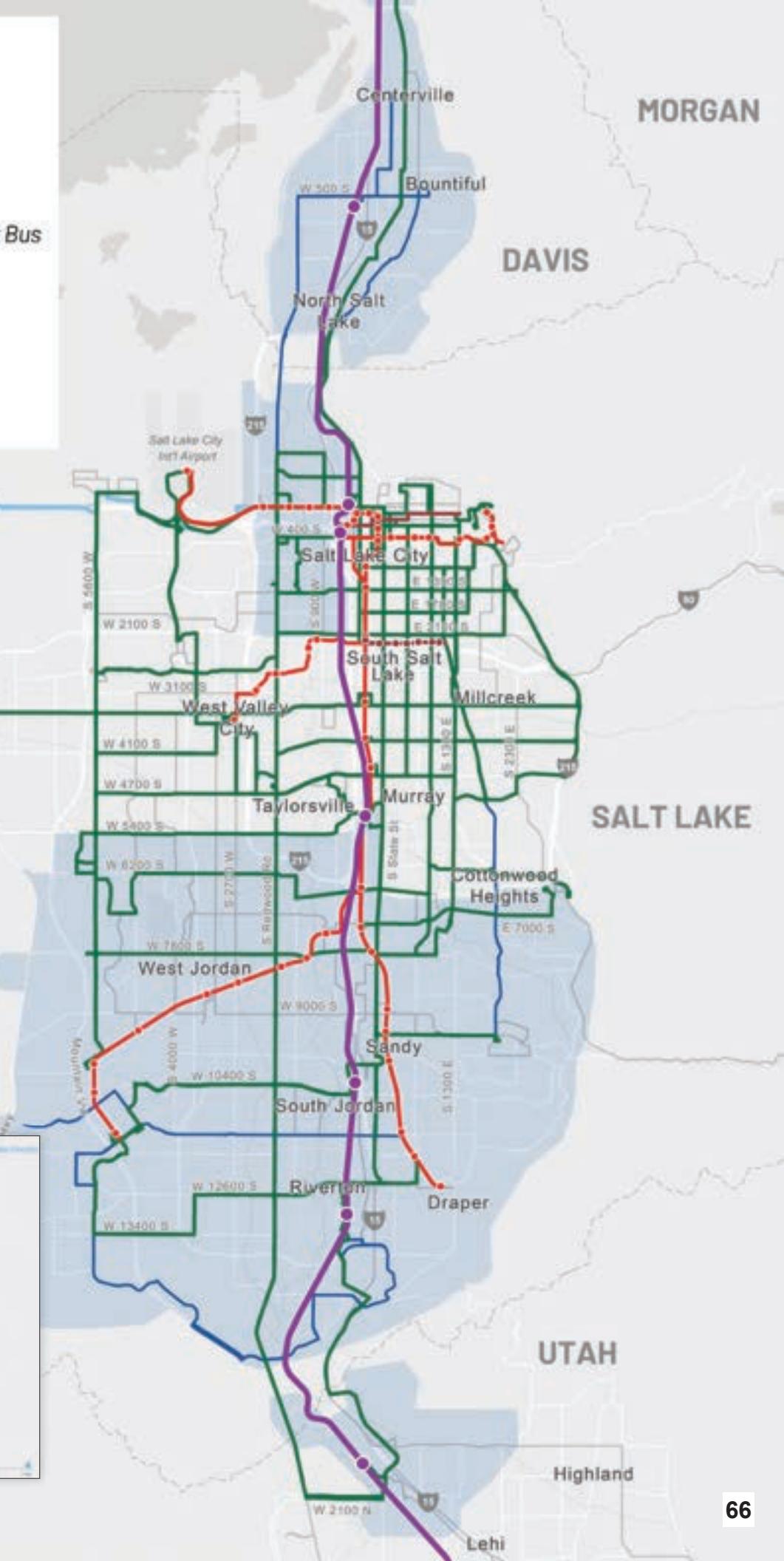
TOOELE COUNTY

Utah County

The cost-constrained UTA Moves 2050 Vision provides FrontRunner service seven days a week,[1] up to every 15 minutes during peak hours, and new or upgraded frequent bus service.

New or upgraded bus routes will give more people access to seven-day frequent service, including to growing parts of the county. Approximately 55% of Transit-Supportive Areas will have access to fixed-route transit service within a ½ mile, including over 80% of Equity Focus Areas.[5]

WHAT DO PROJECTS COST IN THIS COUNTY?[2]

$1.9B
Total capital cost

$45M
Additional annual operating cost
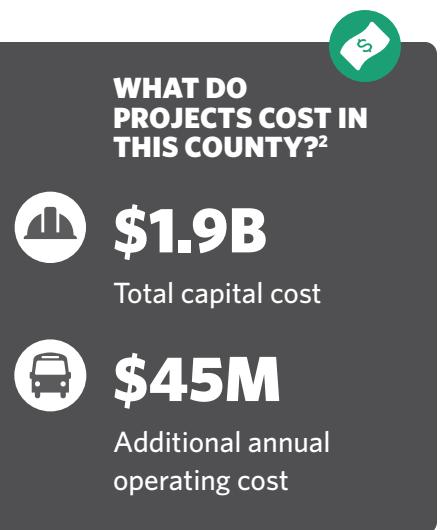
What's Included in This County?

9
total routes with frequent service (including 2 new frequent bus routes)

5
new Rapid Bus (3) and Enhanced Bus (2) routes

5
new routes, major route extensions, or new Innovative Mobility Zones

How Does This Benefit Utah County?

180K
additional residents[3]

110K
additional jobs[3]

32%
of residents

55%
of areas that can support transit[4]

80%
of Equity Focus Areas[5] that can support transit

within 1/2 mile of a frequent UTA route　　　within 1/2 mile of any UTA route

Notes: 1. Sunday FrontRunner service contingent on double-tracking. 2. Costs are in 2023 dollars. 3. Access to transit metrics compare current demographics with the current (Fall 2023) network to 2050 demographics (based on MAG or WFRC projections) with the future network. 4. Areas that can support transit have at least 10 jobs per acre, 15 residents per acre, or a combination. 5. Equity Focus Areas were identified using the Wasatch Front Regional Council's methodology for the 2023 Regional Transportation Plan, based on concentrations of low-income households and people identifying as members of racial and ethnic minority groups.

Selected Highlights

- New connections to Salt Lake County, including Point of the Mountain Rapid Bus
- Central Corridor Rapid Bus along State Street
- Frequent bus services, including between Lehi and Eagle Mountain
- Innovative Mobility Zone serving Thanksgiving Point
- UVX extension between UVU and Vineyard FrontRunner Station
- FrontRunner extension to Payson
- Upgraded limited stop service to Payson and Santaquin

UTAH COUNTY

- ⋯⋯ FrontRunner
- —— TRAX
- —— Streetcar
- —— Frequent Service Bus Network
  Rapid Bus, Enhanced Bus, Frequent Bus
- —— Local Bus Service
  Local Bus, Flex, Shuttle
- —— Limited Stop Service
- ▮ Innovative Mobility Zones
- —— Existing Transit Service

Why Is Sunday Service Important?

The demand for transit doesn't disappear on Sundays. For riders who have non-traditional working schedules, have lower incomes, or have a disability, providing consistent service throughout the week and weekend means improving access and ensuring equitable outcomes.

Providing systemwide Sunday service at Saturday service levels would cost roughly $9M annually, which is approximately the same cost as creating four new routes that run every 30 minutes.

How Many People Could Benefit from Sunday Service?

UTA FIXED ROUTE SERVICE

Approximately 1M people currently have access to fixed route service on Sundays

Current (2020): **1M**

Plan Network (2050): **1.5M**

500,000 additional people would have access with the Plan Network (2050)
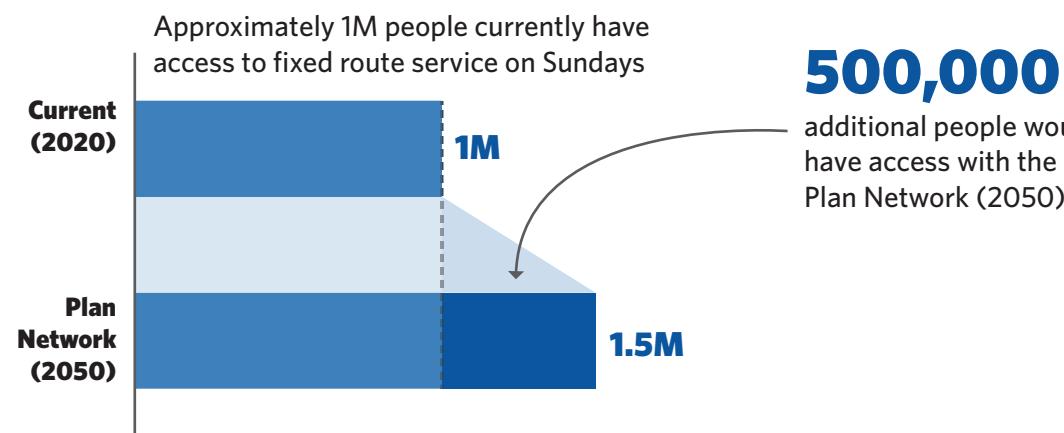
UTA FIXED ROUTE SERVICE AND INNOVATIVE MOBILITY ZONES

Including Innovative Mobility Zones, roughly 1M people currently have access to transit on Sundays

Current (2020): **1M**

Plan Network (2050): **2.2M**

1.2M additional people would have access with the Plan Network (2050) including new IMZs from the Plan Network
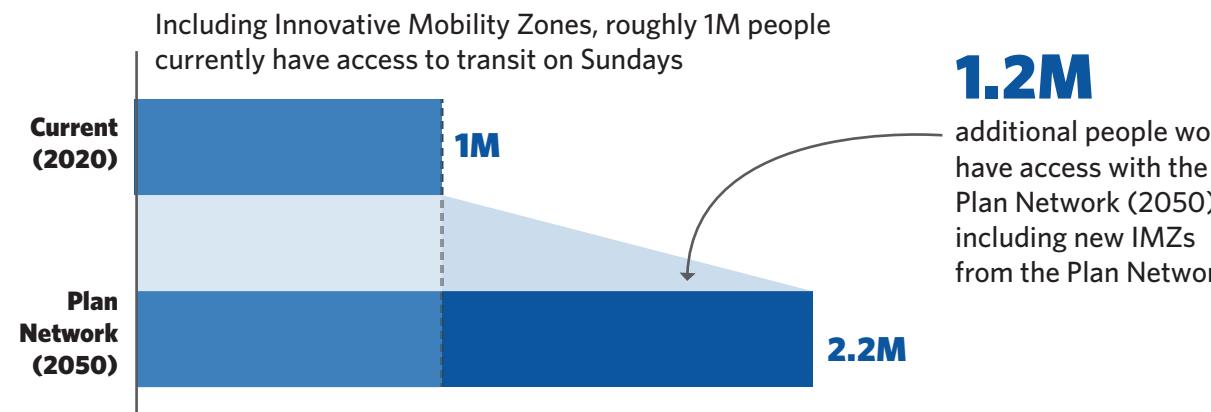
The maps below show differences in access between existing Sunday service and the Plan Network Sunday service throughout the UTA service area. The blue shading represents half-mile walking distance from transit stops.

EXISTING NETWORK (SUNDAY SERVICE)
- 1/2 Mile Buffer around Transit Service
- Innovative Mobility Zones
- Existing Transit Service

PLAN NETWORK (SUNDAY SERVICE)
- 1/2 Mile Buffer around Transit Service
- Innovative Mobility Zones
- Existing Transit Service
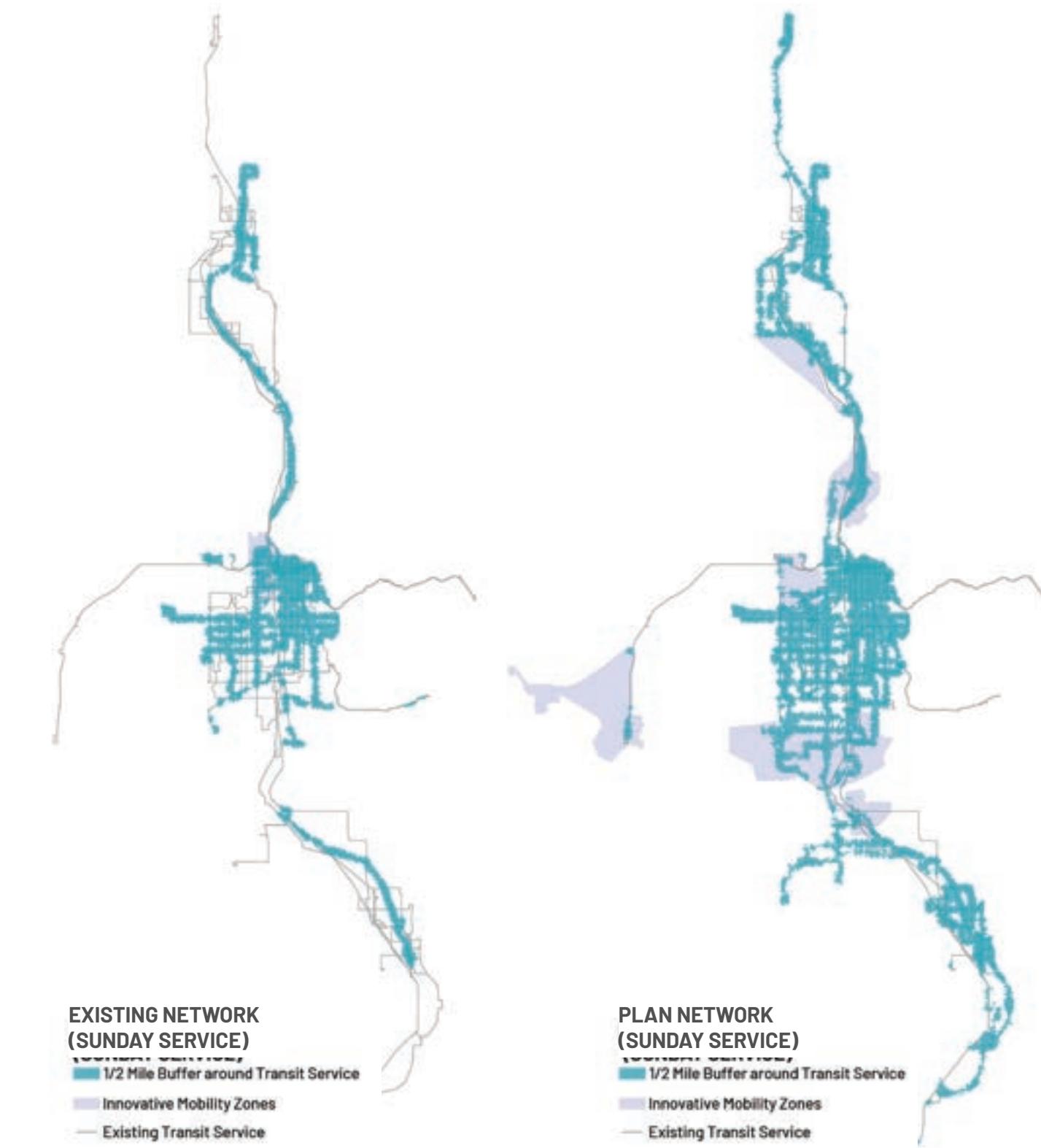
Corridor Preservation

UTA is forward-thinking in its approach to anticipating regional needs far into the future. By procuring right-of-way (or "preserving a corridor") in growing communities, UTA is positioned to build or improve transit options efficiently when the time is right

Corridor Preservation refers to the right-of-way owned by UTA. The corridors shown on the map in yellow are preserved for UTA use, whether that be light rail (TRAX), regional commuter rail (FrontRunner), or other mobility enhancements. UTA can use these corridors to best serve communities via transit for years to come by preserving right-of-way throughout the region. UTA will also need to acquire space to accommodate double-tracking for the existing FrontRunner system and expanded maintenance facilities for new or expanded services.

Key Areas of Current Corridor Preservation Owned By UTA:

- Ogden Bus Rapid Transit Corridor
- UVX Bus Rapid Transit Corridor
- FrontRunner North Extension Corridor, including:
  - Weber County: 1200 North to Box Elder County Line
  - Box Elder County: Weber County Line to Brigham City
- FrontRunner Corridor
- Denver & Rio Grande Western Trail Corridor
- TRAX Blue Corridor
- TRAX Red Corridor
- TRAX Green Corridor
- Downtown Streetcar Corridor
- Tintic Industrial Corridor
- Sharp Sub Corridor
- Bingham Industrial Lead Corridor
- Draper to Pleasant Grove Corridor
- Sharp-Tintic Connection Corridor

Key Areas of Future Corridor Preservation To Be Acquired By UTA:

- Pleasant View to Brigham City Corridor from 300 North, Brigham City to Weber County Line
- Pleasant View to Brigham City Corridor from Box Elder County Line to Ogden FrontRunner Station
- Mid-Jordan Extension Corridor from Daybreak Parkway TRAX Station to 12600 South and Bangerter Highway
- Transit Extension to University Corridor from 13200 South to Real Vista Drive
- West Weber Rail Corridor from 8300 West to Ogden FrontRunner Station

Corridor Preservation

VISION
- FrontRunner
- TRAX
- Streetcar
- Frequent Service Bus Network
  Rapid Bus, Enhanced Bus, Frequent Bus
- Local Bus Service
  Local Bus, Flex, Shuttle
- Limited Stop Service
- Innovative Mobility Zones
- Existing Transit Service
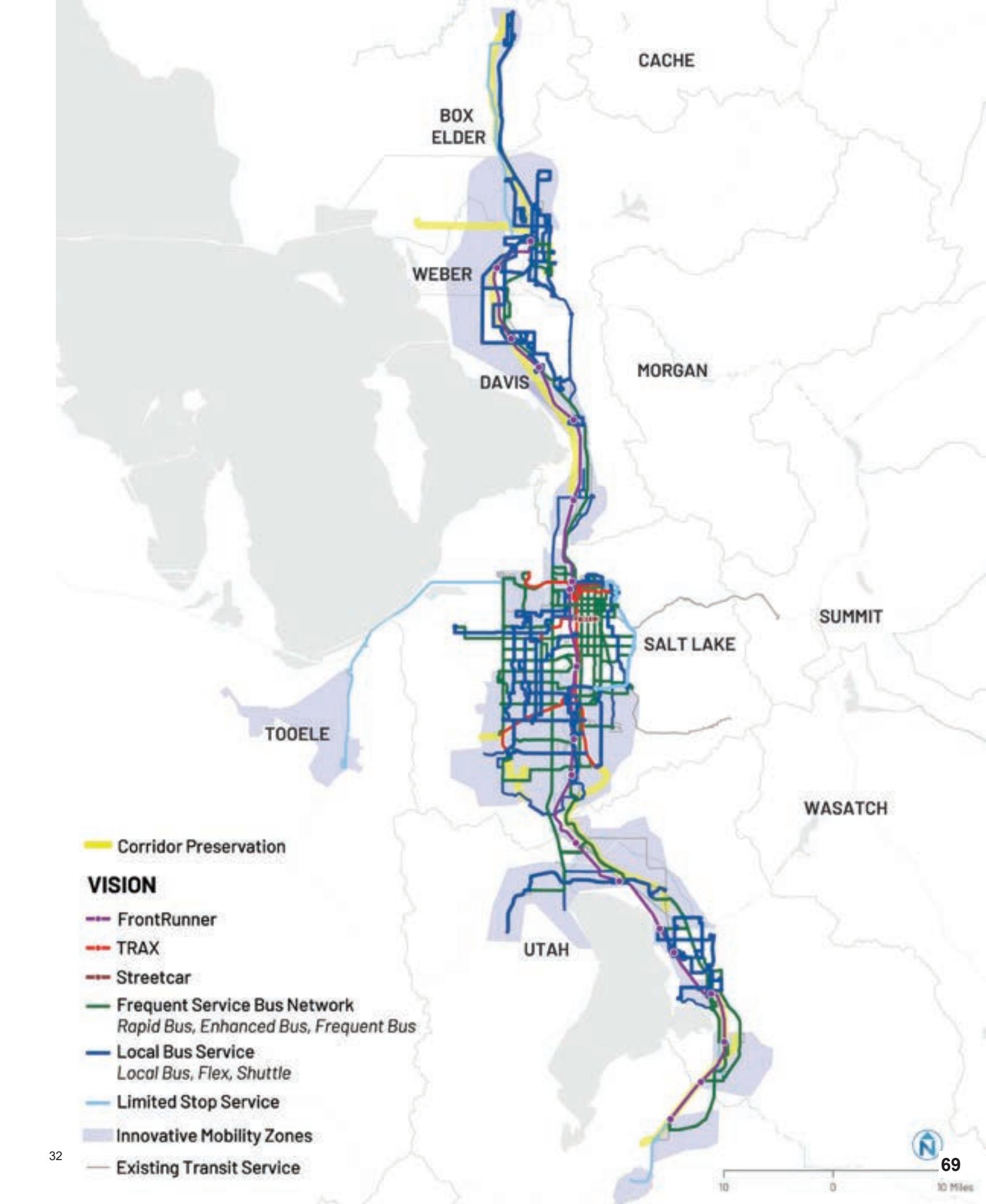
Vision Needs

The implementation of the UTA Moves 2050 Plan Network will make strides to address the greatest needs within the UTA service area.

The map on the adjacent page highlights the parts of the Vision Network that are not possible with existing funding. Most of these lines are existing routes where additional frequency or span improvements are not recommended in the Plan Network. These Vision Network improvements would address additional needs after the three phases of the Plan Network are implemented. They could be prioritized if additional funding becomes available.

The completion of all projects identified in the UTA Moves 2050 Vision Network is important to address the unmet transit demand throughout the UTA service area.

Remaining UTA Moves 2050 Vision Network Improvements

NEXT BUS IN
15 mins

2

new Frequent Bus routes

NEW

8

new or extended Local Bus routes, including 1 new Limited Stop route
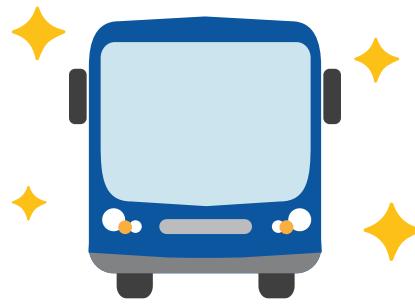
30+

routes that could see improvements in frequency or span

10

new Innovative Mobility Zones

VISION NEEDS

- ‑‑‑ FrontRunner
- ‑‑‑ TRAX
- ‑‑‑ Streetcar
- ——— Frequent Service Bus Network
  Rapid Bus, Enhanced Bus, Frequent Bus
- ——— Local Bus Service
  Local Bus, Flex, Shuttle
- ——— Limited Stop Service
- ▉ Innovative Mobility Zones
- ——— Existing Transit Service

CACHE

BOX ELDER

WEBER

MORGAN

DAVIS

SUMMIT

SALT LAKE

TOOELE

WASATCH
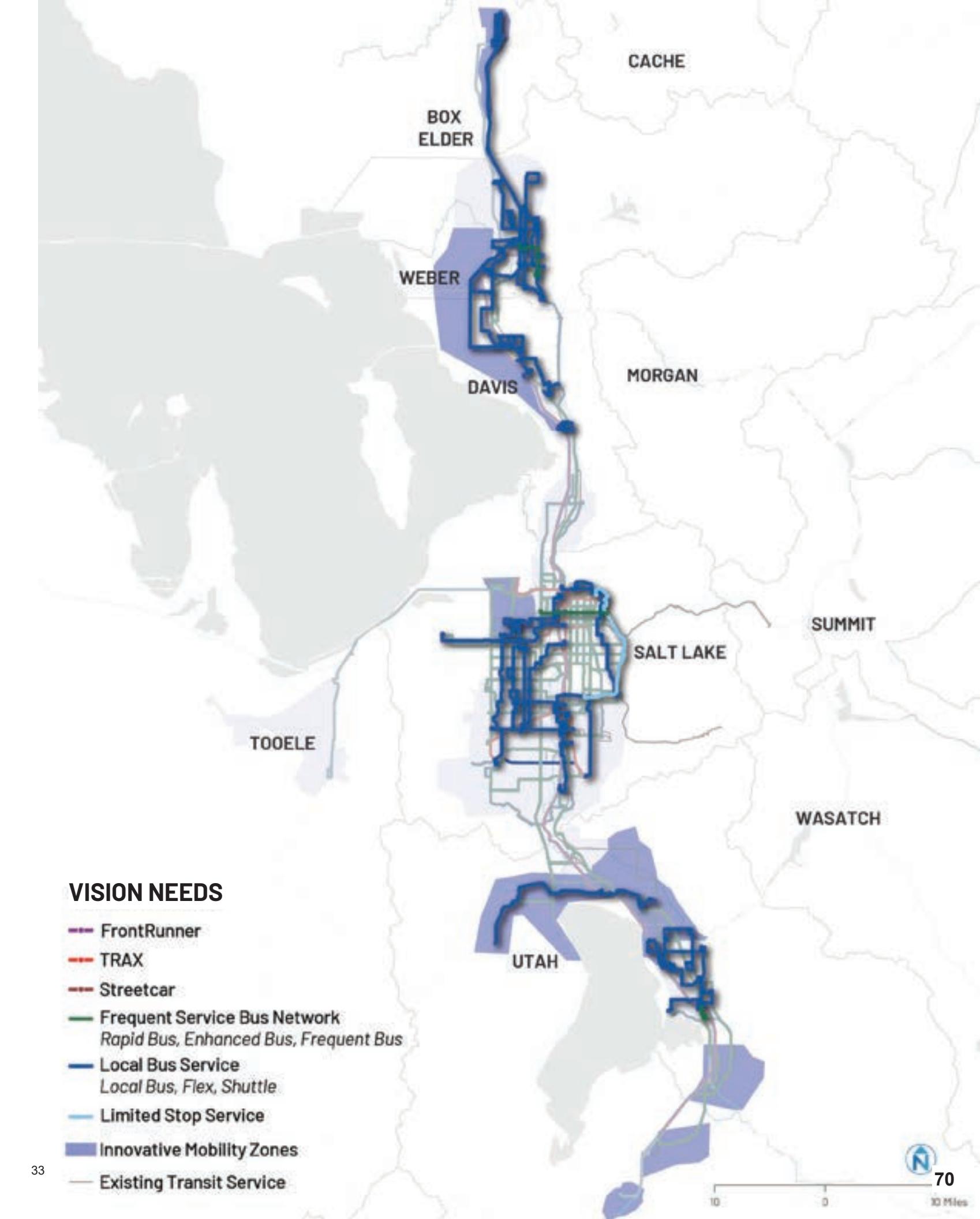
UTAH

Concurrent Planning Efforts

Point of the Mountain

The purpose of the Point of the Mountain (POM) Transit project is to improve mobility between southern Salt Lake County and northern Utah County, provide transit connections, support economic development, and meet growth-related transportation needs.

FrontRunner Forward

To accommodate Utah's growing population and the need for additional mobility options, UDOT and UTA are working to enhance the FrontRunner system. The FrontRunner Forward Project is determining strategic double track segments throughout the existing FrontRunner corridor to increase frequency, reliability, and travel time of FrontRunner.

Little Cottonwood Canyon EIS

UDOT released the Record of Decision (ROD) for the Little Cottonwood Canyon Environmental Impact Study (EIS) on July 12, 2023. The ROD is the final step in the EIS process and selects Gondola Alternative B, with phased implementation of Enhanced Bus Service Alternative components. UTA Moves 2050 does not make recommendations regarding Little Cottonwood Canyon transit service.

Statewide Transit Connections

UTA is collaborating with UDOT, Utah's Urban & Rural Specialized Transportation Association (URSTA), and other partners on ways to improve statewide transit connections, including a UDOT-led Intercity Bus Study.

Ski Service

UTA assesses service levels and routes on an annual basis. UTA Moves 2050 does not make recommendations on ski service.

Community Vision Efforts

Areas throughout the UTA region have visions specific to their communities. Some of these planning efforts include:

Rio Grande Plan

The Rio Grande Plan (RGP), a citizen-generated concept, proposes to realign heavy freight rail (Union Pacific), regional commuter rail (FrontRunner), and Amtrak rail under 500 West, by way of a "train box." The centerpiece of The RGP is the historic Rio Grande Depot, which is proposed to be restored and repurposed to become the hub of transit in the city and region. This new depot would accommodate Union Pacific, UTA FrontRunner, Amtrak, as well regional rail services such as TRAX light rail.

Light Rail

Community-led efforts for new light rail service include possible extensions of the Red Line south from Daybreak and light rail in Utah County.

Additional Transit Improvements

UTA recognizes that not all community vision elements are currently accounted for in the UTA Moves 2050 Plan. UTA will continue to work with transportation partners and the communities we serve to explore additional transit options for potential inclusion in future plan updates.

5

What Is Needed to Realize the UTA Moves Vision?

- Workforce
- Transit-Supportive Land Use Context
- Next Steps

Workforce

The future of UTA staff and workforce pipeline is critical to the long-term success of the agency.

What Will It Look Like?

- Improving staff retention and reducing turnover boosts morale, increases productivity and efficiency, and saves resources used by the People Office for the hiring and onboarding process.

- Attracting top, diverse talent for all positions and levels of UTA that reflects the residents of the Wasatch Front and their values. Implement excellent safety and customer service practices.

- Implementation of excellent safety and customer service practices.

What Will It Take?

- Achieving the aspirations and goals of the LRTP will require a larger investment in UTA's workforce to support the growing needs of the service area. Addressing driver shortages, creating sustainable work, and retaining employees is a priority for UTA. As part of continued efforts to recruit, hire and train operators, UTA will be continually monitoring and updating processes, implementing best practices, and identifying opportunities to improve.

- Evaluating work practices directly impacting operators and maintenance staff (i.e. shifts structure, overtime requirements, etc.)

- Successful employers in today's job market foster a workforce culture that provides pathways and opportunities for growth while celebrating diversity and excellence. The broad range of career opportunities within UTA support diverse skillsets and experiences represented by Utahns throughout the greater Wasatch Front.

- Continued development of partnerships with local community-based organizations, institutions, and higher education providers to develop , ways to support hiring and retention efforts.

Transit-Supportive Land Use Context

Success of UTA Moves 2050 will require more than high-quality transit service. This includes several important factors outside of UTA's control, known as the 6 Ds: density, diversity, design, distance, destination accessibility, and demand management.

What Will It Look Like?

DENSITY

Concentrating and intensifying activities near transit stations makes frequent transit possible; land use density is strongly related to transit demand.

DIVERSITY OF LAND USES

A mix of pedestrian-friendly uses create active streets that invite people to walk and take transit for more trips, and enables people to do more without a car.

DESIGN OF THE BUILT ENVIRONMENT

Pedestrian-friendly communities enable people of all ages and abilities to walk and roll to access transit and other destinations.

DISTANCE TO TRANSIT

A grid of well-connected streets with short blocks makes it easier and faster to access transit from places where people live, work, shop, and play.

DESTINATION ACCESSIBILITY

Aligning major destinations along reasonably direct corridors allows frequent transit lines to serve land uses efficiently.

DEMAND MANAGEMENT

Attractive alternatives encourage people to use transit, walk, and bike for more trips.

Next Steps

UTA Moves 2050 is the first long-range transit plan that UTA has undertaken. UTA plans to update the plan every four years; it will inform the ongoing Regional Transportation Plan (RTP) processes by WFRC and MAG. Funding priorities may be updated as part of the update process.

UTA Moves 2050 funding levels are consistent with the adopted 2023 RTPs, which assume continued increases in local funding. Updates to UTA Moves 2050 priorities and projects may be necessary as funding assumptions change.

UTA Moves 2050 incorporated public outreach in determining investment priorities. Continued public feedback should continue to inform which projects are implemented first.

UTA

Appendix: Project Sheets

UTA Moves 2050

Long-Range Transit Plan

2023-2050

Utah Transit Authority

December 2023 – DRAFT

About This Appendix

This appendix to UTA Moves 2050 provides project sheets for Phase 1 projects in the WFRC and MAG RTPs, as well as additional service projects identified as Phase 1 in UTA Moves 2050.

The Plan suggests potential amendments to RTP phasing or improvement type for some projects. In some cases this could mean possible modifications to future RTPs. Additional study and discussion with MPOs, UDOT, and community partners will be required as part of this process. The table below summarizes those amendments, including the page number in this appendix that includes a detailed project sheet.

Summary of Potential RTP Amendments or Possible Modifications to Future RTPs

Line and Name	Phase 1 Project Sheet Page	RTP Improvement Type	RTP Funded Phase	RTP Project Description	UTA Moves 2050 Phase	Phase 1 Priority	Potential Modifications to RTP Plans
256 5600 West	5	Core Route	1	5600 West Corridor Core Route (15 min service) from Downtown Salt Lake City to 5600 W Old Bingham Highway TRAX Station	1	Very High	The RTP currently shows Route 256 ending at the Old Bingham Highway TRAX station. While it connects to regional rail, this terminus does not serve Daybreak, which has transit supportive land uses (jobs and residents). Consideration should be given to extending Route 256 to Daybreak.
3 300 West	7	Core Route	1	300 West Corridor Core Route (10 min service) from North Temple FrontRunner Station to Central Pointe TRAX Station	1	High	Route 3 has one of the three highest productivity numbers (future passengers per hour) of any existing or future UTA bus route. Given ridership projections, economic growth along the corridor, and cost-effectiveness factors, Route 3 should be considered for upgrades from Enhanced Bus (Core Route) to Rapid Bus (BRT).
4 400 South/Foothill Drive	8	Core Route	1	400 South Corridor - Foothill Drive Core Route (10 min service) from Redwood Road to 3900 South & Wasatch Boulevard	1	High	Route 4 has one of the three highest productivity numbers (future passengers per hour) of any existing or future UTA bus route. Given ridership projections, economic growth, and cost-effectiveness factors, Route 4 should be considered for upgrades from Enhanced Bus (Core) Service to Rapid Bus Service (BRT).
200 State Street North	10	Bus Rapid Transit	2	State Street Bus Rapid Transit from North Temple FrontRunner Station to Midvale Center Station	2	High	The RTP identified this corridor for an upgrade to Rapid Bus (BRT) in Phase 2 (2033-2042) project, but with a Phase 1 need. Given ridership projections, economic growth, and cost-effectiveness factors, Route 200 should be considered in Phase 1 for upgrades to Rapid Bus (BRT).
217 Redwood Road	11	Core Route	1	Redwood Road Corridor Core Route (10 min service) from North Temple FrontRunner Station to West Jordan City Center TRAX Station	1	High	Ridership modeling, the corridor land uses, and travel patterns all suggest Route 217 could support additional service and infrastructure. Future RTP updates should consider an upgrade for Route 217 from Enhanced Bus (Core Route) to a Rapid Bus (BRT) designation.
TRAX Improvements	26	Light Rail	2	400 West - American Spur TRAX Extension from 400 West & 200 South to 200 West & 1300 South	1	Medium	TRAX improvements are included in Phases 2 and 3 of the RTP, including speed and reliability treatments, addition of the Orange Line, and additional new track, primarily in downtown Salt Lake City. Consideration should be given to fast-tracking these changes to Phase 1 (2023–2032) including accelerating the implementation of the Orange Line. Consideration for studying the full operating and capital costs of improving TRAX frequencies to better than 15 minutes should also be included in Phase 1.
710 TRAX Orange Line	27	Light Rail	2	Orange Line TRAX Reconfiguration from Salt Lake Central TRAX Station to Research Park	2	N/A (Phase 2 and Phase 3)	Projected ridership and cost effectiveness of this project was excellent. Consideration should be given to accelerating the implementation of the Orange Line to the 2023-2030 timeframe.
Frontrunner Improvements for Point of the Mountain	29	Commuter Rail	N/A	Not in RTP, but includes six additional miles of doubletracking and a station at The Point development	1	Not Evaluated	There is $200M already allocated to this project, and it may receive additional state legislative funds to complete its funding plan. Consideration should be given to including this project in the RTP.
33 3300 South	30	Core Route	1	3300 South / 3500 South Corridor Core Route (15 min service) from 2600 South & 9180 West to 3900 South & Wasatch Boulevard	1	Low	Route 33 does not serve many transit supportive areas and is not as cost-effective as most other core routes. Given its relative lower performance, consideration should be given to categorizing this route as a "Frequent Route" to improve frequency while deferring capital investments associated with a Core Route as currently identified in the RTP.
45 4500 South	31	Core Route	1	5400 South Corridor Core Route (15 min service) from 5600 West to 3900 South & Wasatch Boulevard	1	Low	Route 45 does not serve many transit supportive areas and is not as cost-effective as most other core routes. Given its relative lower performance, consideration should be given to categorizing this route as a "Frequent Route" to improve frequency while deferring capital investments associated with a Core Route as currently identified in the RTP.
54 5400 South	32	Core Route	1	5400 South Corridor Core Route (15 min service) from 5600 West to 3900 South & Wasatch Boulevard	1	Low	Route 54 does not serve many transit supportive areas and is not as cost-effective as most other core routes. Given its relative lower performance, consideration should be given to categorizing this route as a "Frequent Route" to improve frequency while deferring capital investments associated with a Core Route as currently identified in the RTP.
220 Highland Drive - 1100 East	34	Core Route	1	Local Link Core Route (15 min service) from 200 South to Holladay Boulevard	1	Low	Route 220 does not serve many transit supportive areas and is not as cost-effective as most other core routes. Given its relative lower performance, consideration should be given to categorizing this route as a "Frequent Route" to improve frequency while deferring Core Route capital investments as currently identified in the RTP.

Project Evaluation Metrics

Every potential route level improvement in the cost unconstrained Vision Network was analyzed with a combination of quantitative and qualitative evaluation metrics. Metrics were based on UTA's Strategic Plan goals and represent elements that are measurable, easy to understand, and replicable. Evaluation metrics include key elements such as ridership, capital and operating costs, public support, and social equity measures. Specific metrics and how they are consistent with the Strategic Plan are illustrated below.

Goal: Moving Utahns to a Better Quality of Life

Metric	How Did We Measure It?
People within 1/2 mile	Total number of people (2050) within ½ mile walk of transit stops along a project or route
Jobs within 1/2 mile	Total number of jobs (2050) within ½ mile walk of transit stops along a project or route
Potential to get more people to switch to transit	Based on transit modes that provide high-quality service (e.g., high frequency) to attract more riders

Goal: Exceeding Customer Expectations

Metric	How Did We Measure It?
Transit reliability benefits	Based on transit modes that provide transit priority to make service more reliable
Ridership per mile	Modeled future ridership (2050), per mile of project or route

Goal: Achieving Organizational Excellence

Metric	How Did We Measure It?
Capital cost	Cost-effectiveness in terms of the capital cost per rider
Operating and maintenance cost	Cost-effectiveness in terms of the annual operating & maintenance cost per rider

Goal: Building Community Support

Metric	How Did We Measure It?
Service to Equity Focus Areas	Percent of route or project walkshed within Equity Focus Areas
Support from outreach	Level of community support based on outreach results

Goal: Generating Critical Economic Return

Metric	How Did We Measure It?
Population growth within ½ mile of route or project	Change in future population within 1/2 mile transit walk access of route, compared to the baseline
Job growth within ½ mile of route or project	Change in future jobs within 1/2 mile transit walk access of route, compared to the baseline
Service to Transit Supportive Areas	Percent of route or project walkshed within Transit Supportive Areas (based on minimum density of population and jobs)

A value was calculated for each evaluation metric and then assigned a score based on which quintile rank it fit in for all projects. For instance, if an investment had one of the highest riders per mile, then it was assigned the highest rank. A composite score for all evaluation metrics was then developed. For Phase 1 projects, the composite scores were translated into a Very High, High, Medium, and Low category. Very High projects had a high composite score and were typically already under way. High projects represent new investments that had high composite scores. The Low category represents investments that did not appear to meet regional goals as well as the other investments that were evaluated.

PROJECT SHEETS

Upgrade Route 217 Redwood Road to Enhanced Bus (Core Route)

Achieving Our Goals[1]

Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	2028
Phase 1 Priority (2023–2032):	High

Description

Route 217 connects the North Temple FrontRunner Station with the West Jordan City Center Station with frequent weekday and Saturday service. This project would add more customer amenities such as bus shelters and benches as well as targeted speed and reliability treatments such as queue jumps and transit signal priority (TSP) to improve travel times. Weekday service would be improved to operate every 10 minutes while Sunday service would be improved to 15 minute service.

Potential RTP Amendment: Ridership modeling, the corridor land uses, and travel patterns all suggest Route 217 could support additional service and infrastructure. Future RTP updates should consider an upgrade for Route 217 from Enhanced Bus (Core Route) to a Rapid Bus (BRT) designation.

[1]For Capital Cost and Operating and Maintenance Cost in the goals chart, a higher score refers to a lower cost.

$17.27M Capital Costs (2023$)

$3.93M Annual O&M Costs (2023$)

11 | UTA Moves 2050 / Appendix C: Project Sheets

Upgrade Route 2 200 South to Rapid Bus (Bus Rapid Transit)
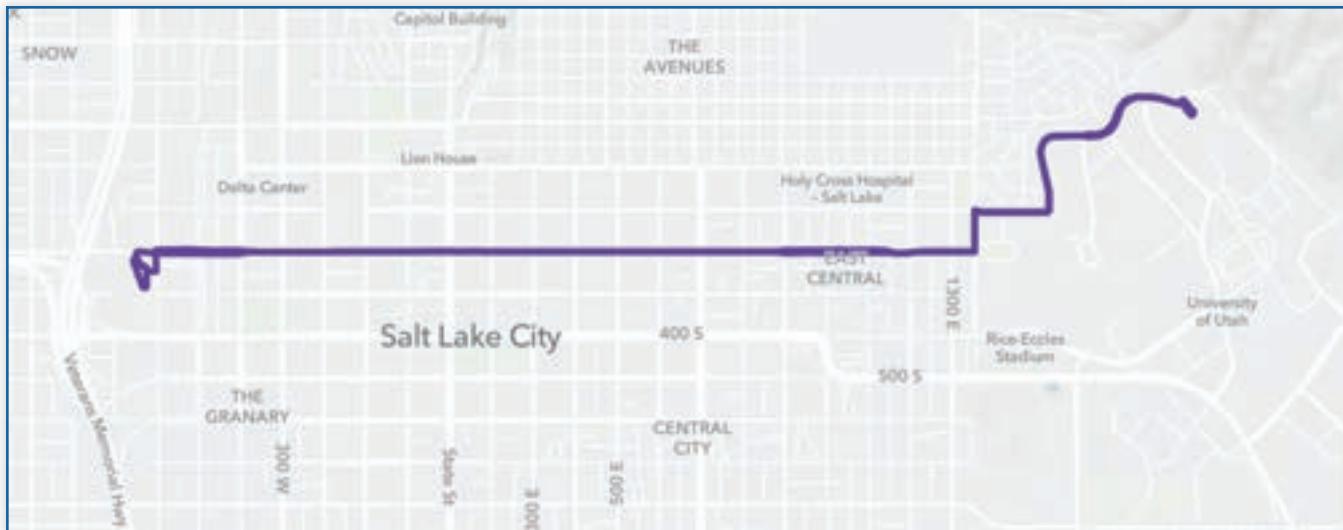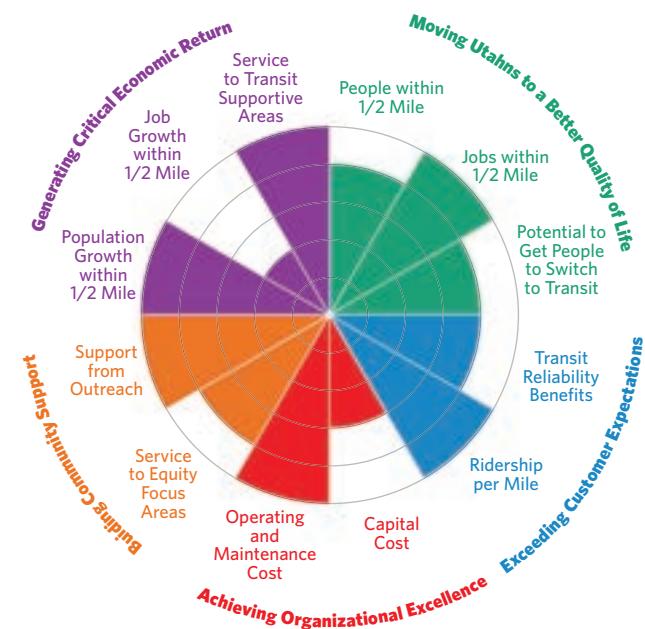
Achieving Our Goals[1]

Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	2028
Phase 1 Priority (2023–2032):	Very High

Description

Route 2 connects Salt Lake Central Station, downtown Salt Lake City, and the University of Utah with frequent weekday and Saturday service. This project would add Rapid Bus (BRT) elements including branding, off-board fare collection, elevated platforms, and enhanced stations as well as robust speed and reliability treatments such as bus lanes and transit signal priority (TSP) to improve travel times. Weekday service would be more frequent than every 15 minutes, while Sunday service would be improved to every 15 minutes.

Salt Lake City is currently upgrading 200 South with Transit Priority infrastructure, including bus lanes.

$40.5M
Capital Costs (2023$)

$1.95M
Annual O&M Costs (2023$)

[1]For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.

AR2024-02-01
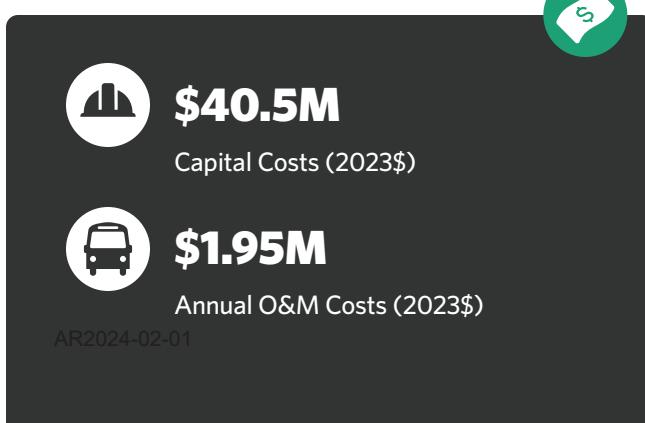
Implement Route 256 5600 West Enhanced Bus (Core Route)
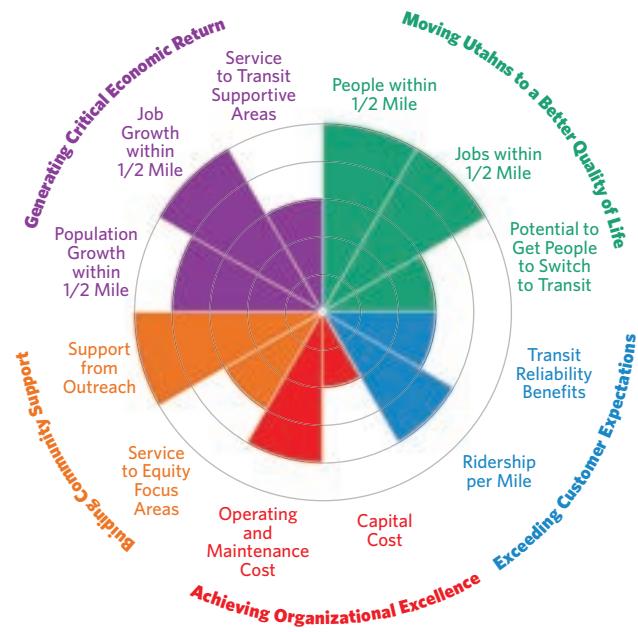
Achieving Our Goals[1]

Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	2028
Phase 1 Priority (2023–2032):	Very High

Description

Route 256 is a new Enhanced Bus line (Core Route) connecting Downtown Salt Lake City, Salt Lake International Airport, International Center and the 5600 West corridor to the Old Bingham Highway TRAX Station. This project would add more customer amenities such as bus shelters and benches as well as targeted speed and reliability treatments such as queue jumps and transit signal priority (TSP) to improve travel times. Service would operate every 15 minutes seven days a week and provide a direct, fast connection between the Mountain View corridor and the Airport.

Potential RTP Amendment: The RTP currently shows Route 256 ending at the Old Bingham Highway TRAX station. While it connects to regional rail, this terminus does not serve Daybreak, which has transit supportive land uses (jobs and residents). Consideration should be given to extending Route 256 to Daybreak.
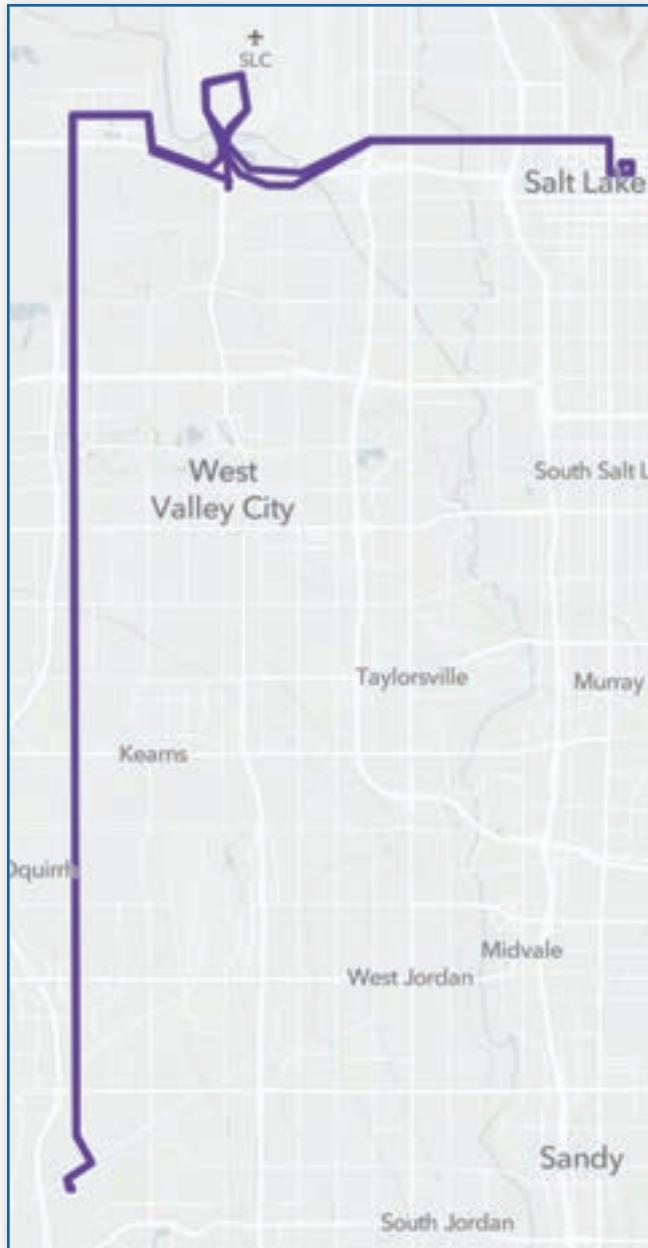
[1]For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.

$70.0M
Capital Costs (2023$)

$3.53M
Annual O&M Costs (2023$)

Prepare FrontRunner for Better Frequency and Higher Speed Operations

Achieving Our Goals[1]
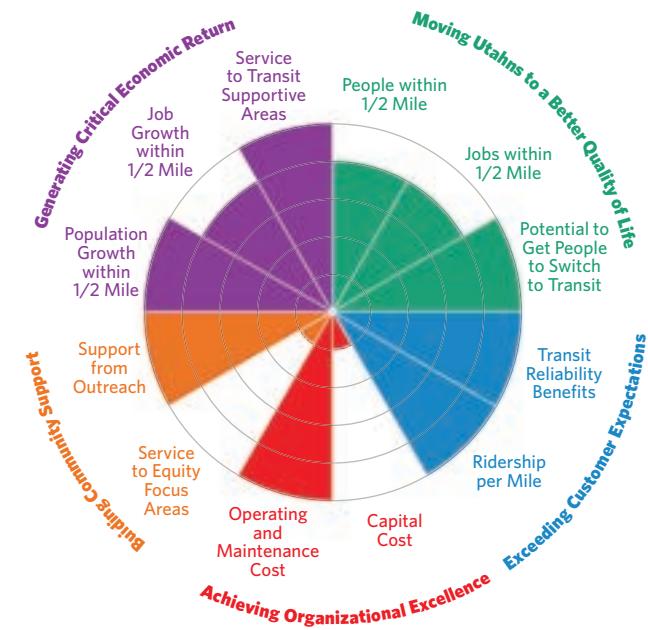
Location, Priority, and Phasing

Counties	Weber, Davis, Salt Lake, Utah
MPOs	WFRC, MAG
RTP Implementation Year:	2028
Phase 1 Priority (2023–2032):	Very High

Description

As part of FrontRunner Forward, the capacity of FrontRunner service is anticipated to be expanded. This includes strategic doubletracking (nine sections of new double track), additional train sets, and signal improvements. Service improvements including Sunday service and trains up to every 15 minutes at peak times are contingent on completion of the doubletracking. While the capital costs of these investments is high, the anticipated ridership and productivity are high as well.

Note: The capital and operating costs are shown for FrontRunner upgrades in Phase 1 of the WFRC and MAG RTPs and do not include additional upgrades in later RTP phases.


$966.1M
Capital Costs (2023$)

$16.32M
Annual O&M Costs (2023$)

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[1]For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.

AR2024-02-01   44

Implement Route 3 300 West Enhanced Bus (Core Route)
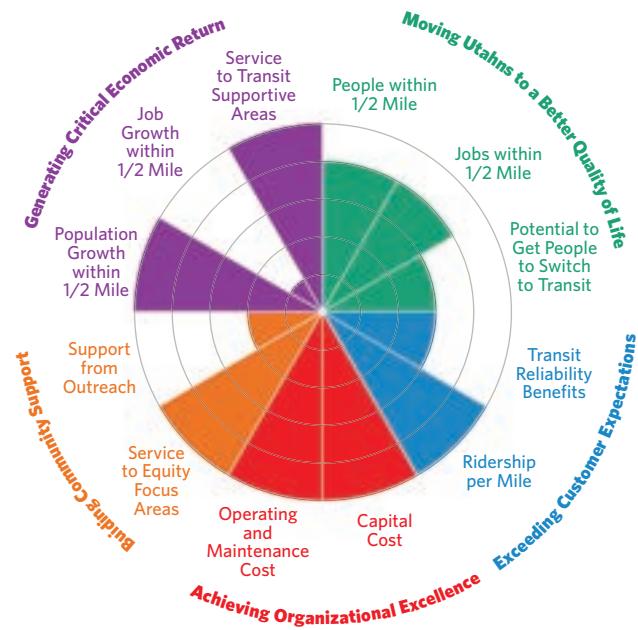
Achieving Our Goals[1]

Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	2028
Phase 1 Priority (2023–2032):	High

Description

Route 3 is a new Core Route connecting North Temple FrontRunner Station, 300 West, and Central Pointe Station. It provide a direct, frequent service in a rapidly growing area of Salt Lake City. This project would add more customer amenities such as bus shelters and benches as well as targeted speed and reliability treatments such as queue jumps and transit signal priority (TSP) to improve travel times.

Potential RTP Amendment: Route 3 has one of the three highest productivity numbers (future passengers per hour) of any existing or future UTA bus route. Given ridership projections, economic growth along the corridor, and cost-effectiveness factors, Route 3 should be considered for upgrades from Enhanced Bus (Core Route) to Rapid Bus (BRT).

$4.62M
Capital Costs (2023$)

$1.05M
Annual O&M Costs (2023$)

[1]For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.

AR2024-02-01

DRAFT

Upgrade Route 4 400 South / Foothill Drive to Enhanced Bus (Core Route)

Achieving Our Goals[1]

Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	2028
Phase 1 Priority (2023–2032):	High

Description

Route 4 connects Olympus Cove Park and Ride, Wasatch Boulevard, Foothill Drive, University of Utah, 400 S, Downtown Salt Lake City, 400 S, and Redwood Road. This project would add more customer amenities such as bus shelters and benches as well as targeted speed and reliability treatments such as queue jumps and transit signal priority (TSP) to improve travel times. Weekday frequencies would be improved to every 10 minutes while Saturday and Sunday frequencies would be improved to every 15 minutes.

Potential RTP Amendment: Route 4 has high productivity numbers (future passengers per hour). Given ridership projections, economic growth, and cost-effectiveness factors, Route 4 should be considered for upgrades from Enhanced Bus (Core Route) to Rapid Bus (BRT).

$13.2M
Capital Costs (2023$)

$3.0M
Annual O&M Costs (2023$)

[1]For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.

46

DRAFT

Upgrade Route 35 3500 South to Enhanced Bus (Core Route)
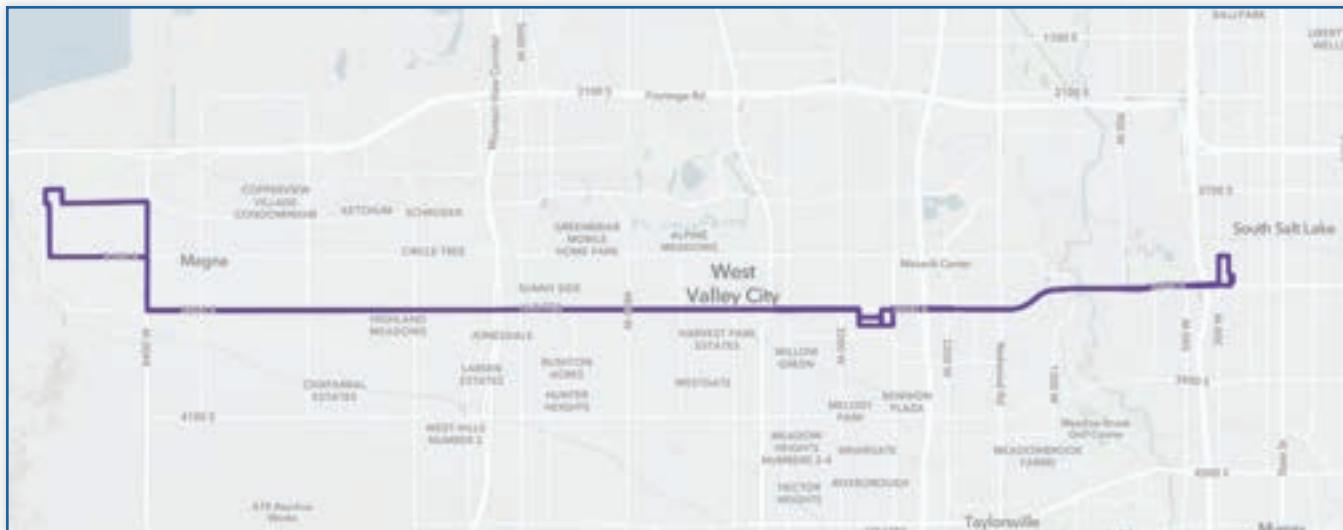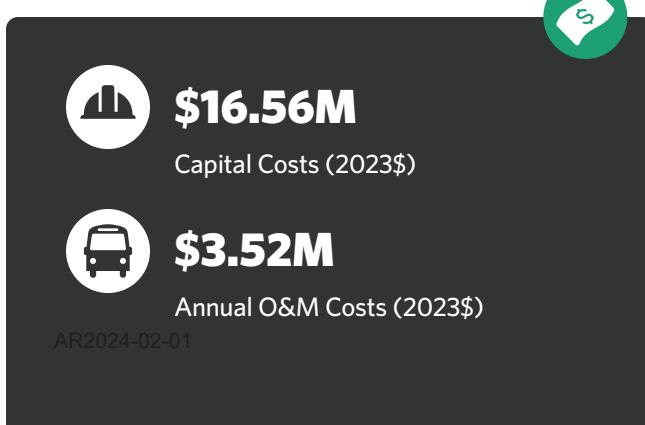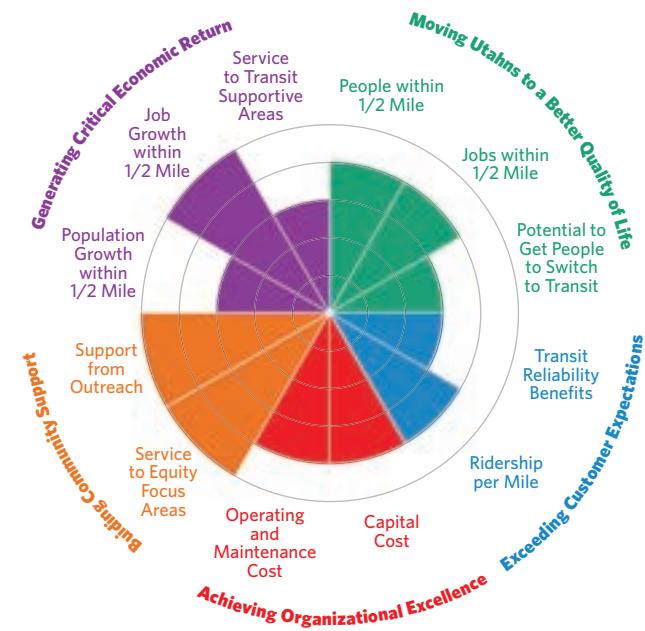
Achieving Our Goals[1]

Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	2028
Phase 1 Priority (2023–2032):	High

Description

Route 35 connects Magna, 3500 West, West Valley Central Station, and the Millcreek TRAX Station. This project would add more customer amenities such as bus shelters and benches as well as targeted speed and reliability treatments such as queue jumps and transit signal priority (TSP) to improve travel times. Sunday service would be improved to every 15 minutes.

$16.56M
Capital Costs (2023$)

$3.52M
Annual O&M Costs (2023$)

[1]For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.

AR2024-02-01

47

84

# Upgrade Route 200 State Street North to Rapid Bus (Bus Rapid Transit)
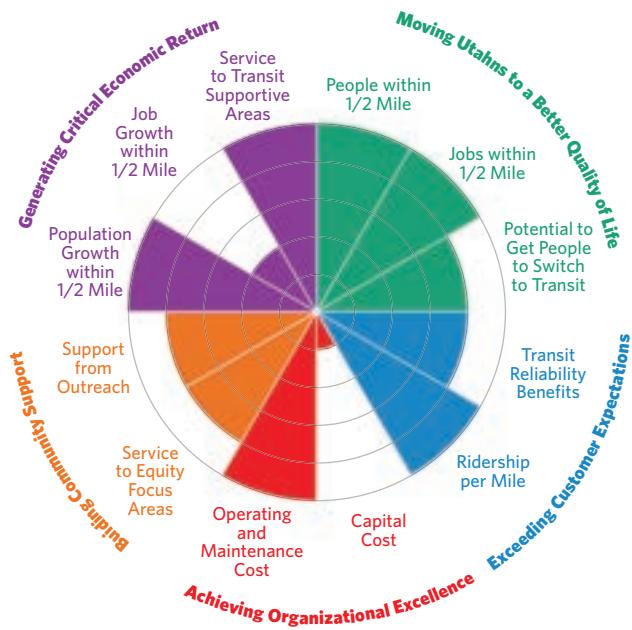
Achieving Our Goals[1]

Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	2028
Phase 2 Priority (2033–2042):	High

Description

Route 200 connects the North Temple FrontRunner Station with downtown Salt Lake City and Murray Central Station. This project would add Rapid Bus (BRT) elements including branding, off-board fare collection, elevated platforms, and enhanced stations as well as speed and reliability treatments such as bus lanes and transit signal priority (TSP) to improve travel times. Service would be every 15 minutes seven days a week. The Capital will continue to have service once Route 200 service levels are upgraded.

Potential RTP Amendment: The RTP identified this corridor for an upgrade to Rapid Bus (BRT) in Phase 2 (2033-2042) project, but with a Phase 1 need. Given ridership projections, economic growth, and cost-effectiveness factors, Route 200 should be considered in Phase 1 for upgrades to Rapid Bus (BRT).
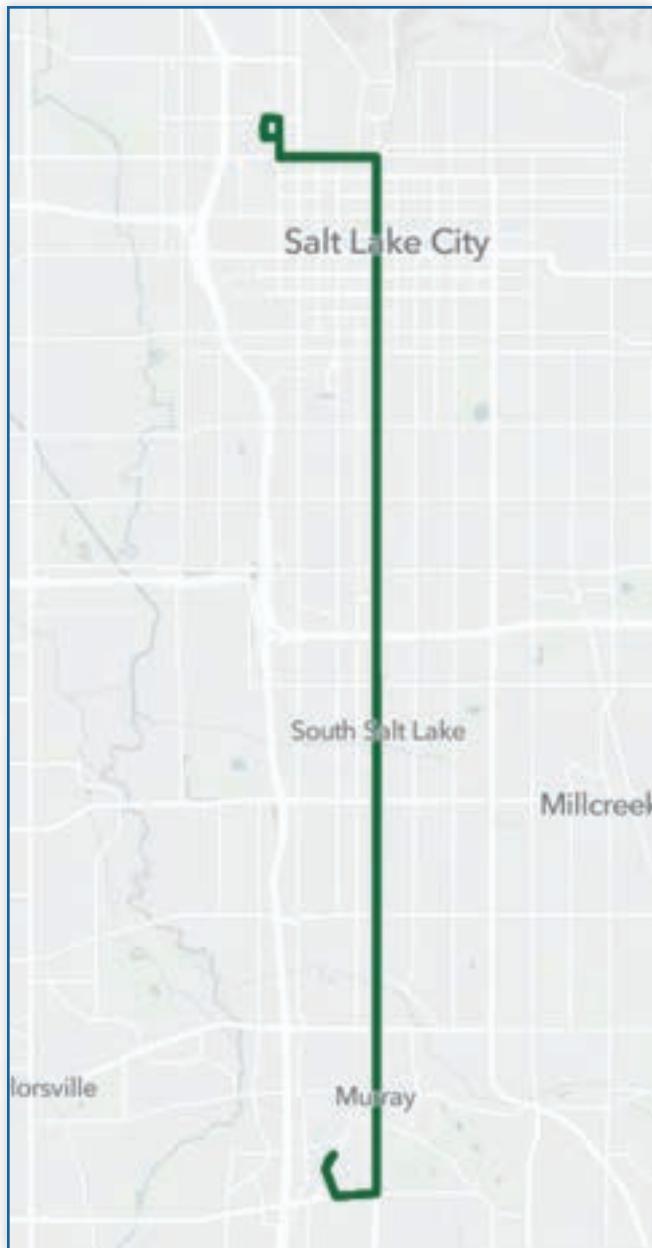

$5.22M
Capital Costs (2023$)

$130,000
Annual O&M Costs (2023$)

[1]For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.

48

Upgrade Route 217 Redwood Road to Enhanced Bus (Core Route)

Achieving Our Goals[1]

Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	2028
Phase 1 Priority (2023–2032):	High

Description

Route 217 connects the North Temple FrontRunner Station with the West Jordan City Center Station with frequent weekday and Saturday service. This project would add more customer amenities such as bus shelters and benches as well as targeted speed and reliability treatments such as queue jumps and transit signal priority (TSP) to improve travel times. Weekday service would be improved to operate every 10 minutes while Sunday service would be improved to 15 minute service.

Potential RTP Amendment: Ridership modeling, the corridor land uses, and travel patterns all suggest Route 217 could support additional service and infrastructure. Future RTP updates should consider an upgrade for Route 217 from Enhanced Bus (Core Route) to a Rapid Bus (BRT) designation.

[1]For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.

$17.27M
Capital Costs (2023$)

$3.93M
Annual O&M Costs (2023$)

DRAFT

Implement the Midvalley Connector Rapid Bus (Bus Rapid Transit)
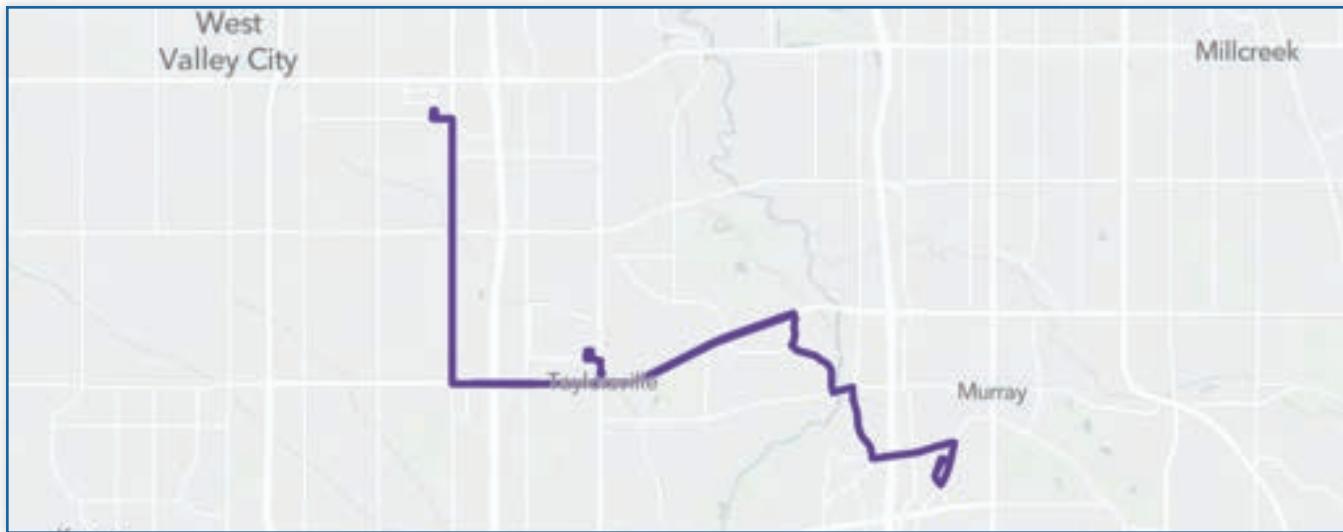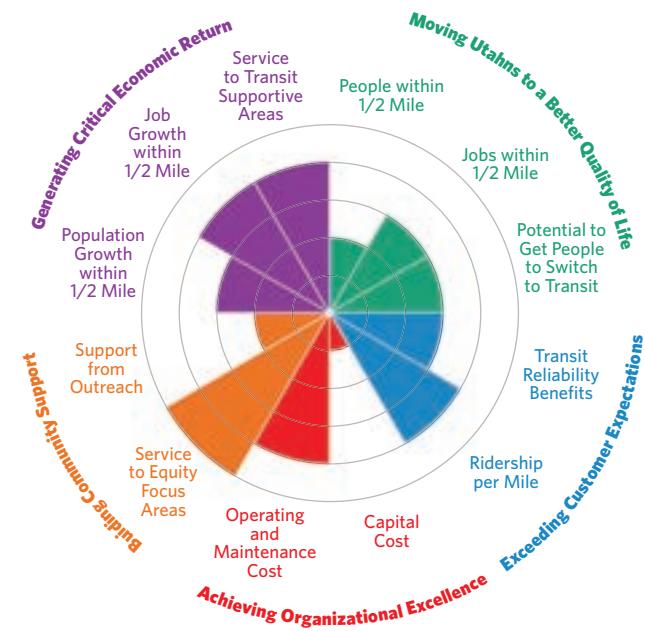
Achieving Our Goals[1]

Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	2028
Phase 1 Priority (2023–2032):	Very High

Description

The Midvalley Connector Rapid Bus (BRT) will connect Murray Central Station to the SLCC Redwood Campus and West Valley Central Station. The Rapid Bus line has passed environmental reviews and is entering construction.

Rapid Bus (BRT) elements include branding, off-board fare collection, elevated platforms, and enhanced stations as well as robust speed and reliability treatments such as bus lanes and transit signal priority (TSP) to improve travel times.


$115.0M
Capital Costs (2023$)

$1.03M
Annual O&M Costs (2023$)

[1]For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.

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DRAFT
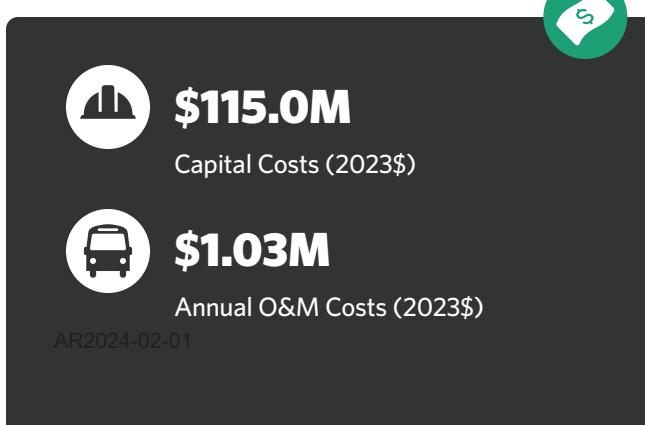
Implement Davis – Salt Lake City Community Connector Enhanced Bus (Core Route)
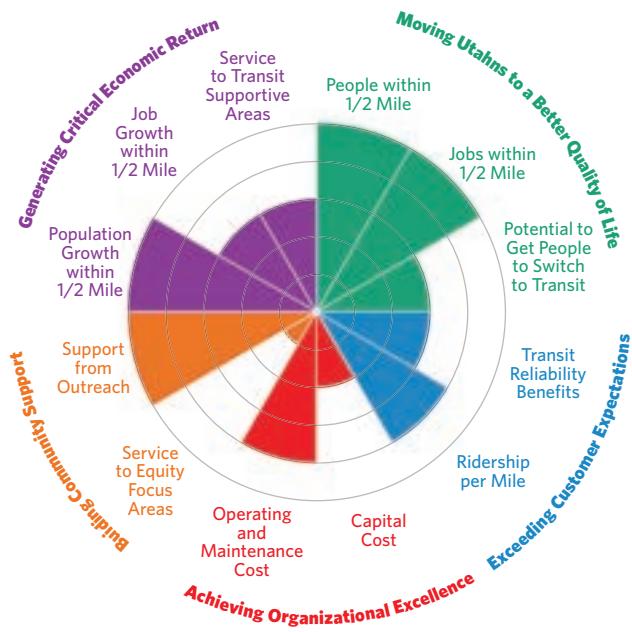
Achieving Our Goals[1]

Location, Priority, and Phasing

County	Davis, Salt Lake
MPO	WFRC
RTP Implementation Year:	2028
Phase 1 Priority (2023–2032):	High

Description

This project will connect the Farmington FrontRunner Station, Centerville, Bountiful, North Salt Lake, and other areas of south Davis County to downtown Salt Lake City and Research Park. The project will also include speed and reliability treatments to improve travel times and customer amenities such as branded shelters.


[1]For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.

$75.6M
Capital Costs (2023$)

$6.38M
Annual O&M Costs (2023$)

AR2024-02-01   51

Upgrade Route 850 to Central Corridor State Street Enhanced Bus (Core Route)
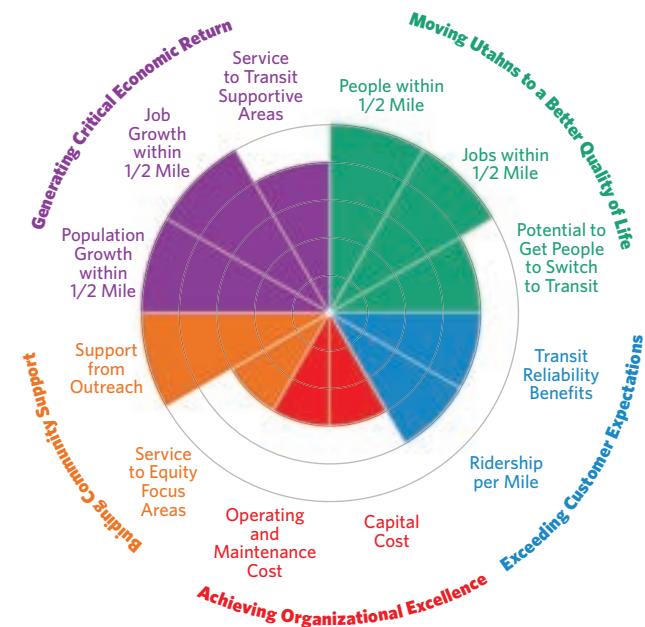
Achieving Our Goals[1]

Location, Priority, and Phasing

County	Utah
MPO	MAG
RTP Implementation Year:	2023–2032
Phase 1 Priority (2023–2032):	High

Description

This project will connect the Lehi FrontRunner Station, American Fork, Orem, Provo, and the Provo Central FrontRunner Station. The project will also include speed and reliability treatments such as transit signal priority and passenger amenities such as branded shelters. These improvements will help support a future transition to full Rapid Bus (BRT) service in this corridor.
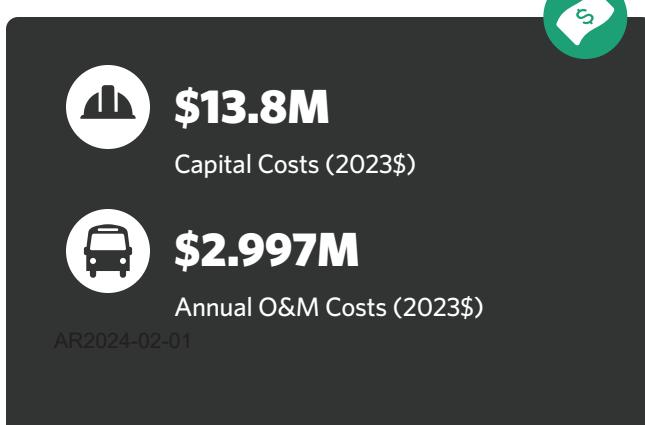
$13.8M
Capital Costs (2023$)

$2.997M
Annual O&M Costs (2023$)

[1]For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.

AR2024-02-01   52   **89**

Extend UVX to Vineyard FrontRunner Station
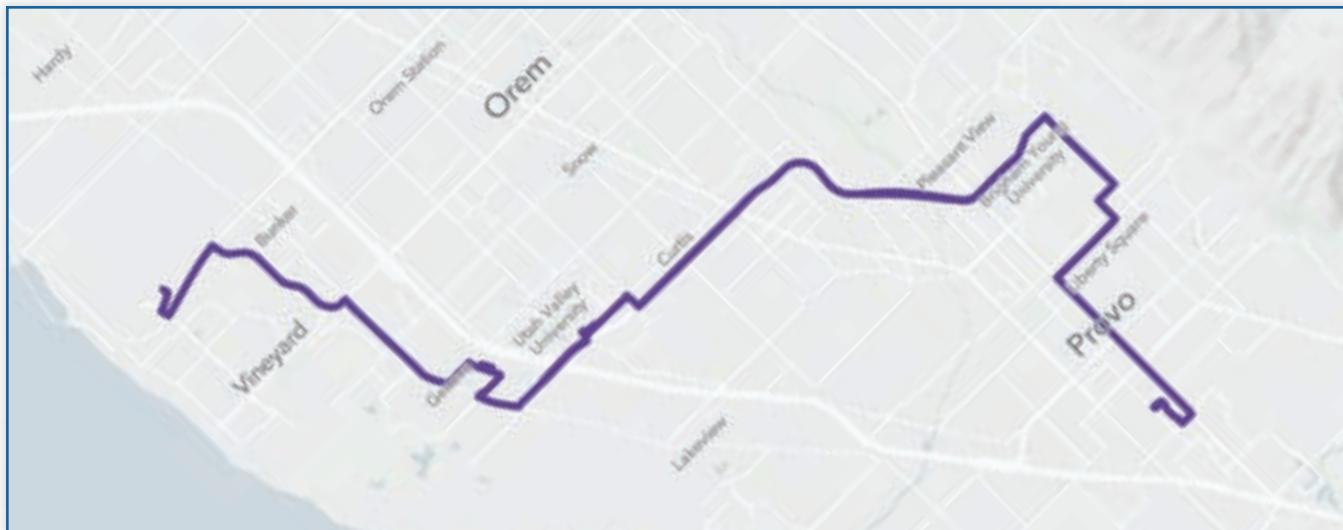
Achieving Our Goals[1]
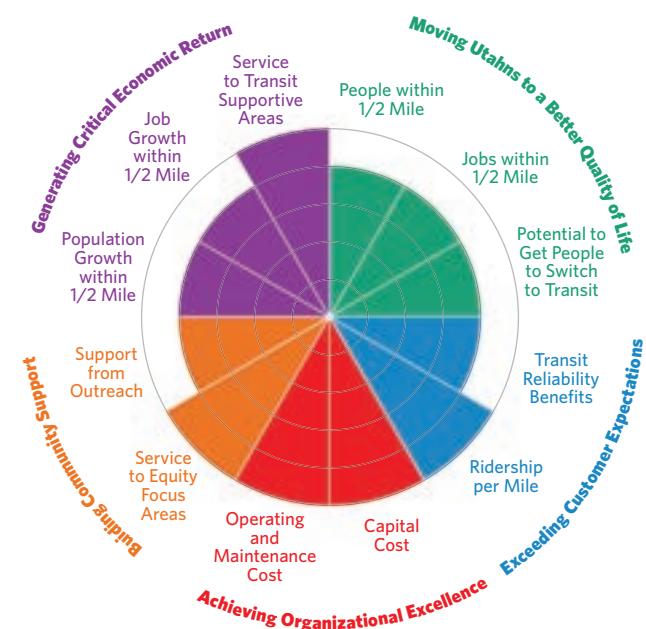
Location, Priority, and Phasing

County	Utah
MPO	
RTP Implementation Year:	2023–2032
Phase 1 Priority (2023–2032):	High

Description

This project will extend the UVX Rapid Bus (BRT) line from Orem Central FrontRunner Station to Vineyard Station. Anticipated frequencies are expected to remain at today's levels. The extension will incorporate speed and reliability treatments such as transit signal priority and passenger amenities such as branded shelters. A second extension from the southern terminus will serve the Provo Airport (see separate project sheet).

This project will require additional study and the extension would not be feasible until development at Vineyard is built out sufficiently to warrant this level of service.

$1.6M
Capital Costs (2023$)

$339,000
Annual O&M Costs (2023$)

[1]For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.
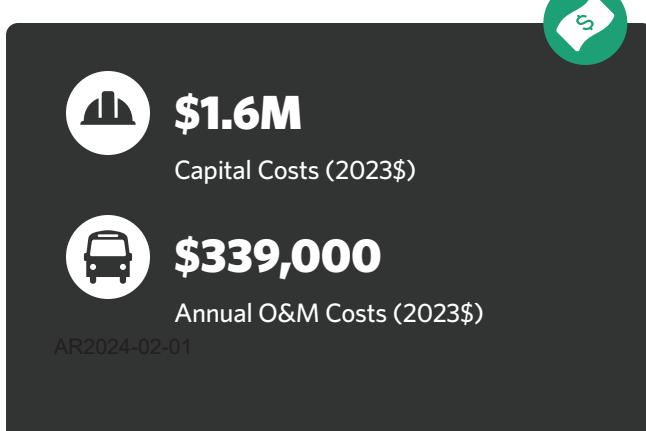
Upgrade Route 1 Rose Park / South Temple to Enhanced Bus (Core Route)
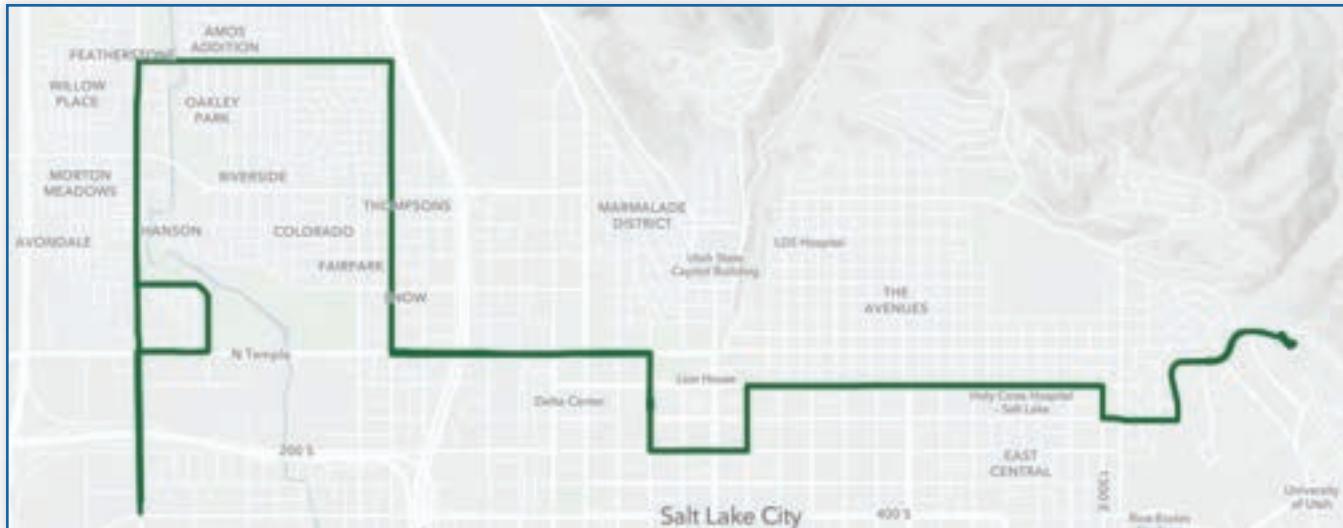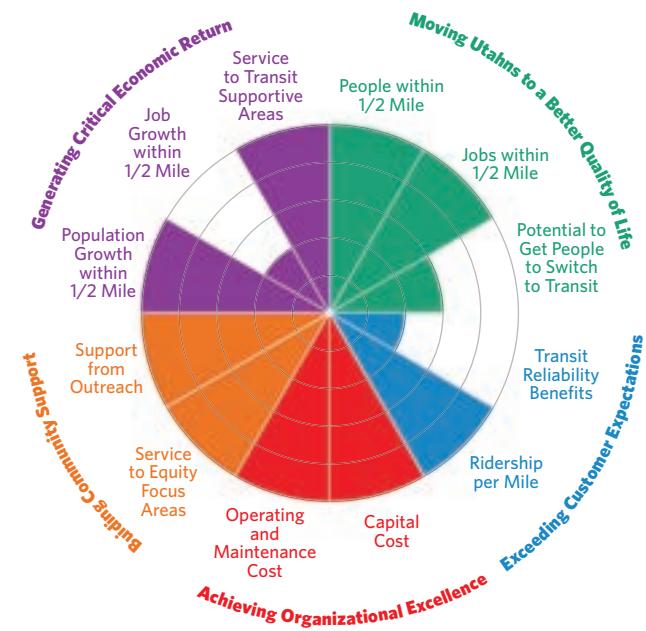

Achieving Our Goals[1]

Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	2028
Phase 1 Priority (2023–2032):	Medium

Description

Route 1 connects Rose Park, downtown Salt Lake City, and the University of Utah with frequent weekday and Saturday service. This project would add more customer amenities such as bus shelters and benches as well as targeted speed and reliability treatments such as queue jumps and transit signal priority (TSP) to improve travel times. Sunday service would be improved to every 15 minutes.

$7.2M
Capital Costs (2023$)

$610,000
Annual O&M Costs (2023$)

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54
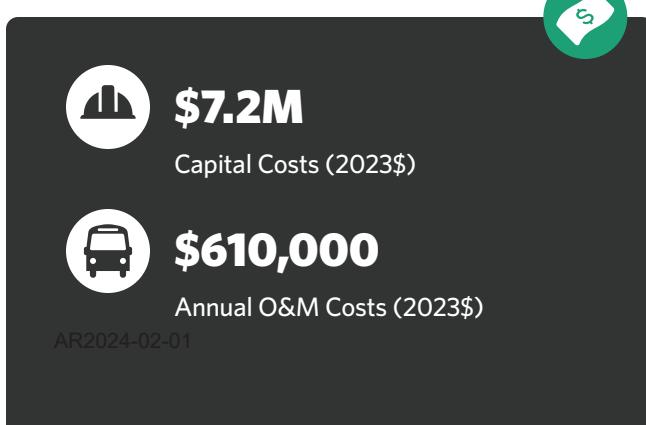
[1]For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.

Upgrade Route 9 900 South to Enhanced Bus (Core Route)
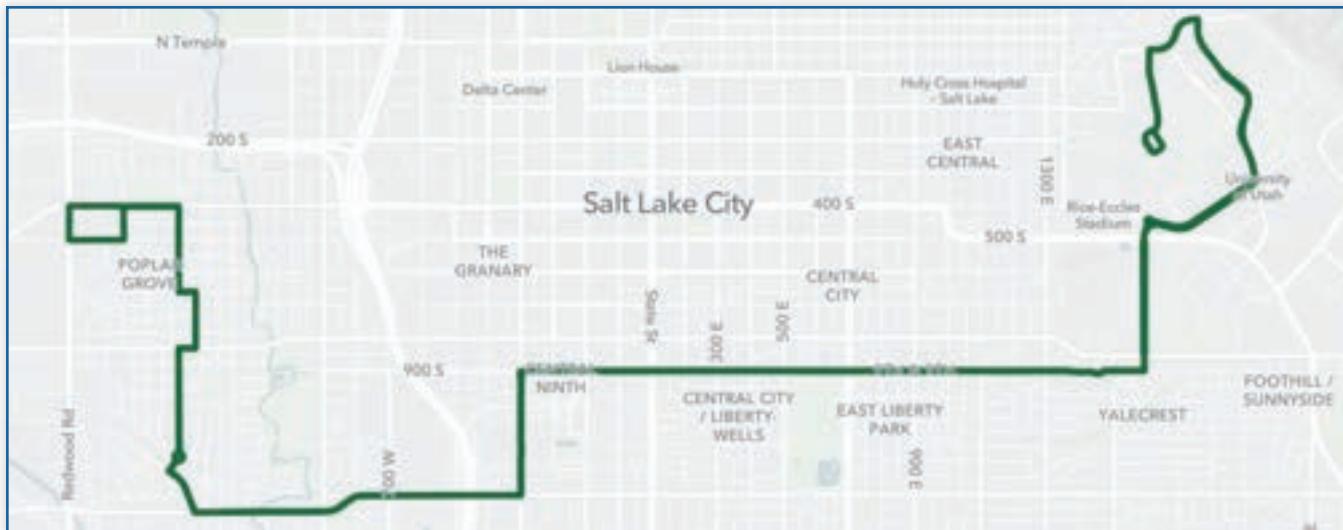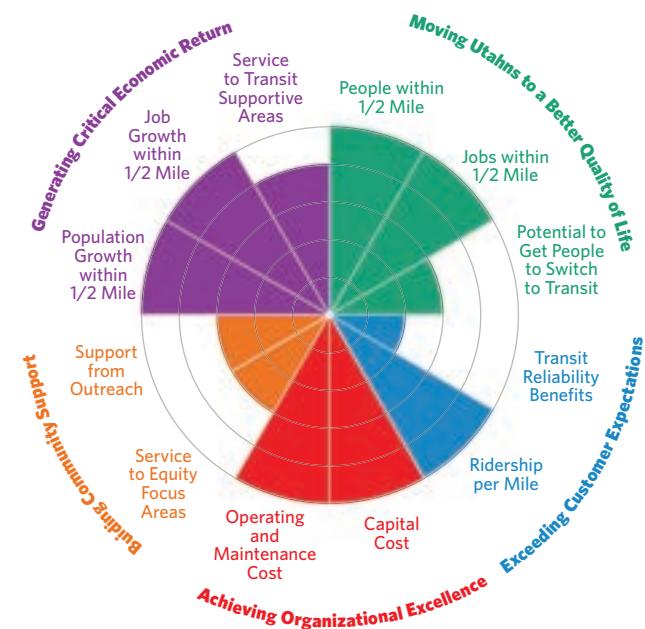
Achieving Our Goals[1]

Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	2028
Phase 1 Priority (2023–2032):	Medium

Description

Route 9 connects the University of Utah with 900 South and West Salt Lake City. This project would add more customer amenities such as bus shelters and benches as well as targeted speed and reliability treatments such as queue jumps and transit signal priority (TSP) to improve travel times. Sunday frequencies would be improved to every 15 minutes.


$6.72M
Capital Costs (2023$)

$1.46M
Annual O&M Costs (2023$)

AR2024-02-01

55

[1]For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.

DRAFT

Upgrade Route 201 State Street South to Enhanced Bus (Core Route)
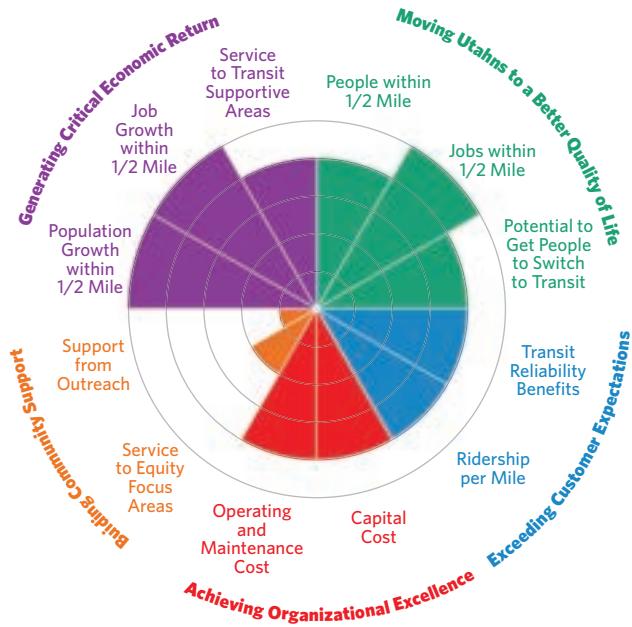
Achieving Our Goals[1]

Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	2028
Phase 1 Priority (2023–2032):	Medium

Description

Route 201 connects the Murray Central Station with Sandy and the Draper FrontRunner Station. This project would add more customer amenities such as bus shelters and benches as well as targeted speed and reliability treatments such as queue jumps and transit signal priority (TSP) to improve travel times. Weekday, Saturday, and Sunday service would be every 15 minutes.

$6.66M
Capital Costs (2023$)

$1.45M
Annual O&M Costs (2023$)

[1]For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.

56

Upgrade Route 205 500 East to Enhanced Bus (Core Route)
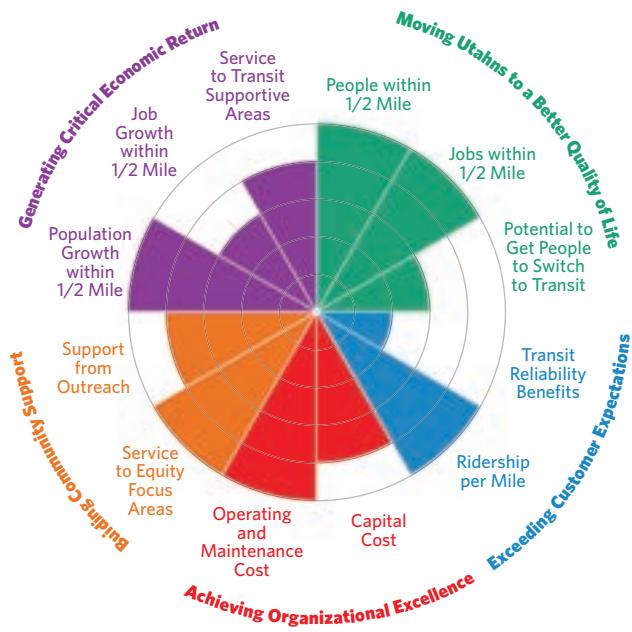
Achieving Our Goals[1]

Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	2028
Phase 1 Priority (2023–2032):	Medium

Description

Route 205 connects Redwood Road, the North Temple Frontrunner Station, downtown Salt Lake City, and Murray Station with frequent weekday and Saturday service. This project would add more customer amenities such as bus shelters and benches as well as targeted speed and reliability treatments such as queue jumps and transit signal priority (TSP) to improve travel times. Weekday service would be improved to operate every 10 minutes while Sunday service would be improved to 15-minute service.


$14.74M
Capital Costs (2023$)

$3.35M
Annual O&M Costs (2023$)

[1]For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.

DRAFT

Upgrade Route 209 900 East to Enhanced Bus (Core Route)
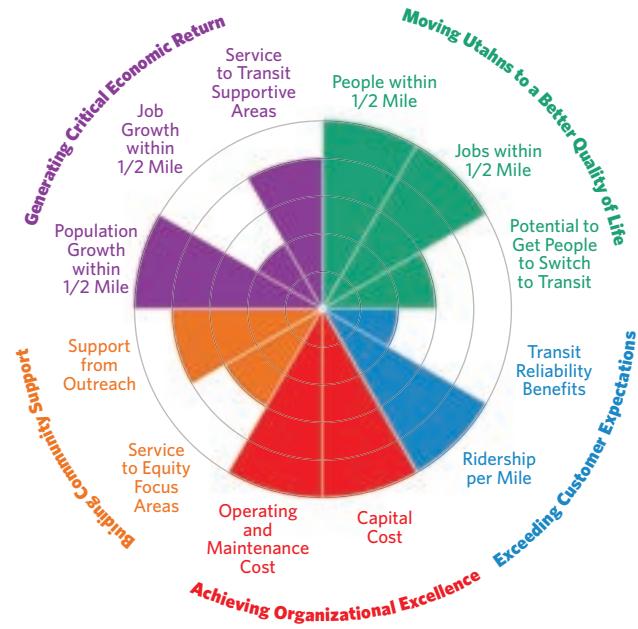
Achieving Our Goals[1]

Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	2028
Phase 1 Priority (2023–2032):	Medium

Description

Route 209 would connect Salt Lake Central Station, downtown Salt Lake City, the Avenues, and 900 East with Midvale Center Station with frequent weekday service. This project would extend the southern route terminus from Fashion Place West Station to Midvale Center Station. This project would add more customer amenities such as bus shelters and benches as well as targeted speed and reliability treatments such as queue jumps and transit signal priority (TSP) to improve travel times. Weekday service would be improved to operate every 10 minutes while weekend service would be improved to 15-minute service.
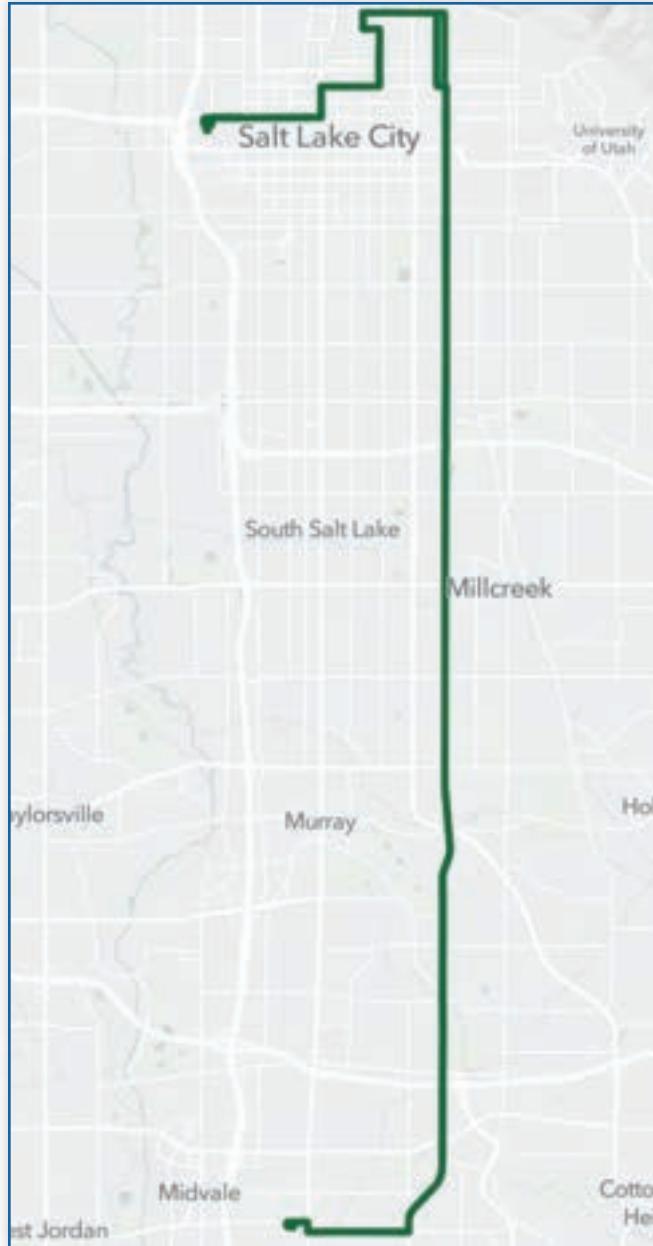
**$19.03M**
Capital Costs (2023$)

$4.33M
Annual O&M Costs (2023$)

[1]For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.

58

Implement Route 146 Mountain View South Local Route

Achieving Our Goals[1]
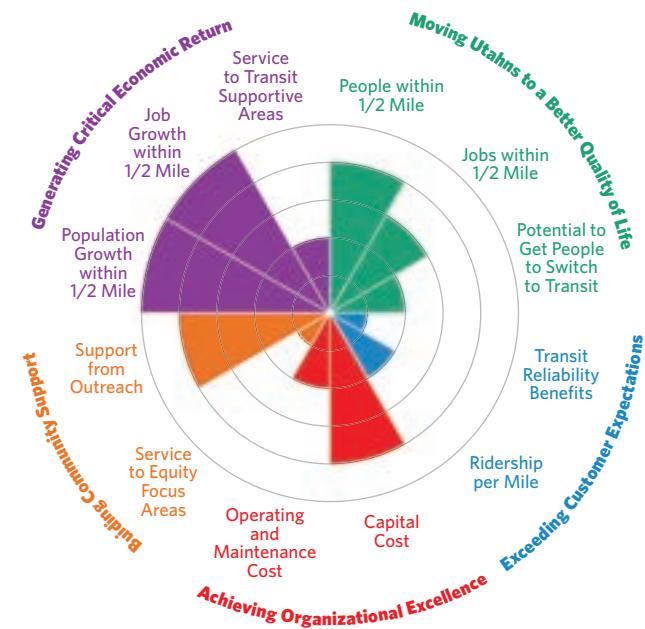
Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	Local Route not in RTP
Phase 1 Priority (2023–2032):	Medium

Description

Route 146 is a new local bus route that connects Daybreak with Draper via the rapidly growing Mountain View Corridor. This area is currently served by the South Valley On Demand service. Due to increasing residential and commercial development along this corridor, an upgrade to fixed-route service is recommended. Route 146 would operate 7 days a week with 30 to 60 minute frequency.

$2.53M
Capital Costs (2023$)

$3.39M
Annual O&M Costs (2023$)

[1]For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.
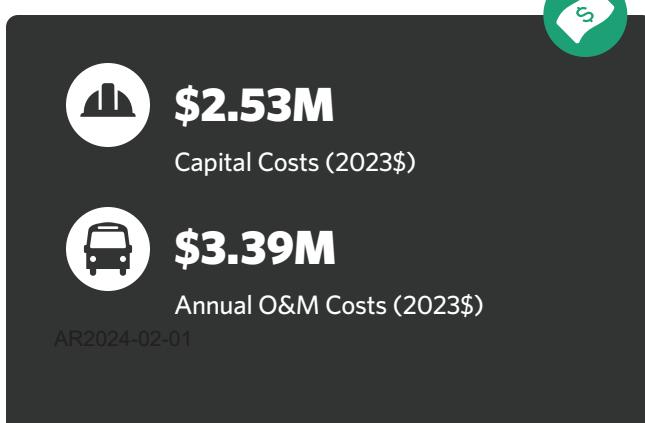
Implement Route 298 Lake Avenue Local Route


Achieving Our Goals¹

Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	Local Route not in RTP
Phase 1 Priority (2023–2032):	Medium

Description

Route 298 is a new local bus route that connects Daybreak with the rapidly developing areas on Lake Avenue west of the Mountain View Corridor. Route 298 will allow these new denser residential areas to have easy access to TRAX. Route 298 would operate 7 days a week with 30 minute frequency.

$505,000
Capital Costs (2023$)

$471,000
Annual O&M Costs (2023$)

¹For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.

Implement Route 479 North Redwood Local Route

Achieving Our Goals[1]
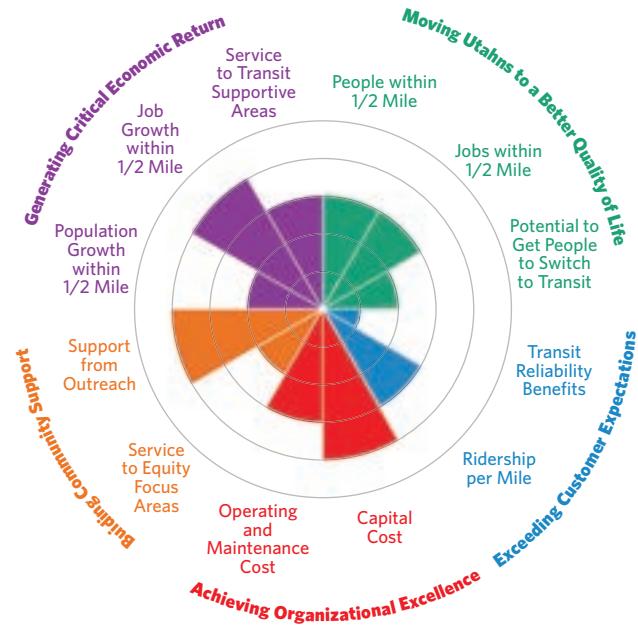
Location, Priority, and Phasing

County	Davis, Salt Lake
MPO	WFRC
RTP Implementation Year:	Local Route not in RTP
Phase 1 Priority (2023–2032):	Medium

Description

Route 479 is a new local bus route that provides a direct connection between North Temple by Redwood Road and Lakeview Hospital in Bountiful. It serves North Redwood Road and 500 S, along with the Woods Cross FrontRunner Station. It provides a new connection between South Davis and Salt Lake Counties and serves commercial and residential areas that are currently partially served by On Demand. Route 479 was projected to be one of the most cost-effective new routes in UTA Moves 2050. Route 479 would operate 7 days a week with 30 and 60 minute frequency.

$1,520,000
Capital Costs (2023$)

$2,060,000
Annual O&M Costs (2023$)

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[1]For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.

Upgrade Sunday Service to Saturday Service Levels

Priority and Phasing

Counties	Box Elder, Weber, Davis, Salt Lake, Tooele, Utah
MPO	WFRC, MAG
RTP Implementation Year:	Local Routes not in RTP
Phase 1 Priority (2023–2032):	Medium

Description

UTA operates less than half of its service on Sundays. While there are 18 frequent routes on weekdays and 11 on Saturdays, there are none on Sundays. While travel demand is lower on Sundays than weekdays, Sunday service is essential for those who need the service the most. Nationwide, other agencies have seen a greater return on investment for improving weekend service than improving weekday service, particularly in areas where service was infrequent or unavailable. Improving weekend service does not require additional vehicles or base capacity and uses existing infrastructure investments more effectively.

All routes operating on Saturdays should operate on Sunday, and Sunday service levels should be comparable to Saturdays.

Almost all communites currently served by UTA would see a meaningful improvement in Sunday mobility.

Minimal
Capital Costs (2023$)

$9.0M
Annual O&M Costs (2023$)
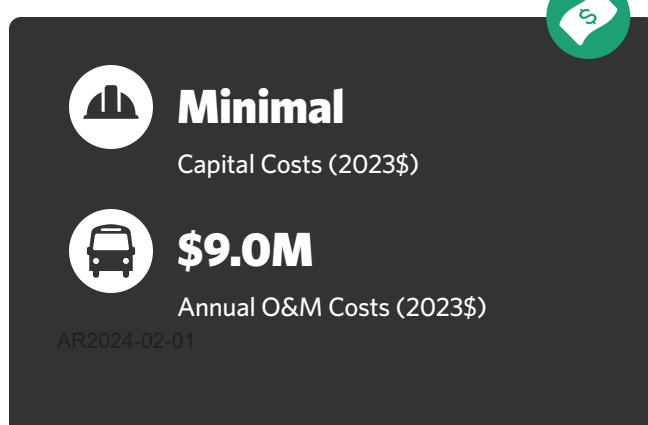
Implement Route 236 West Valley – SLC Airport Local Route

Achieving Our Goals[1]
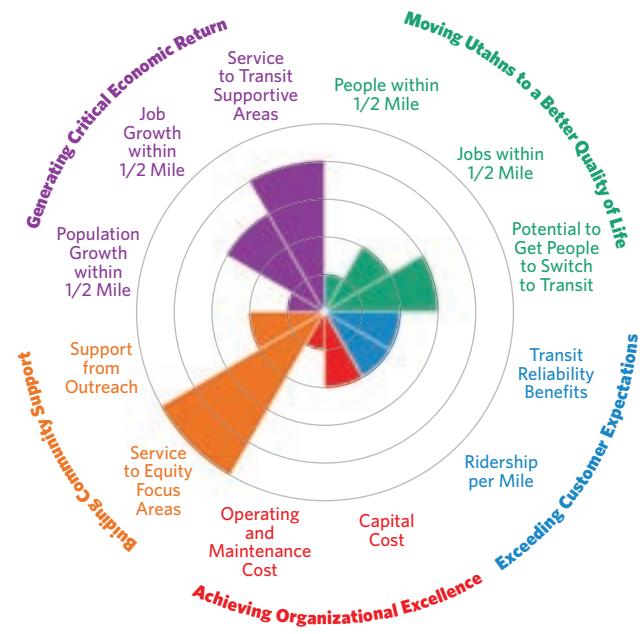

Priority and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	Local Route not in RTP
Phase 1 Priority (2023–2032):	Medium

Description

Route 236 is a new local bus route that provides a direct connection between the West Valley Central Station with SLC Airport. Route 236 would operate 7 days a week, with early and late service that corresponds to work times at the airport.
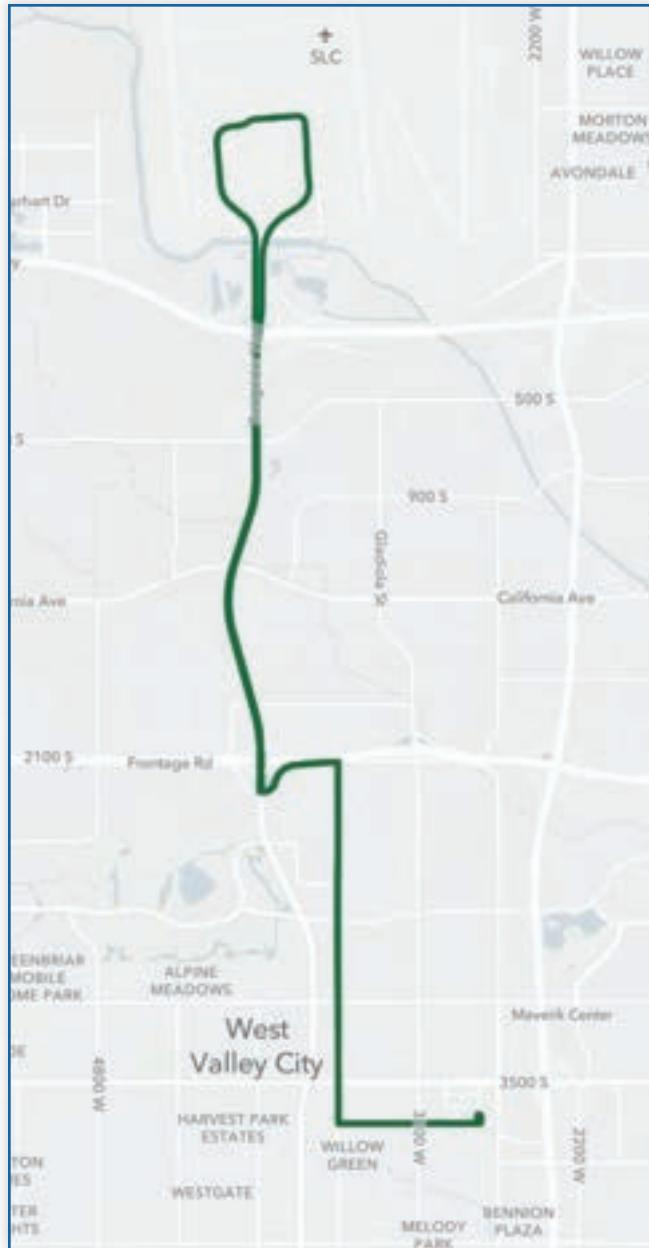
$4.16M
Capital Costs (2023$)

$3.21M
Annual O&M Costs (2023$)

[1]For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.

AR2024-02-01

Project Sheet: TRAX Improvements Considered for RTP

Priority and Phasing

Counties	Salt Lake
MPO	WFRC
RTP Implementation Year:	Phases 2 and 3
Phase 1 Priority (2023–2032):	Medium

Description

The Future of Light Rail Study outlined a series of potential improvements to TRAX. Specific improvements include:

Orange Line Implementation

The Future of Light Rail study indicated the potential need for a fourth light rail line that connects Research Park, the University of Utah, Downtown Salt Lake City, and Salt Lake City International Airport.

The RTP includes a multi-phase strategy, with Phase 2 implementation of Research Park to downtown Salt Lake City and a Phase 3 implementation of service to Salt Lake City International Airport.

(See also a separate project sheet.)

New Service Patterns with Blue and Green Line Termini

Travel demand analysis has shown that demand to the Airport from Murray, Midvale, and Sandy is greater than West Valley City. In order to better serve regional travel needs, the Blue Line should be extended to Salt Lake City International Airport instead of the Green Line. The new Green Line terminus should be Central Station. This change should be done in conjunction with implementing Route 236, which maintains a direct connection between West Valley City and the Airport.

400 West & American Spur Improvements (Red Line)

The Future of Light Rail Study outlined the operating challenges of the interlocking at Main Street / University Boulevard. In order to improve capacity through this bottleneck and serve the rapidly redeveloping Granary District, the Future of Light Rail Study outlined an alternative routing for the Red Line through downtown. The RTP includes this as a Phase 2 project.

Additional Frequency

Ridership modeling suggests that additional frequency will generate significant new ridership. Additional consideration of improving frequency to better than 15-minute frequencies should be considered, including the option for shorter, but more frequent trains in order to minimize new train needs and significant new power needs.

> **Potential RTP Amendments:** TRAX improvements are included in Phases 2 and 3 of the RTP, including speed and reliability treatments, addition of the Orange Line, and additional new track, primarily in downtown Salt Lake City. Consideration should be given to fast-tracking these changes to Phase 1 (2023–2032) including accelerating the implementation of the Orange Line. Consideration for studying the full operating and capital costs of improving TRAX frequencies to better than 15 minutes should also be included in Phase 1.

[1]The Capital Cost and Operating and Maintenance Cost listed below is exclusively for the 400 West & American Spur Improvements (Red Line) project.

$120.42M [1]
Capital Costs (2023$)

$0 [1]
Annual O&M Costs (2023$)

Implement New Orange Line TRAX between Research Park and Salt Lake City International Airport
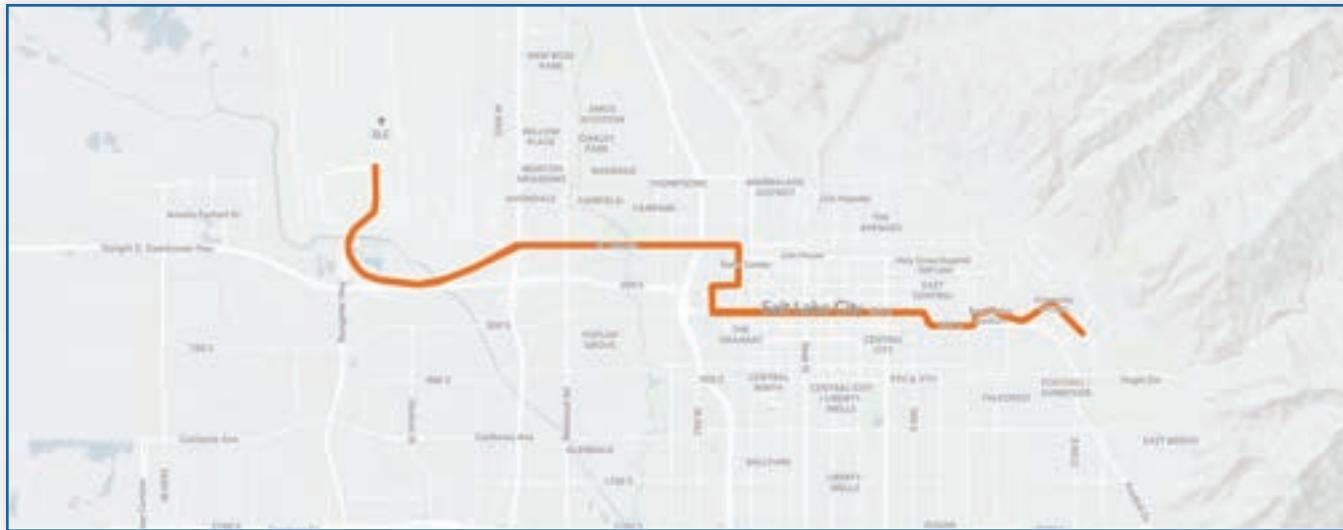
Achieving Our Goals[1]

$131.02M
Capital Costs (2023$)

$17.85M
Annual O&M Costs (2023$)

Priority and Phasing

Counties	Salt Lake
MPO	WFRC
RTP Implementation Year:	Research Park to downtown SLC: 2030-2040
	Downtown SLC to Airport: 2040-2050
Phase 1 Priority (2023–2032):	N/A (Phase 2 and Phase 3)

Description

The Future of Light Rail study indicated the potential need for a fourth light rail line that directly connects Research Park, the University of Utah, Downtown Salt Lake City, and Salt Lake City International Airport. It would require new tracks to Research Park and a new alignment/track through downtown Salt Lake City.

The RTP includes a multi-phase strategy, with Phase 2 (2030-2040) implementation of Research Park to downtown Salt Lake City and a Phase 3 (2040-2050) implementation of service to Salt Lake City International Airport.

Potential RTP Amendment: Projected ridership and cost effectiveness of this project was excellent. Consideration should be given to accelerating the implementation of the Orange Line to the 2023-2030 timeframe.

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[1]For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.

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S-Line Streetcar Extension

Source: S-Line Fact Sheet, November 2023

Achieving Our Goals[1]
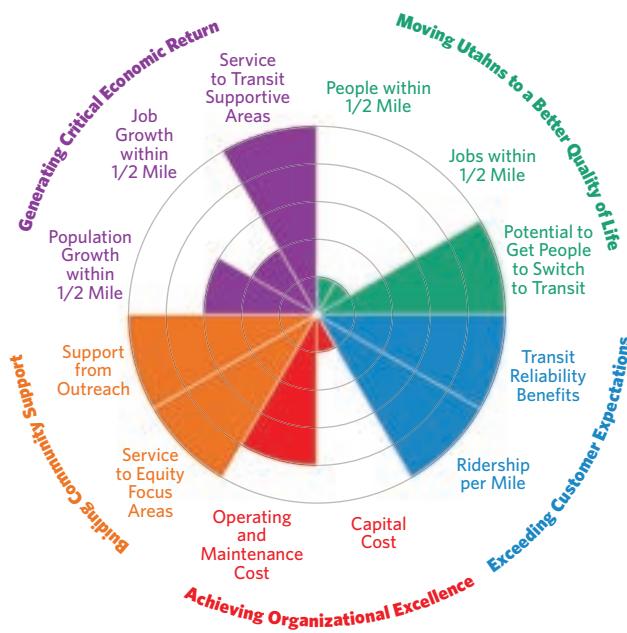
Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	2028
Phase 1 Priority (2023–2032):	Medium

Description

The S-Line Streetcar extension project would extend the existing streetcar from McClelland St. to Highland Dr. with one new station at Highland Dr. and Simpson Ave and new double-track between 500 East and 700 East. The extension would improve service to the Sugar House business district.

$11.6M
Capital Costs (2023$)

$110,000
Annual O&M Costs (2023$)

[1]For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.
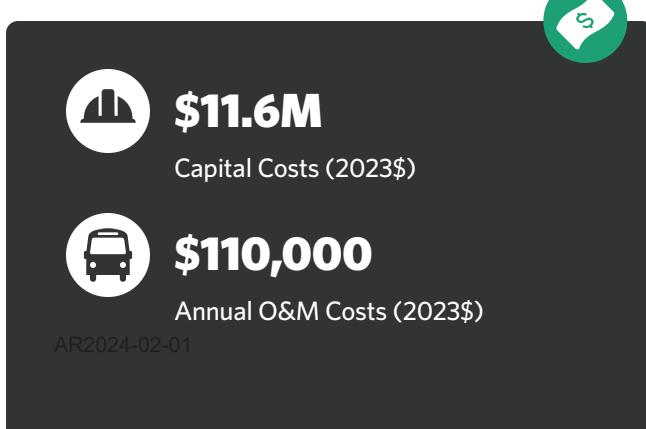
FrontRunner South Extension Project

Achieving Our Goals[1]
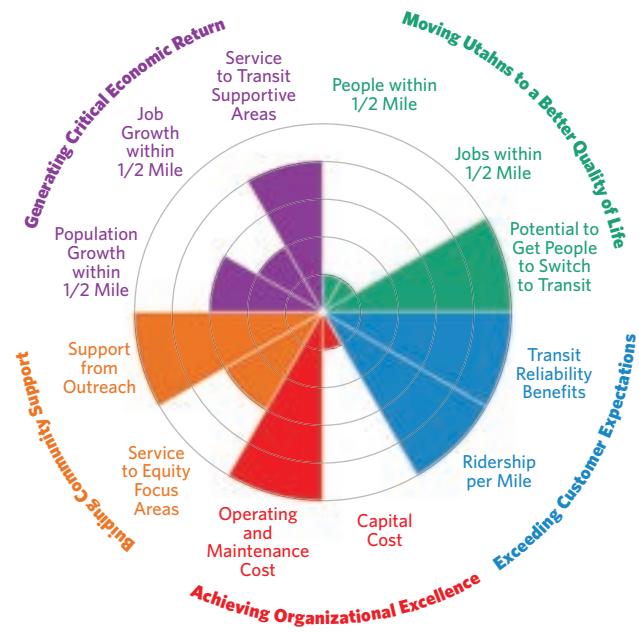
Location, Priority, and Phasing

Counties	Utah
MPOs	MAG
RTP Implementation Year:	2028
Phase 1 Priority (2023–2032):	Medium

Description

The FrontRunner South Extension Project (previously called South Valley Commuter Rail) project is an extension of FrontRunner service from Provo Station to Payson with new stations in Springville, Spanish Fork, and Payson. It reflects the outcomes of a planning process that concluded in February 2022, selecting Commuter Rail as the locally preferred alternative.

$577.8M
Capital Costs (2023$)

$7.31M
Annual O&M Costs (2023$)

[1]For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.

FrontRunner Improvements for Point of the Mountain

Location, Priority, and Phasing

County	Salt Lake, Utah
MPO	WFRC, MAG
RTP Implementation Year:	Not in RTP
Phase 1 Priority (2023–2032):	Not Evaluated

Description

This project would add six miles of doubletracking and a station at The Point development.

Potential RTP Amendment: There is $200M already allocated to this project, and it may receive additional state legislative funds to complete its funding plan. Consideration should be given to including this project in the RTP.

$400M
Capital Costs (2023$)

N/A
Annual O&M Costs (2023$)

DRAFT
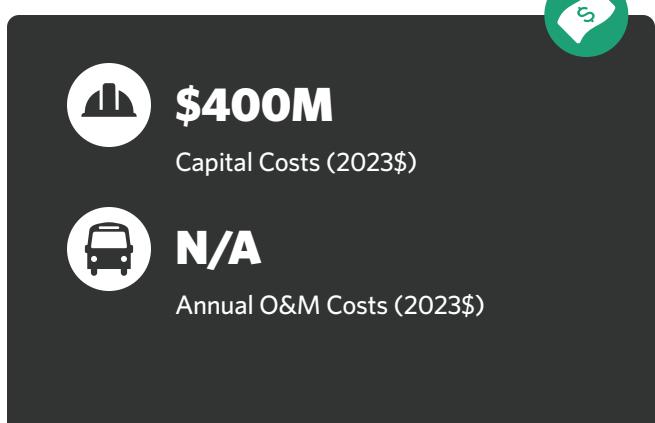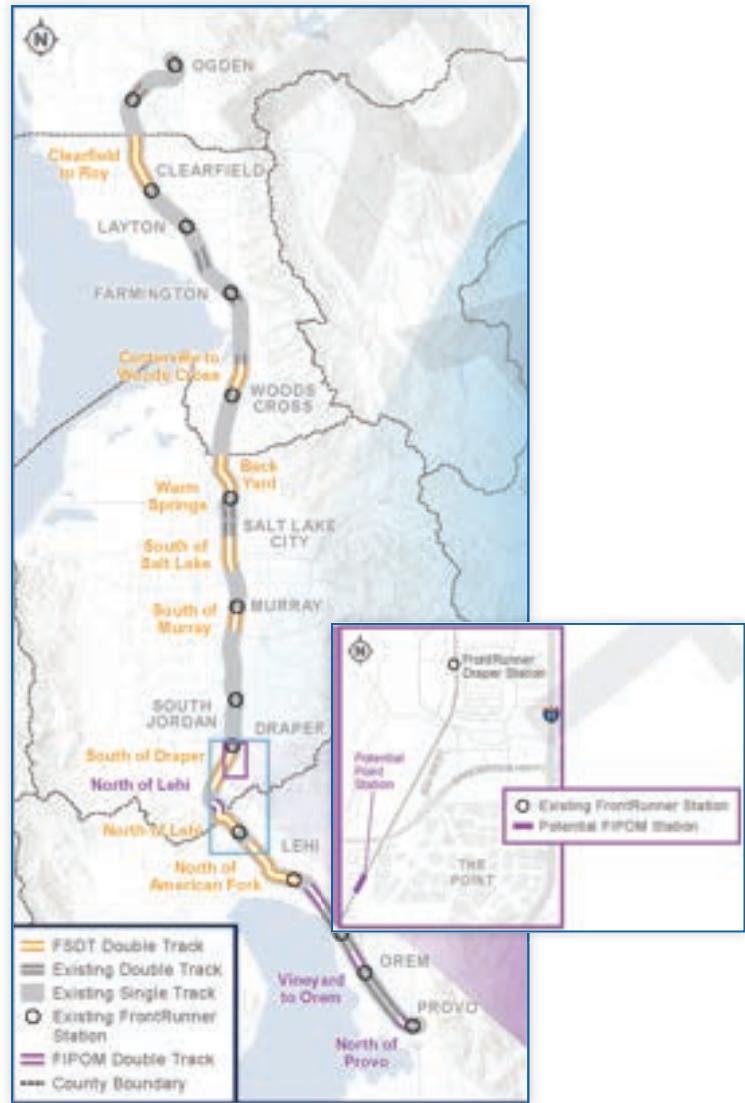
Upgrade Route 21 2100 South / 2100 East to Enhanced Bus (Core Route)
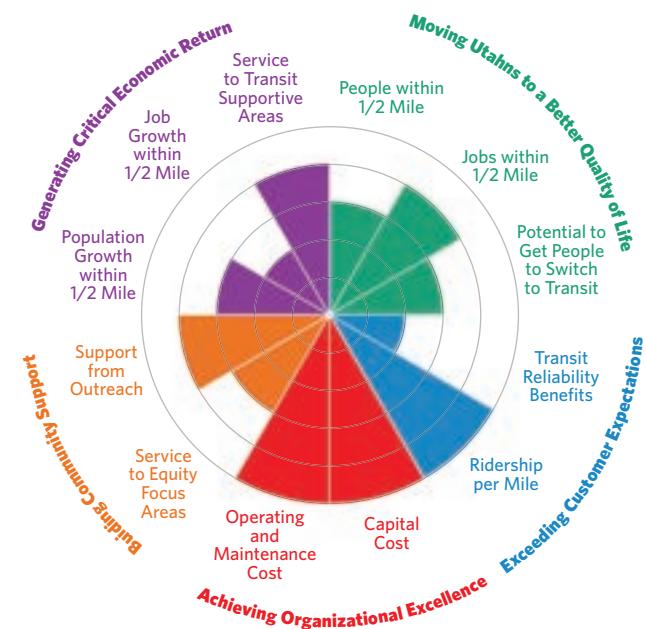
Achieving Our Goals[1]

Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	2028
Phase 1 Priority (2023–2032):	Low

Description

Route 21 connects the University of Utah with Central Point Station with frequent weekday and Saturday service. This project would add more customer amenities such as bus shelters and benches as well as targeted speed and reliability treatments such as queue jumps and transit signal priority (TSP) to improve travel times. Weekday service would be improved to operate every 10 minutes while Sunday service would be improved to 15-minute service.

$7.37M
Capital Costs (2023$)

$1.68M
Annual O&M Costs (2023$)

[1]For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.

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DRAFT

Upgrade Route 33 3300 South to Enhanced Bus (Core Route)
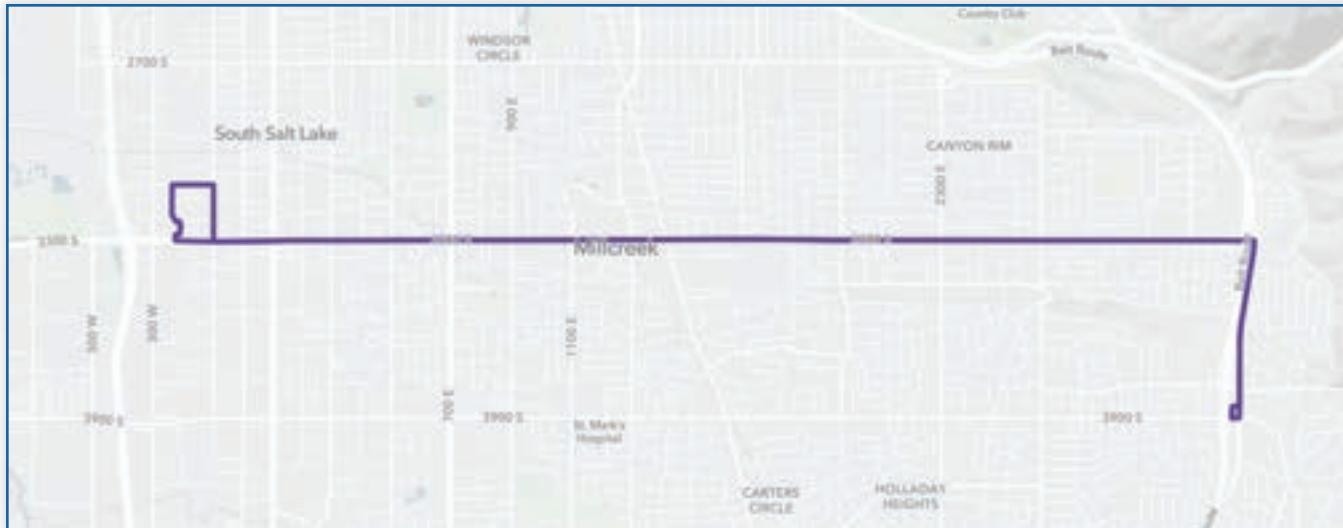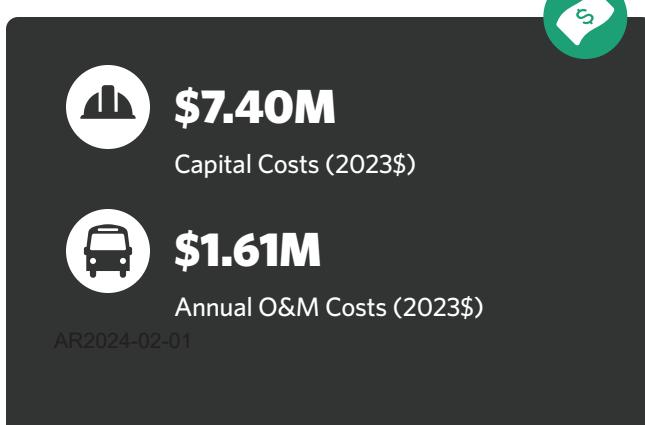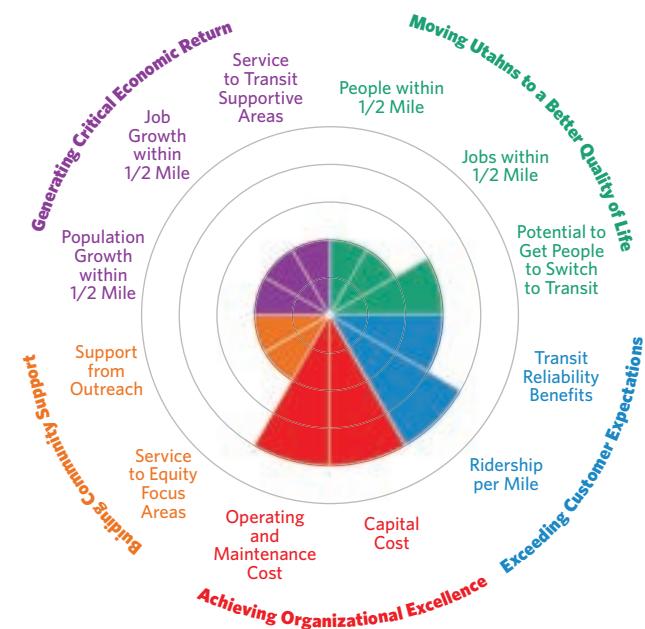
Achieving Our Goals[1]

Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	2028
Phase 1 Priority (2023–2032):	Low

Description

Route 33 connects Olympus Cove, 3300 West, and the Millcreek TRAX Station. This project would add more customer amenities such as bus shelters and benches as well as targeted speed and reliability treatments such as queue jumps and transit signal priority (TSP) to improve travel times. Sunday service would be improved to every 15 minutes.

Potential RTP Amendment: Route 33 does not serve many transit supportive areas and is not as cost-effective as most other core routes. Given its relative lower performance, consideration should be given to categorizing this route as a "Frequent Route" to improve frequency while deferring capital investments associated with a Core Route as currently identified in the RTP.

$7.40M
Capital Costs (2023$)

$1.61M
Annual O&M Costs (2023$)

AR2024-02-01

[1]For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.

Upgrade Route 45 4500 South to Core Route
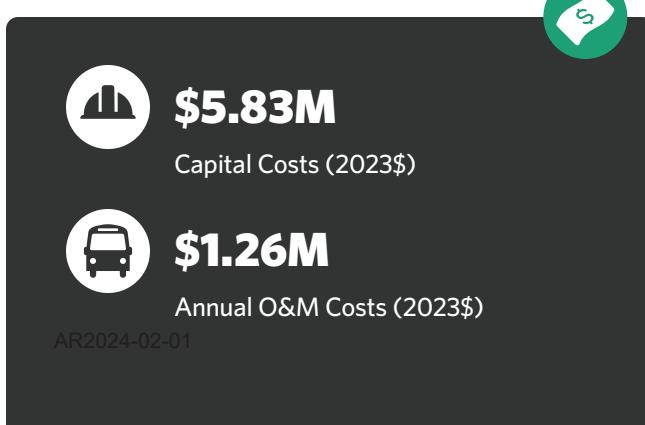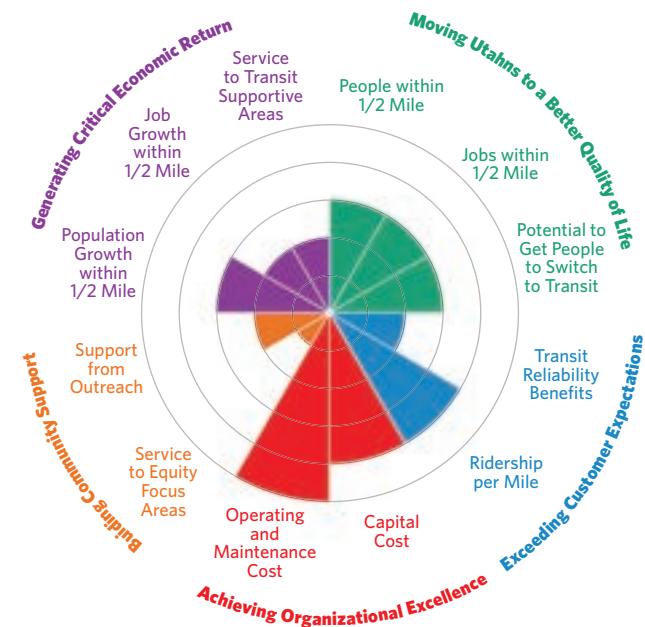
Achieving Our Goals[1]

Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	2028
Phase 1 Priority (2023–2032):	Low

Description

Route 45 connects Olympus Cove Park and Ride, Wasatch Boulevard, Holladay, 4500 South, and Murray Central Station. This project would add more customer amenities such as bus shelters and benches as well as targeted speed and reliability treatments such as queue jumps and transit signal priority (TSP) to improve travel times. Weekday, Saturday, and Sunday frequencies would be improved to every 15 minutes.

Potential RTP Amendment: Route 45 does not serve many transit supportive areas and is not as cost-effective as most other core routes. Given its relative lower performance, consideration should be given to categorizing this route as a "Frequent Route" to improve frequency while deferring capital investments associated with a Core Route as currently identified in the RTP.

$5.83M
Capital Costs (2023$)

$1.26M
Annual O&M Costs (2023$)

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[1]For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.

Upgrade Route 54 5400 South to Core Route
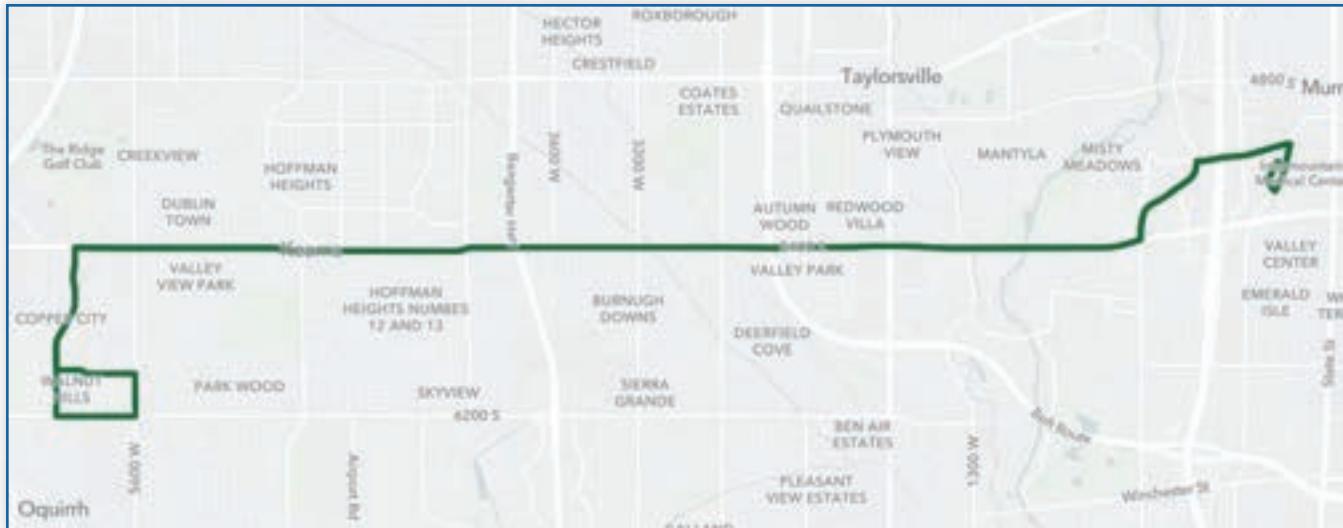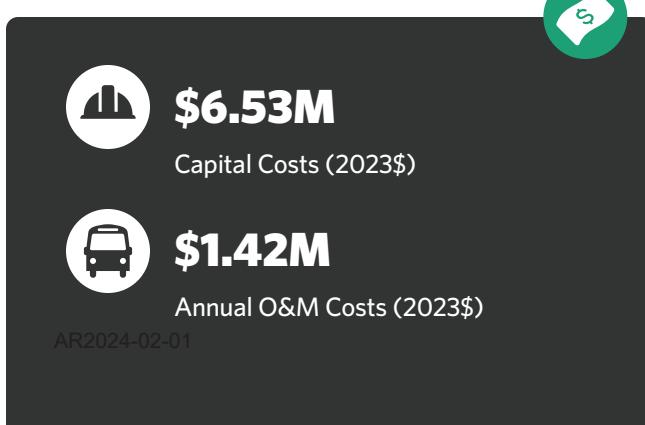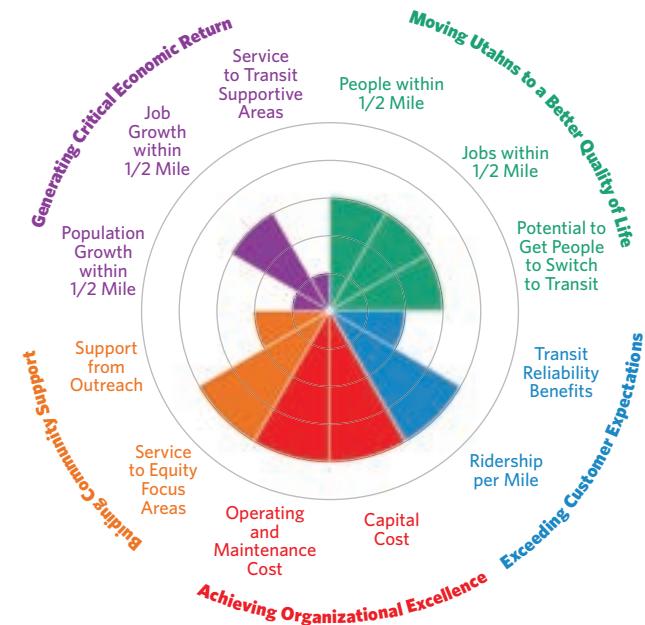
Achieving Our Goals[1]

Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	2028
Phase 1 Priority (2023–2032):	Low

Description

Route 54 connects Murray Central Station, 5400 South, and Kearns. This project would add more customer amenities such as bus shelters and benches as well as targeted speed and reliability treatments such as queue jumps and transit signal priority (TSP) to improve travel times. Weekday, Saturday, and Sunday service would be improved to every 15 minutes.

Potential RTP Amendment: Route 54 does not serve many transit supportive areas and is not as cost-effective as most other core routes. Given its relative lower performance, consideration should be given to categorizing this route as a "Frequent Route" to improve frequency while deferring capital investments associated with a Core Route as currently identified in the RTP.

$6.53M
Capital Costs (2023$)

$1.42M
Annual O&M Costs (2023$)

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[1]For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.

Implement Point of the Mountain (POM) Rapid Bus (Bus Rapid Transit)

Achieving Our Goals[1]
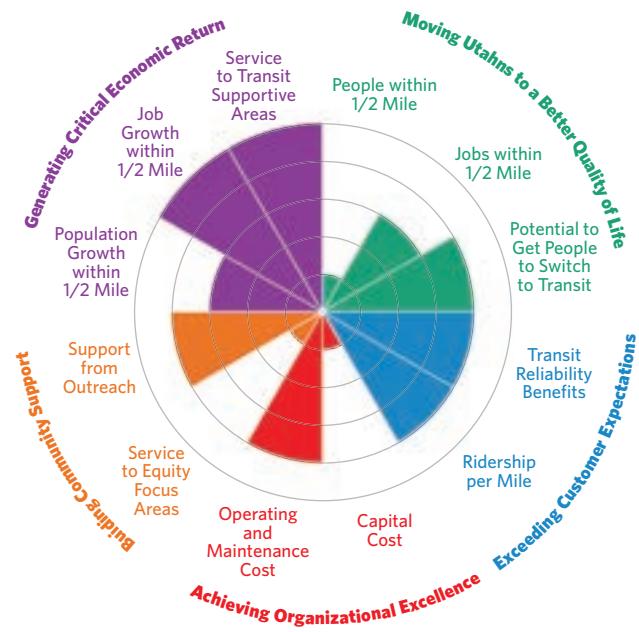
Location, Priority, and Phasing

Counties	Salt Lake, Utah
MPOs	WFRC, MAG
RTP Implementation Year:	2028
Phase 1 Priority (2023–2032):	Low

Description

POM Rapid Bus (Bus Rapid Transit) connects the Draper FrontRunner Station with the newly developed Point of the Mountain development and Lehi FrontRunner Station. This project could include busways, bus lanes, transit signal priority (TSP) and customer amenities such as bus shelters and benches as well as targeted speed and reliability treatments to improve travel times. Weekday, Saturday, and Sunday service would be every 15 minutes.

The Point of the Mountain project site can be accessed at https://udotinput.utah.gov/pointtransit.
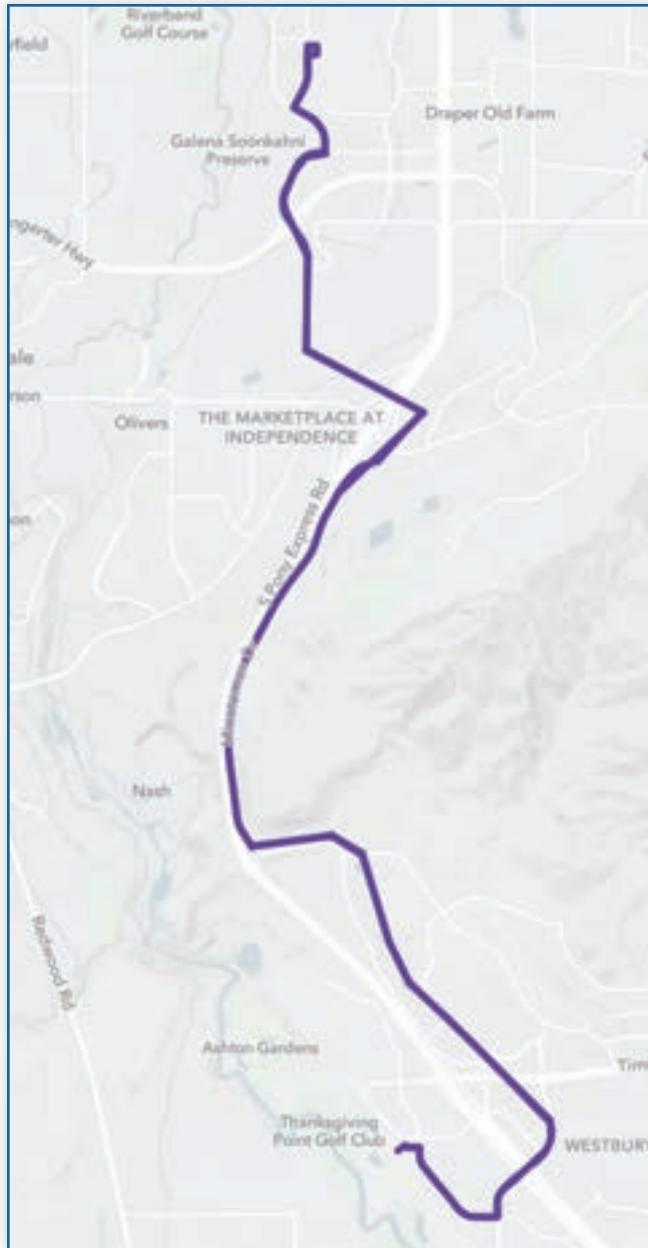
$630.0M
Capital Costs (2023$)

$4.47M
Annual O&M Costs (2023$)

[1]For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.

Upgrade Route 220 Highland Drive-1100 East to Enhanced Bus (Core Route)
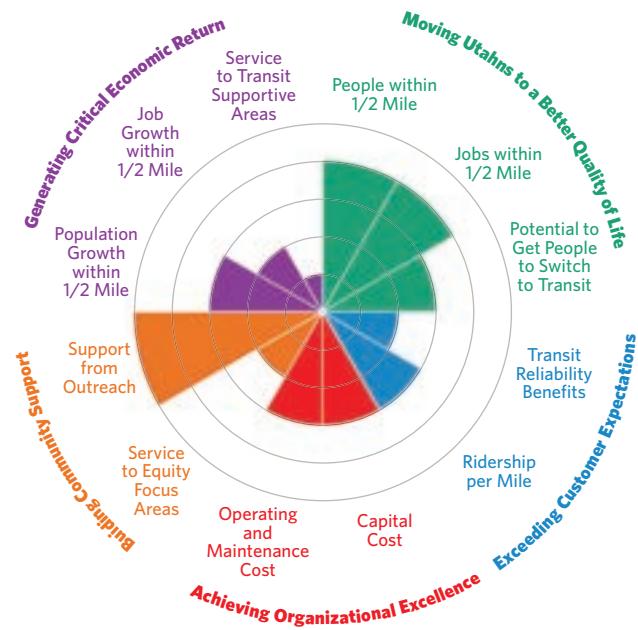
Achieving Our Goals[1]

Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	2028
Phase 1 Priority (2023–2032):	Low

Description

Route 220 would connect University of Utah, Millcreek, and Holladay with frequent weekday and Saturday service. This project would add more customer amenities such as bus shelters and benches as well as targeted speed and reliability treatments such as queue jumps and transit signal priority (TSP) to improve travel times. Less frequent service would continue south from Holladay to Fort Union and Sandy.

Potential RTP Amendment: Route 220 does not serve many transit supportive areas and is not as cost-effective as most other core routes. Given its relative lower performance, consideration should be given to categorizing this route as a "Frequent Route" to improve frequency while deferring Core Route capital investments as currently identified in the RTP.

[1]For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.
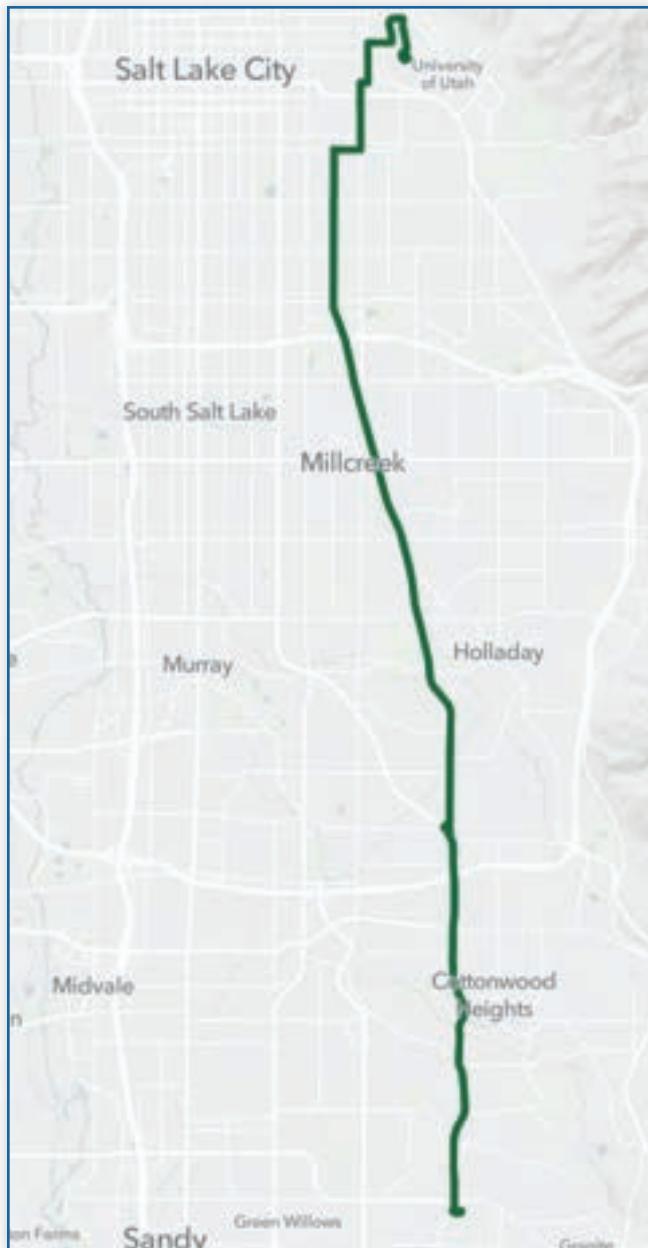
$4.86M
Capital Costs (2023$)

$1.06M
Annual O&M Costs (2023$)

Extend UVX to Provo Airport
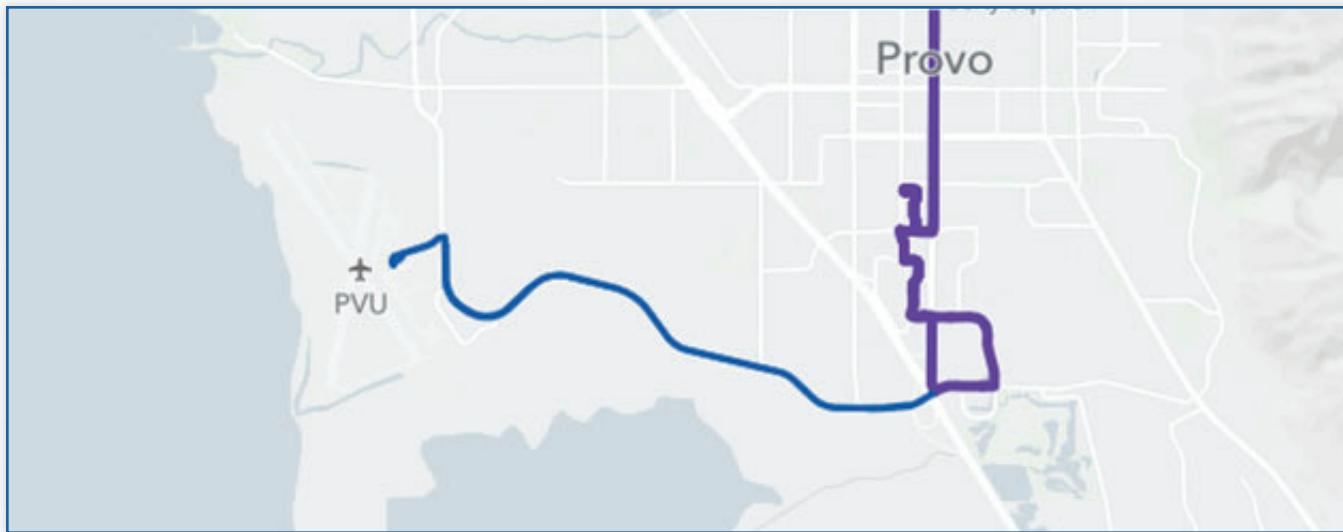
Achieving Our Goals[1]
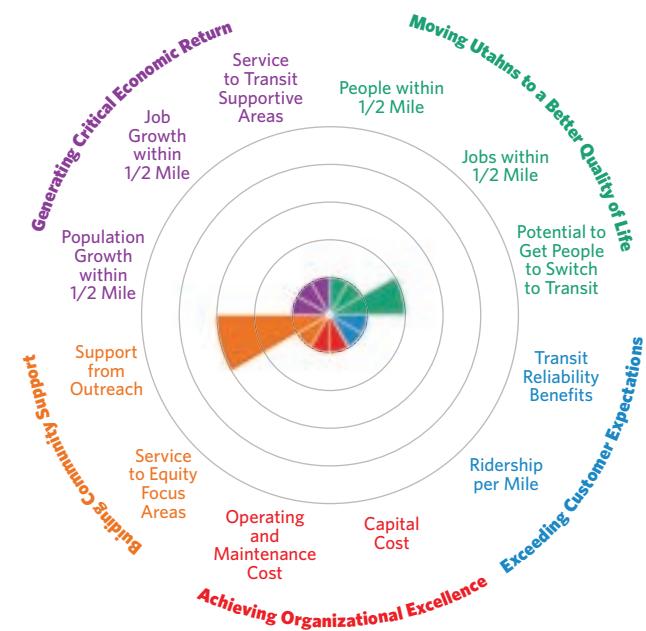
Location, Priority, and Phasing

County	Utah
MPO	MAG
RTP Implementation Year:	2023–2032
Phase 1 Priority (2023–2032):	Low

Description

This project will extend UVX from its south terminus at Orem Central FrontRunner Station to the Provo Airport. The project includes an extension of service on UVX but is not expected to include Rapid Bus (BRT)-type speed and reliability capital improvements.

$1.1M
Capital Costs (2023$)

$508,000
Annual O&M Costs (2023$)

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[1]For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.

DRAFT
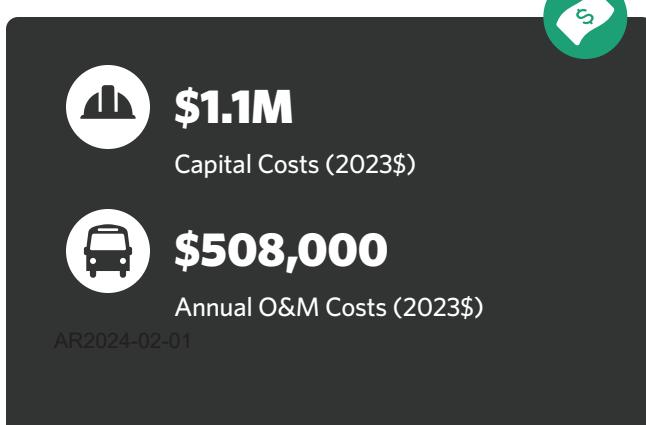
Implement North Ogden Innovative Mobility Zone

Location, Priority, and Phasing

County	Weber
MPO	WFRC
RTP Implementation Year:	Route not in RTP
Phase 1 Priority (2023–2032):	Medium

Description

North Ogden is proposed for an Innovative Mobility Zone (IMZ). An IMZ could include a variety of first and last mile solutions including, but not limited to, on-demand service, autonomous shuttles, fixed guideway extensions, bike share, and partnerships with private Transportation Network Companies, such as Uber and Lyft. Supporting capital infrastructure, such as stops, stations, or terminals, as needed, could also be included. Funding this connection could come from a variety of sources including private funding and public private partnerships.

N/A
Capital Costs (2023$)

$1,350,000
Annual O&M Costs (2023$)

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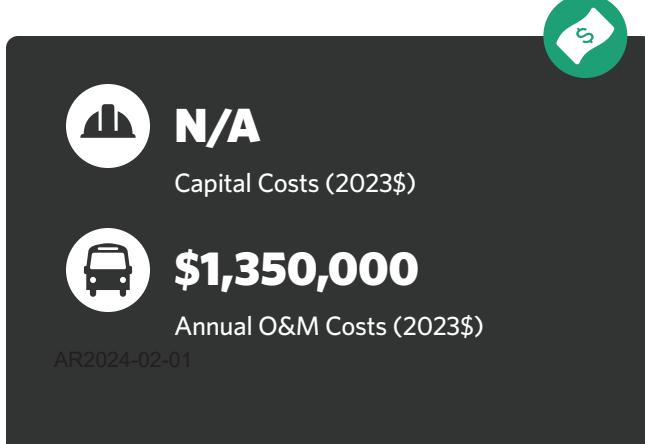
Implement Farmington Innovative Mobility Zone

Location, Priority, and Phasing

County	Davis
MPO	WFRC
RTP Implementation Year:	Route not in RTP
Phase 1 Priority (2023–2032):	Medium

Description

Farmington is proposed for an Innovative Mobility Zone (IMZ). An IMZ could include a variety of first and last mile solutions including, but not limited to, on-demand service, autonomous shuttles, fixed guideway extensions, bike share, and partnerships with private Transportation Network Companies, such as Uber and Lyft. Supporting capital infrastructure, such as stops, stations, or terminals, as needed, could also be included. Funding this connection could come from a variety of sources including private funding and public private partnerships.

N/A
Capital Costs (2023$)
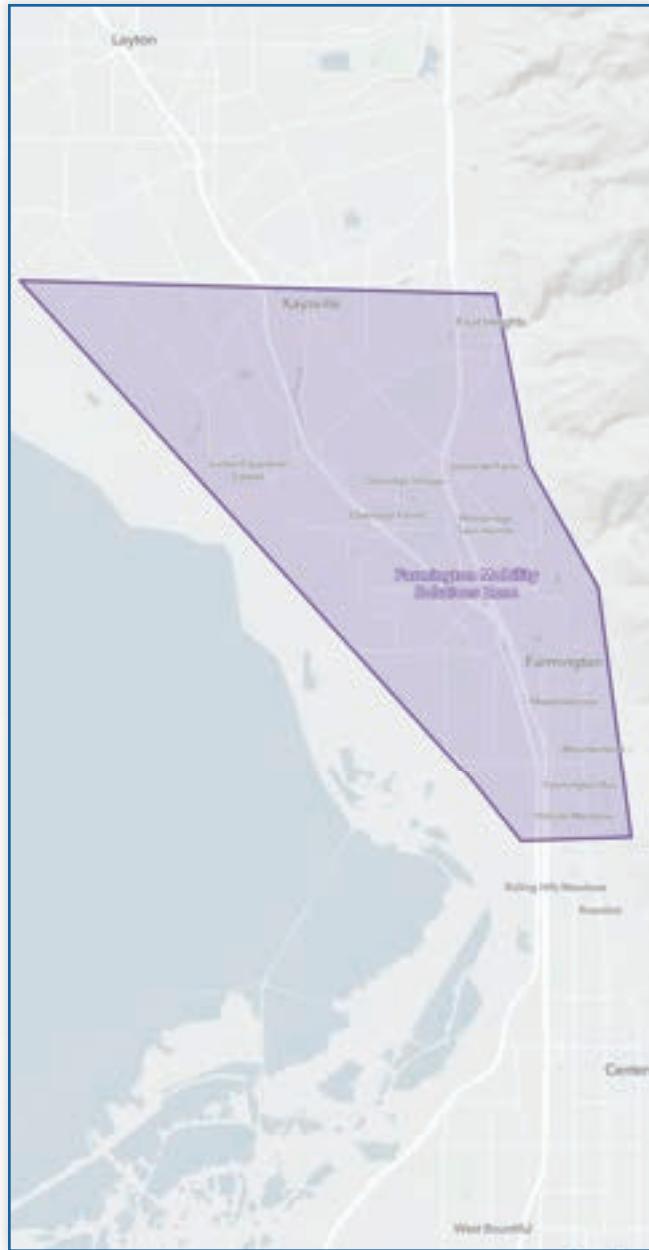
$1,350,000
Annual O&M Costs (2023$)

Implement South Valley Innovative Mobility Zone

Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	Route not in RTP
Phase 1 Priority (2023–2032):	Medium

Description

South Valley is proposed for an Innovative Mobility Zone (IMZ). An IMZ could include a variety of first and last mile solutions including, but not limited to, on-demand service, autonomous shuttles, fixed guideway extensions, bike share, and partnerships with private Transportation Network Companies, such as Uber and Lyft. Supporting capital infrastructure, such as stops, stations, or terminals, as needed, could also be included. Funding this connection could come from a variety of sources including private funding and public private partnerships.

N/A
Capital Costs (2023$)

$1,350,000
Annual O&M Costs (2023$)

AR2024-02-01

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DRAFT

Implement Sandy/Cottonwood Heights Innovative Mobility Zone

Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	Route not in RTP
Phase 1 Priority (2023–2032):	Medium

Description

Cottonwood Heights is proposed for an Innovative Mobility Zone (IMZ). An IMZ could include a variety of first and last mile solutions including, but not limited to, on-demand service, autonomous shuttles, fixed guideway extensions, bike share, and partnerships with private Transportation Network Companies, such as Uber and Lyft. Supporting capital infrastructure, such as stops, stations, or terminals, as needed, could also be included. Funding this connection could come from a variety of sources including private funding and public private partnerships.

N/A
Capital Costs (2023$)
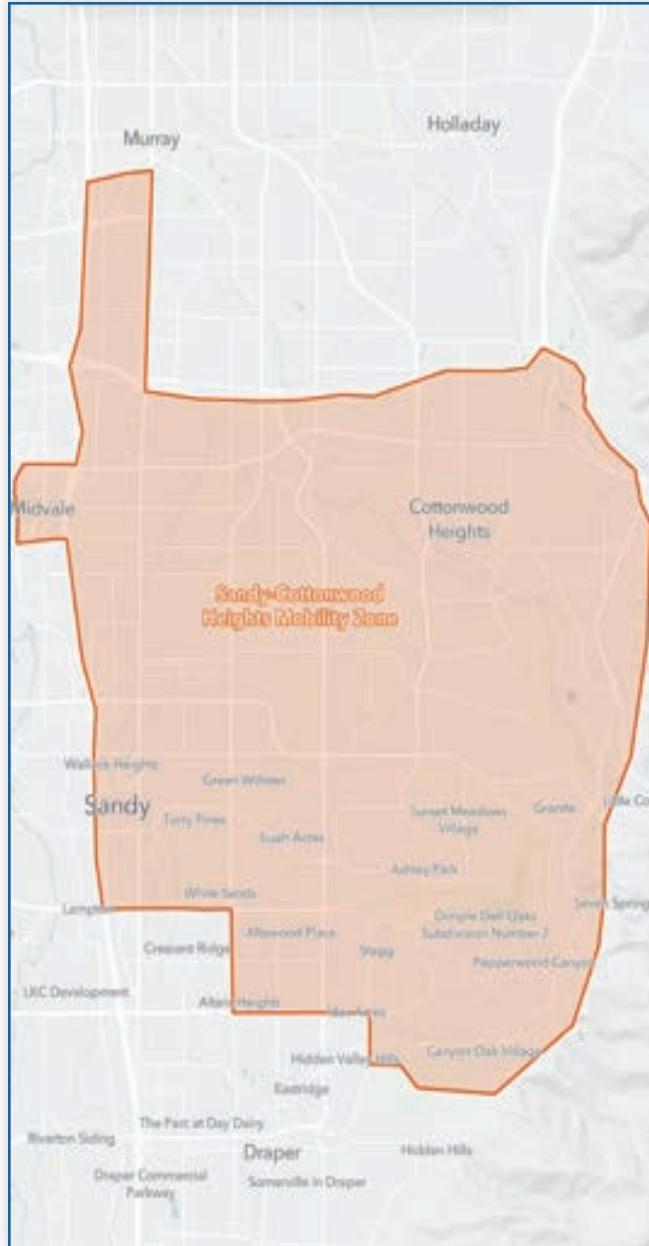
$1,350,000
Annual O&M Costs (2023$)

Implement Lehi Innovative Mobility Zone

Location, Priority, and Phasing

County	Utah
MPO	MAG
RTP Implementation Year:	Route not in RTP
Phase 1 Priority (2023–2032):	Medium

Description

Lehi is proposed for an Innovative Mobility Zone (IMZ). An IMZ could include a variety of first and last mile solutions including, but not limited to, on-demand service, autonomous shuttles, fixed guideway extensions, bike share, and partnerships with private Transportation Network Companies, such as Uber and Lyft. Supporting capital infrastructure, such as stops, stations, or terminals, as needed, could also be included. Funding this connection could come from a variety of sources including private funding and public private partnerships.

N/A
Capital Costs (2023$)

$1,260,000
Annual O&M Costs (2023$)
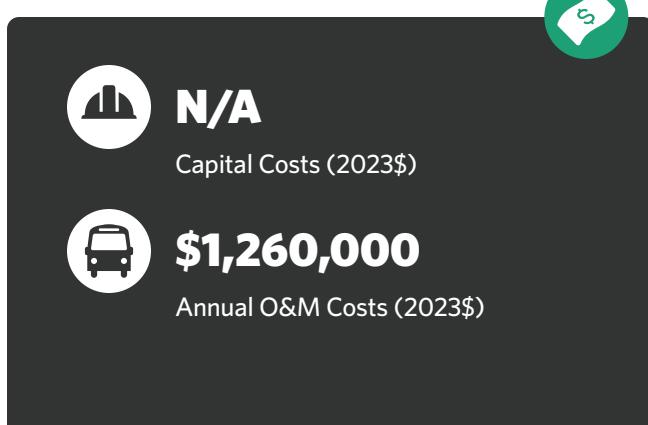
Implement West Provo Innovative Mobility Zone

Location, Priority, and Phasing

County	Utah
MPO	MAG
RTP Implementation Year:	Route not in RTP
Phase 1 Priority (2023–2032):	Medium

Description

West Provo is proposed for an Innovative Mobility Zone (IMZ). An IMZ could include a variety of first and last mile solutions including, but not limited to, on-demand service, autonomous shuttles, fixed guideway extensions, bike share, and partnerships with private Transportation Network Companies, such as Uber and Lyft. Supporting capital infrastructure, such as stops, stations, or terminals, as needed, could also be included. Funding this connection could come from a variety of sources including private funding and public private partnerships.

N/A
Capital Costs (2023$)
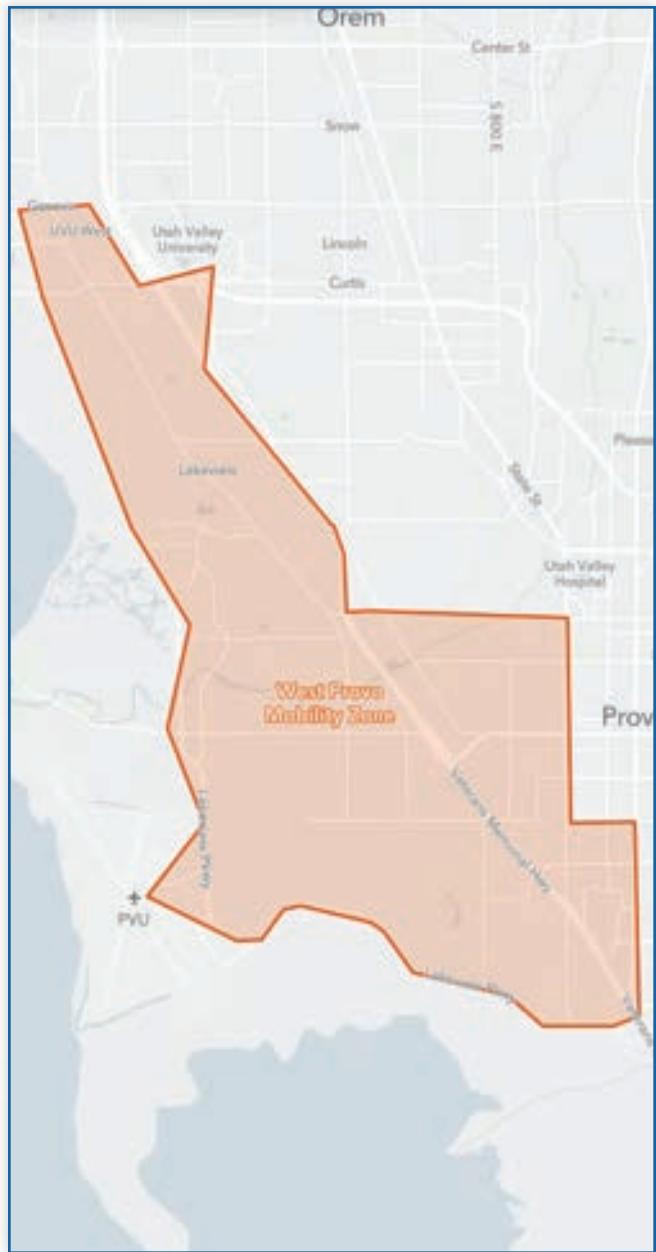
**$1,350,000**
Annual O&M Costs (2023$)

Utah Transit Authority

MEETING MEMO

Local Advisory Council   **Date:** 2/21/2024

TO:	Local Advisory Council
THROUGH:	Jay Fox, Executive Director
FROM:	Nichol Bourdeaux, Chief Planning and Engagement Officer
PRESENTER(S):	Hal Johnson, Acting Innovative Mobility Solutions Director
	Shaina Quinn, Program Manager

TITLE:

UTA On Demand Service Update

AGENDA ITEM TYPE:

Discussion

RECOMMENDATION:

Informational report for discussion

BACKGROUND:

UTA On Demand is an innovative form of transportation that connects riders with other transit services like TRAX, FrontRunner, or Bus as well as to other destinations in the community. The app-based technology matches multiple riders headed in a similar direction into a single vehicle, allowing for quick and efficient shared trips.

Microtransit, branded as UTA On Demand, has emerged as a cost-effective coverage solution. UTA is operating four On Demand zones. Each zone has different characteristics from a demographic and service focus. But all zones have been successful at meeting their objectives to provide more flexible transportation, expand access to transit, provide first and last-mile connections, and productively use resources by repurposing underperforming buses to other routes.

DISCUSSION:

UTA operates four On Demand zones with distinct purpose and service characteristics. Tooele, South County, Salt Lake West Side and Southern Davis County. Discussion topics include UTA On Demand ridership trends, microtransit and fixed route system performance metrics within the zone, customer feedback, and key

destinations in each zone. All microtransit service planning is supported by and is consistent with the Five-Year Service Plan.

ALTERNATIVES:

N/A

FISCAL IMPACT:

The microtransit program is budgeting $11.6M for service in 2024. This program contributes about 1% of UTA ridership and covers 23% of UTA's service area.

ATTACHMENTS:

None

Utah Transit Authority

MEETING MEMO

Local Advisory Council   **Date:** 2/21/2024

TO:	Local Advisory Council
THROUGH:	Jay Fox, Executive Director
FROM:	Dave Hancock, Chief Capital Services Officer
PRESENTER(S):	Paul Drake, Director of Real Estate & TOC
	Kayla Kinkead, TOC Predevelopment Manager

TITLE:

Transit-Oriented Communities Program Update

AGENDA ITEM TYPE:

Discussion

RECOMMENDATION:

Informational report for discussion

BACKGROUND:

UTA's Transit-Oriented Communities (TOC) team and its partners have made significant progress in their support of cities meeting the state's Station Area Planning requirements. There has also been meaningful progress at UTA's TOD sites. This report is intended to provide a status update of the TOC program to the Local Advisory Council.

DISCUSSION:

In 2022, the Utah State Legislature passed House Bill 462, requiring all communities with a fixed-guideway transit station to perform a Station Area Plan. Many cities have partnered with UTA, MPOs, UDOT, and other stakeholders to meet those requirements. This status update will include data and highlights related to the progress of that program.

It will also include updates for UTA's active TOD sites: Ogden Central, Clearfield FrontRunner Station, Jordan Valley TRAX Station, Sandy Civic Center TRAX Station, and Lehi FrontRunner Station.

ALTERNATIVES:

N/A

FISCAL IMPACT:
The Transit-Oriented Communities program has significant, positive impacts. Effecting transit-supportive land use around mobility hubs positively impacts transit ridership, increasing the value to UTA riders and potential for farebox revenue. The program also guides the Agency's decisions related to its land within station areas, which leads to revenue and value capture opportunities for the Agency.

ATTACHMENTS:
None

Utah Transit Authority

669 West 200 South
Salt Lake City, UT 84101

MEETING MEMO

Local Advisory Council   **Date:** 2/21/2024

TO: Local Advisory Council
THROUGH: Jay Fox, Executive Director
FROM: Dave Hancock, Chief Capital Services Officer
PRESENTER(S):   Josh Van Jura, UDOT Director of Trails and Transit
                    Dave Hancock, Chief Capital Services Officer
TITLE:

Point of the Mountain Transit Project UDOT Update

AGENDA ITEM TYPE:
Discussion

RECOMMENDATION:
Informational item for discussion

BACKGROUND:
State of Utah House Bill 322 shifted oversight of transit projects to UDOT if they are:

1) State funded

2) Fixed guideway

3) In a large public district

4) Add capacity

This includes the Point of the Mountain Transit project and the Point of the Mountain FrontRunner Station project. Both projects look at transit alternatives in and around the Point of the Mountain development.

DISCUSSION:
This update presentation is given by UDOT and will include the status of the Point of the Mountain Transit projects.

ALTERNATIVES:
None

FISCAL IMPACT:

UDOT has fiscal responsibility for the Point of the Mountain Transit projects.

ATTACHMENTS:

None

Utah Transit Authority

MEETING MEMO

Local Advisory Council   **Date:** 2/21/2024

TO:	Local Advisory Council
THROUGH:	Jay Fox, Executive Director
FROM:	Cherryl Beveridge, Chief Operating Officer
PRESENTER(S):	Dalan Taylor, Chief of Police

TITLE:

UTA Code Blue Alert Protocol

AGENDA ITEM TYPE:

Discussion

RECOMMENDATION:

Informational Report for Discussion

BACKGROUND:

Discuss the Code Blue Alert and the law regulating a government entity's interactions with our unhoused community during extreme weather conditions.

DISCUSSION:

Update on UTA Police Department's protocol during a Code Blue Alert.

ALTERNATIVES:

n/a

FISCAL IMPACT:

n/a

ATTACHMENTS:

Utah Transit Authority

MEETING MEMO

Local Advisory Council   **Date:** 2/21/2024

TO:	Local Advisory Council
PRESENTER(S):	Chair Mark Johnson
	Chair Carlton Christensen

TITLE:

Open Dialogue with the Board of Trustees

AGENDA ITEM TYPE:

Discussion

RECOMMENDATION:

Informational discussion with UTA Board of Trustees

DISCUSSION:

The Local Advisory Council and Board of Trustees will engage in discussion on topics concerning the Utah Transit Authority. No action will be taken.

ATTACHMENTS:

None

Utah Transit Authority

MEETING MEMO

Local Advisory Council   **Date:** 2/21/2024

TO: Local Advisory Council
FROM: Jana Ostler, Board Manager
PRESENTER(S): Mark Johnson, Chair, Local Advisory Council

TITLE:

AR2024-02-02 - Resolution of the Local Advisory Council of the Utah Transit Authority Appointing Council Officers for the Year 2024

AGENDA ITEM TYPE:
Resolution

RECOMMENDATION:
Approve Resolution AR2024-02-02 appointing 2024 Local Advisory Council Officers with an amendment to include the 2nd Vice-Chair appointee.

BACKGROUND:
Utah Transit Authority Bylaws (Article III, Section 4) require that the UTA Local Advisory Council annually elect three officers including a Chair, a Vice-Chair, and a Second Vice-Chair from the membership of the Advisory Council. During 2023, Mark Johnson served as Chair, Troy Walker served as Vice-Chair, and Bob Stevenson served as Second Vice-Chair.

Duties of Advisory Council officers are as follows (per Bylaws Article III, Section 7):

∀   The Advisory Council Chair shall preside at all Advisory Council meetings. The Advisory Council Chair shall ensure that the Advisory Council carries out its duties under the Public Transit District Act and shall coordinate the agenda with the Board Chair to accomplish this end. The Advisory Council Chair shall serve as the liaison with the Board.

∀   In the absence of the Advisory Council Chair, the Advisory Council Vice-Chair shall carry out the duties of the Advisory Council Chair.

∀   The Advisory Council Second Vice-Chair shall attest to all resolutions, ordinances, or orders passed by the Advisory Council.

The Chair and Vice-Chair also serve as members of the Audit Committee.

The term for 2024 officers would begin at the end of the first Council meeting in 2024 and expire at the end of the first meeting of the Council in 2025.

DISCUSSION:

The Advisory Council previously adopted Resolution AR2023-02-04 that established a succession of officers for 2024 appointing Troy Walker as Chair and Bob Stevenson as Vice-Chair, with a new nominee for Second Vice-Chair to be elected by the Council. Advisory Council members may choose 2024 officers through nomination and open discussion, followed by either a verbal motion and vote or vote by paper ballot, according to the discretion of the Chair.

ATTACHMENTS:

AR2024-02-02 Resolution Appointing Council Officers for the Year 2024

**RESOLUTION OF THE LOCAL ADVISORY COUNCIL OF THE UTAH
TRANSIT AUTHORITY APPOINTING
COUNCIL OFFICERS FOR THE YEAR 2024**

AR2024-02-02   February 21, 2024

WHEREAS the Utah Transit Authority (the "Authority") is a large public transit district organized under the laws of the State of Utah and was created to transact and exercise all of the powers provided for in the Utah Limited Purpose Local Government Entities – Special Districts Act and the Utah Public Transit District Act;

WHEREAS, the Authority, through its Board of Trustees ("Board") and Local Advisory Council ("Council") adopted revised Bylaws through Resolution R2023-12-09 on December 20, 2023;

WHEREAS, the Bylaws require that the Council annually elect three officers, a Chair, a Vice-Chair, and a Second Vice-Chair from the membership of the Council;

WHEREAS the Council established in Resolution AR2023-02-04 a succession of officers for 2024 appointing Troy Walker as Chair, Bob Stevenson as Vice-Chair, and a Second Vice-Chair to be elected by the Council; and

WHEREAS the Council would like to appoint 2024 officers who will assume their positions at the end of the first meeting of the Council in 2024.

NOW, THEREFORE, BE IT RESOLVED by the Local Advisory Council of the Utah Transit Authority:

1. That the Local Advisory Council hereby appoints Troy Walker as Chair, for a term beginning at the end of the first meeting of the Council held in 2024 and expiring at the end of the first meeting of the Council held in 2025.

2. That the Local Advisory Council hereby appoints Bob Stevenson as Vice Chair for a term beginning at the end of the first meeting of the Council held in 2024 and expiring at the end of the first meeting of the Council held in 2025.

3. That the Local Advisory Council hereby appoints _____ as Second Vice-Chair for a term beginning at the end of the first meeting of the Council held in 2024 and expiring at the end of the first meeting of the Council held in 2025.

4. That at the end of the first meeting of the Council held in 2025, Bob Stevenson will assume the office of Chair, _____ will assume the office of Vice-Chair, and a new Second Vice-Chair, elected by the Council during the first meeting of the Council held in 2025, will assume office for the 2025 year.

5. That this Resolution stays in full force and effect until superseded by further action of the Local Advisory Council.

6. That the corporate seal be attached hereto.

Approved and adopted this 21st day of February 2024.

_____

Chair or Acting Chair, Local Advisory Council

ATTEST:

_____

Second Vice-Chair, Local Advisory Council
or Board Secretary

(Corporate Seal)

Approved As To Form:

DocuSigned by:

Mike Bell

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Legal Counsel

Utah Transit Authority

MEETING MEMO

Local Advisory Council   **Date:** 2/21/2024

TO:	Local Advisory Council
FROM:	Jay Fox, Executive Director
PRESENTER(S):	Jay Fox, Executive Director

TITLE:

Executive Director Report
-     **2023 Ridership**

AGENDA ITEM TYPE:

Report

RECOMMENDATION:

Informational report for discussion

DISCUSSION:

Jay Fox, Executive Director, will report on UTA's 2023 ridership.

Utah Transit Authority

MEETING MEMO

Local Advisory Council   **Date:** 2/21/2024

TO:	Local Advisory Council
FROM:	Utah Transit Authority Audit Committee
PRESENTER(S):	Troy Walker, Vice-Chair Local Advisory Council

TITLE:

Audit Committee Report

AGENDA ITEM TYPE:

Report

RECOMMENDATION:

Informational report for discussion

BACKGROUND:

The UTA Audit Committee met on December 18, 2023 to hear reports from UTA's Internal Audit Department on recent audits performed, as well as other audit and risk related information. Audit Committee Members Carlton Christensen, Jeff Acerson, Beth Holbrook, Mark Johnson, and Troy Walker participated in the meeting.

DISCUSSION:

Vice-Chair Walker will give a report on the activities of the UTA Audit Committee.

ATTACHMENTS:

None