UTA LOCAL ADVISORY COUNCIL MEETING

February 21, 2024



CALL TO ORDER AND OPENING REMARKS



PLEDGE OF ALLEGIANCE



SAFETY FIRST MINUTE



PUBLIC COMMENT

Live comments are limited to 3 minutes per commenter

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

Comments received through alternate means were distributed to the Local Advisory Council prior to meeting



OATHS OF OFFICE: UTA LOCAL ADVISORY COUNCIL

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



CONSENT AGENDA

- 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



Recommended Action (by acclamation)

Motion to approve the consent agenda



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
- b. UTA On Demand Service Update



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



What is the UTA Long Range Transit Plan UTA Moves 2050?



UTA is developing a 30-year Long Range Transit Plan focused on understanding and planning for the **future needs of the communities we serve**



It will result in a vision for the future of public transportation—considering all ideas, not restricted by funding















Agenda Item 7.a.

UTA Moves 2050: Overview





Financial Analysis and Implementation Plan Including Prioritized Project List 2023 Vision

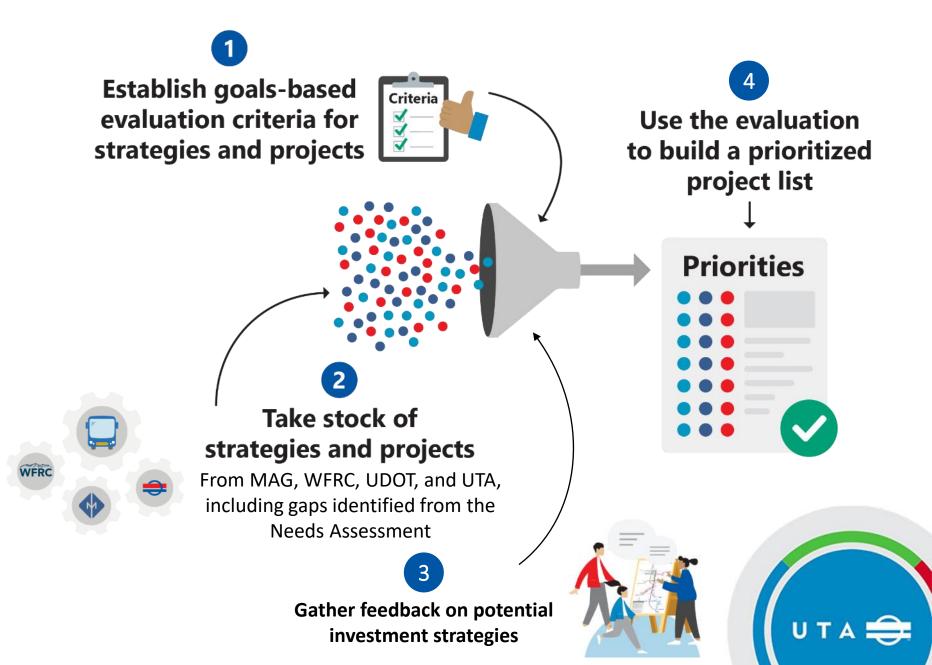
UTA Moves 2050 Plan ("Living Document")

Winter 2023



Agenda Item 7.a.

Plan Vision **Development**



Agenda Item 7.a.

UTA MOVES 2050

Coordinate Investment Strategy to Growth

Agenda Item 7.a.



15 minute or better all-day service including weekends

Service Type



Frequent

30 mins































Corridor Commitment,

Serves medium

volume corridors



Flexibile





Most Flexible

Corridor Investment







Serves dense

urban areas

High Permanence



Serves medium-high

volume corridors



Serves medium-high

volume corridors

Moderate







Serves low-medium

volume corridors



Flexible

Demand / Activity Density



Transit

Access Shed

Stop/Station **Amenities**

suburban centers





























Bidirectional all-day limited stop service

Serves low density areas or operates at lower-demand times (such as late night)



RIDEUTA.COM/LRTP





Serves high volume

corridors and

connects centers













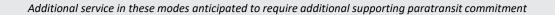








1/4 Mile



¹Based on vehicle capacity and frequency

Evaluation Goals Tied to UTA Strategic Plan Goals



Moving Utahns to a Better Quality of Life

- Air quality
- Access to transit



Exceeding Customer Expectations

- Ridership
- Increased frequency & span
- Travel time improvements



Achieving
Organizational
Excellence

Cost-Effectiveness



Building Community Support

Access to communities with high need



Generating Critical Economic Return

- Serving future transit-supportive land use
- Improved access to jobs & essential services

UTA MOVES 2050



Agenda Item 7.a.

How Did We Engage With the Community?

- 57 Listening Sessions with municipal staff across UTA service area
- 1 Virtual Town Hall Kick-off
- 8 Public Meetings (1 virtual) across UTA service area
- **38 Social media posts** gathering over 82,000 impressions
- 2 Online engagements, including survey data gathering over 5,000 responses
- 30+ Stakeholder Presentations



What Did We Hear?

- **Frequency** is a priority
- FrontRunner improvements and extensions
- **Expanded coverage** & new routes
- **Geographic & route-specific feedback** from across service area with over 1,600 unique responses



Four Investment Strategies

Maintain Our System

Maintain infrastructure and human resource investments.



FLEET









Expand Our Frequent Service Network

Service every 15 minutes or better makes service more attractive.





Enhance Our System

Make the system faster, more reliable, easier to understand, and more responsive.









ON TIME TECH

Serve Our Growth Areas

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







LOCAL SERVICE

LATER SERVICE

NEW SERVICE

Agenda Item 7.a.

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 under current future funding assumptions.

What Does the Vision Network Accomplish?



PROVIDES MORE TRANSIT

110

Total Routes

49

Frequent Routes



SERVES MORE PEOPLE AND JOBS

+365K People

+250KJobs



GETS MORE RIDERS ON BOARD

300K+

New riders per Weekday

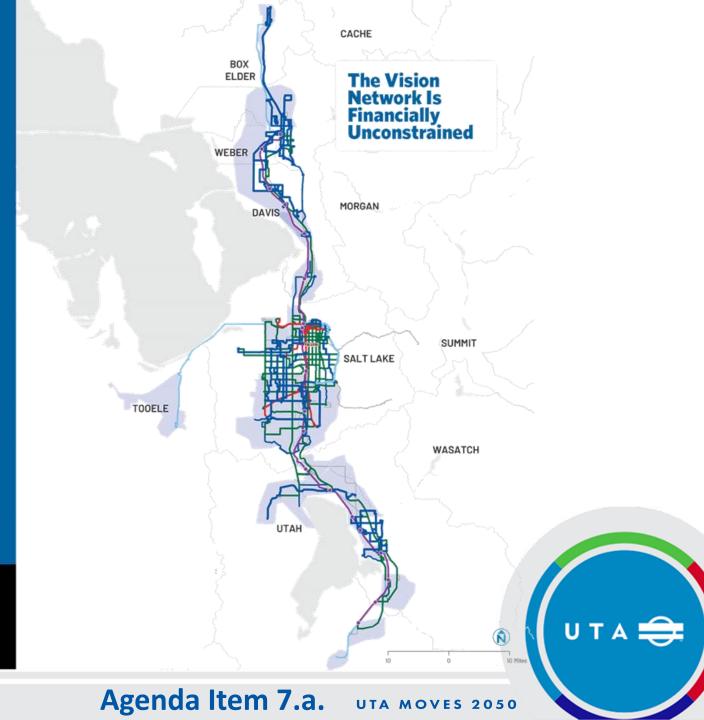




\$6.7B Capital cost



Additional annual operating cost



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 funding assumptions developed in conjuction with regional partners.

What Does the Plan Network Accomplish?



PROVIDES MORE TRANSIT

100 Total Routes 50+ Frequent Routes PUTS MORE PEOPLE AND JOBS WITHIN 1/2 MILE OF TRANSIT

PEOPLE

- +470K Near Any Transit
- +650K Near Frequent Transit

JOBS

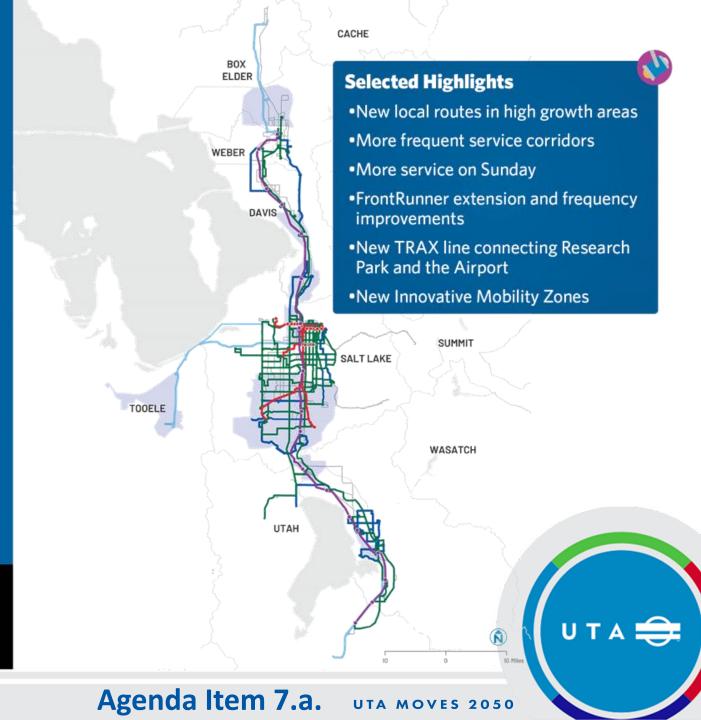


- +320K Near Any Transit
- +440K Near Frequent Transit

What Does the Plan Network Cost?







Concurrent Plans and Community Vision Elements Including, but not limited to:

Concurrent Efforts:

- Point of the Mountain
- FrontRunner Forward
- LCC EIS
- Seasonal service (ski bus)
- Statewide Transit Connections

Community Vision Elements:

- Rio Grande Plan
- Possible Future Light Rail Extensions
- Additional Transit Service & Projects



UTA Moves 2050 Next Steps

- 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



Questions & Discussion



https://rideUTA.com/LRTP

LRTP@rideuta.com

Recommended Action (by acclamation)

Motion to approve 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



UTA On Demand Service Update





Tooele County, South Davis County, Southern Salt Lake County and Salt Lake City Westside

Presented by

Shaina Quinn Hal Johnson

02/21/2024



Contents Covered

- Ridership Overview
- √ Total Ridership
- ✓ Met Demand

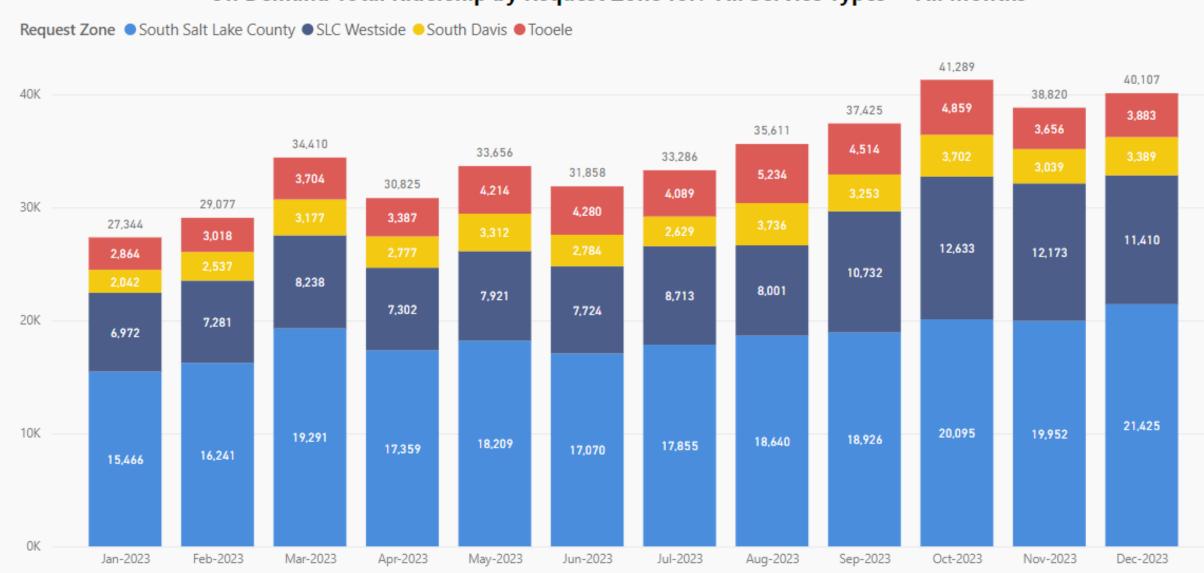
- Performance Measure
- ✓ Seat Availability
- ✓ Average Wait Times
- Trip Analysis

- Why Microtransit?
- ✓ Coverage
- **✓ First & Last Mile Connection:**
 - **Impact on Fixed Route Ridership**
- ✓ Future



Ridership Overview

On Demand Total Ridership by Request Zone for: All Service Types All Months



Ridership Overview

Zone Name	Total Demand	Met Demand
Southern Salt Lake County	324,798	300,573 (92.5%)*
SLC (Salt Lake City) Westside	196,430	170,625 (86.9%)*
Tooele County	58,879	55,084 (93.6%)
South Davis County	48,196	47,173 (97.9%)

All Zone Overview

Total Demand **628,303**

Total Met Demand **573,455** (**91.3%**)

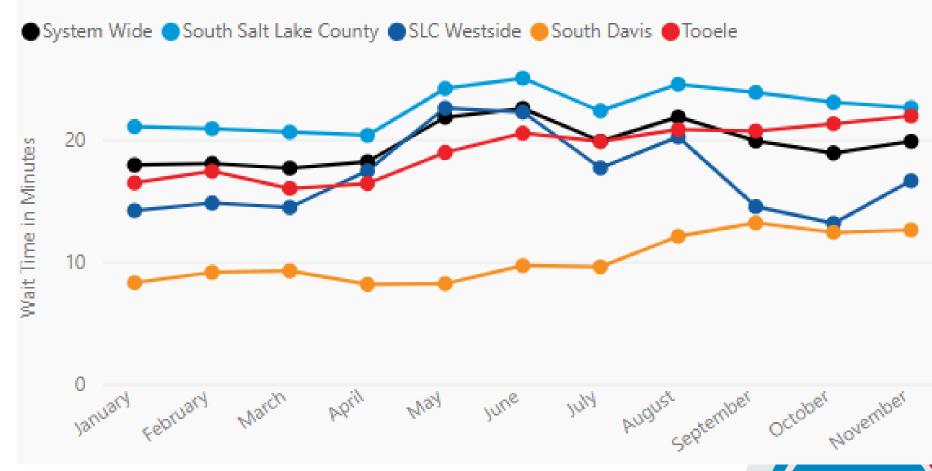
Data range on this slide: Jan to Dec 2023



^{*}Expect improvements in 2024 thanks to additional driver hours

Average Wait Times

- Average Wait Time goal is
 15 20 minutes
- On Time Performance shows a similar result
- Average wait time for Lyft/Uber is 7 minutes



Performance Measure



Customer Service Spectrum:

Average Rating

4.8 out of 5

5 Star Rating

91.4%

"It is just a very awesome service it helps me to accomplish things in my life that not having a vehicle has hindered me in making progress in my life and it allows me a way to get back and forth to work the stores a doctor visits all kinds of things it's a great service."





Trip Analysis

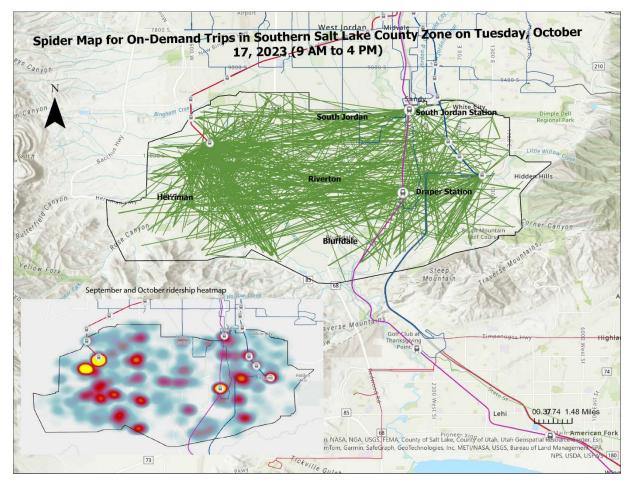
Top 10 Trip Destinations: Southern Salt Lake County Zone

Destination Address	Number of Passengers
Daybreak Parkway TRAX Station	8710
Draper FrontRunner Station	4151
Draper Town Center TRAX Station	3361
Crescent View TRAX Station	2843
South Jordan FrontRunner Station	1598
Kimballs Lane TRAX Station	1157
Walmart Supercenter, South Jordan Gateway, South Jordan	968
Herriman High School, Mustang Trail Way, Herriman	886
Walmart Supercenter, South Hamilton View Road, Riverton	815
South Jordan Parkway TRAX Station	762

*Data range on this slide: July to December 2023



OD spider pattern: Southern Salt Lake County



Spider map data from Oct 17, 2023 Heat map data from Sep & Oct 2023

- Origin- Destination (OD) Spider map of all trips on a weekday from 9am to 4pm in Southern Salt Lake County zone
- Supports the heat density distribution of demand
- Common OD points transit stops and grocery shops

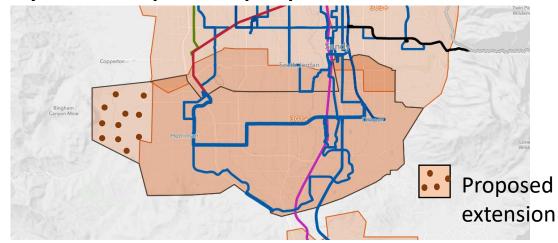


Why Microtransit: Coverage

The Future: Southern Salt Lake County zone

Vision Routes Proposed	Population Served within 0.25 mile		
248 (extension: new)	38,600		
F126	7,900		
146+	14,600		
201+ (extension)	23,100		
218 South Jordan	12,700		
871+ (extension)	2,200		
F514 (extension)	5,200		
Total	104,300**		

5-year service plan and prospective fixed route ideas



Microtransit connects to 246K people* > Fixed Route could cover 104K people**

As the population and commercial land uses grow fixed route coverage will become more viable

*Population of the zone

**Population within a quarter mile of the proposed route



Why Microtransit SLC Zone: Impact on Fixed Route Ridership

September Data Comparison: SLC Westside Zone

- Low ridership of fixed route bus services resulted in repurposing of several routes
- Since microtransit was introduced, ridership has increased in all zones
- Microtransit ensures first and last mile connections too, such as 20-25% trips in SLC Westside are to train stations
- Preliminary data shows that microtranist *may* have a beneficial impact on fixed route ridership
- For example, after launching the service in Westside fixed route ridership increased 23% in the month of September (2021 to 2022)

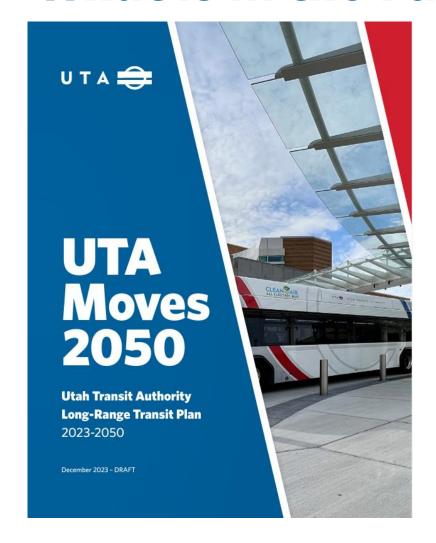
Route#	2021 Riders (Before)	2022 Riders	2023 Riders	% Change in 2022 since 2021	% Change in 2023 since 2021
Route 1	0	44,276	64,00	n/a	n/a
Route 2	0	37,000	40,000	n/a	n/a
Route 4	15,948	21,657	28,000	+36%	+76%
Route 9	30,080	40,441	48,000	+34%	+60%
Route 205	19,301	29,070	43,000	+51%	+123%
Route 217	64,299	67,619	84,000	+5%	+31%

Since Launching UTA On-demand fixed route ridership increased

24.3%

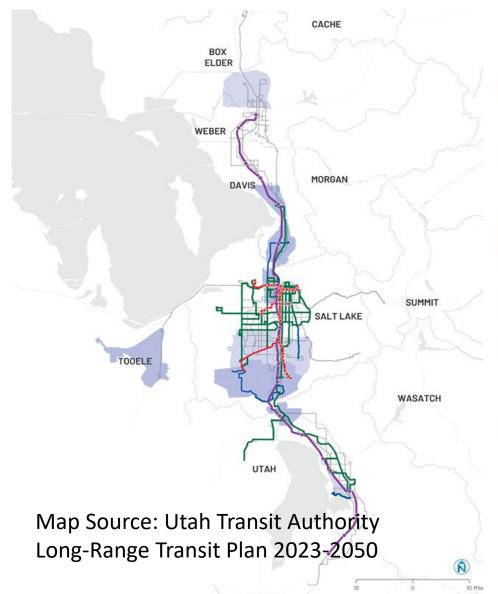


What is in the Future Plan





Long Range Transit Plan: 5 New Zones + Expansion of <u>Southern Salt Lake County Zone</u>



Proposed Zones

- North Weber County
- Sandy/ Cottonwood Heights
- West Provo

- South Jordan/ West Jordan
- Lehi

Summary...

- On Demand Support the overall transit system from numerous dimension
 - enhancing fixed route ridership
 - connecting first & last mile
 - creating trip density distribution
- > Top destinations are rail stations and grocery shops

Any Cuestons?



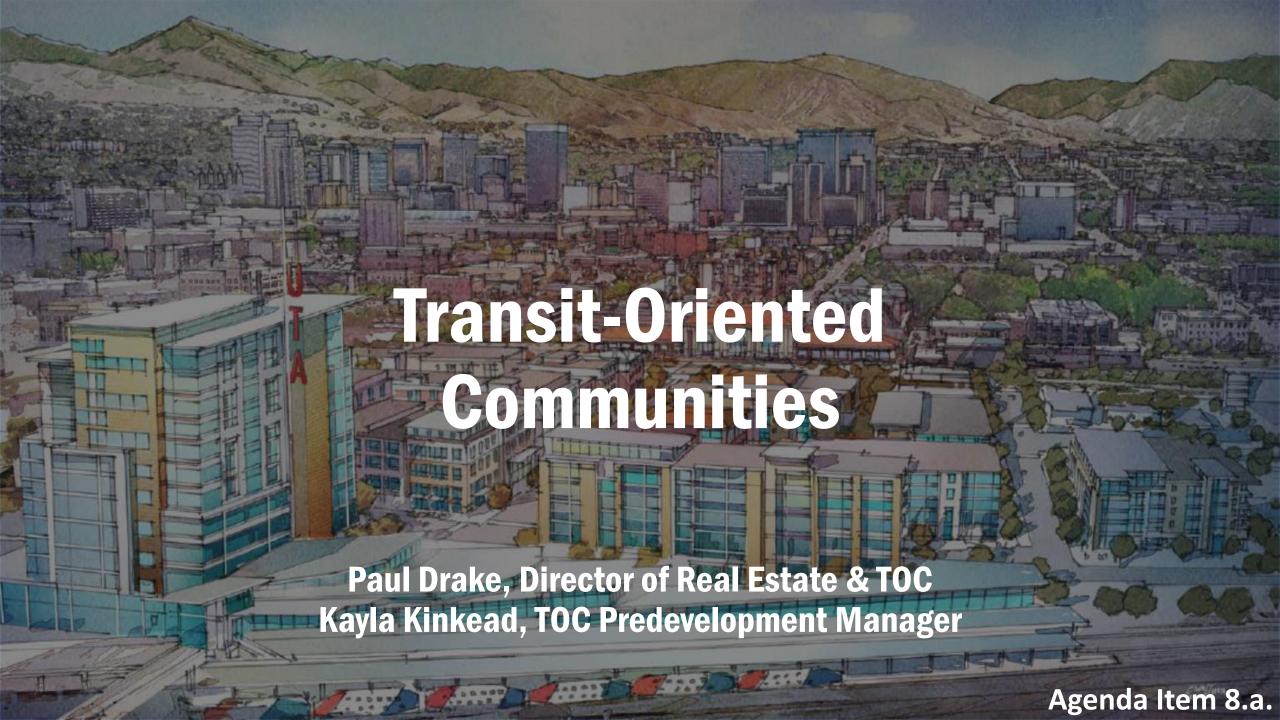
TRANSIT-ORIENTED DEVELOPMENT

a. Transit-Oriented Communities Program Update



Transit-Oriented Communities Program Update







SAP Program Status

Funded	10
Analysis & Engagement	10
Visioning	3
Concept Plan	12
Implementation Plan	3
Complete (not certified)	10
Certified (not active)	13
TOTAL ACTIVE	61



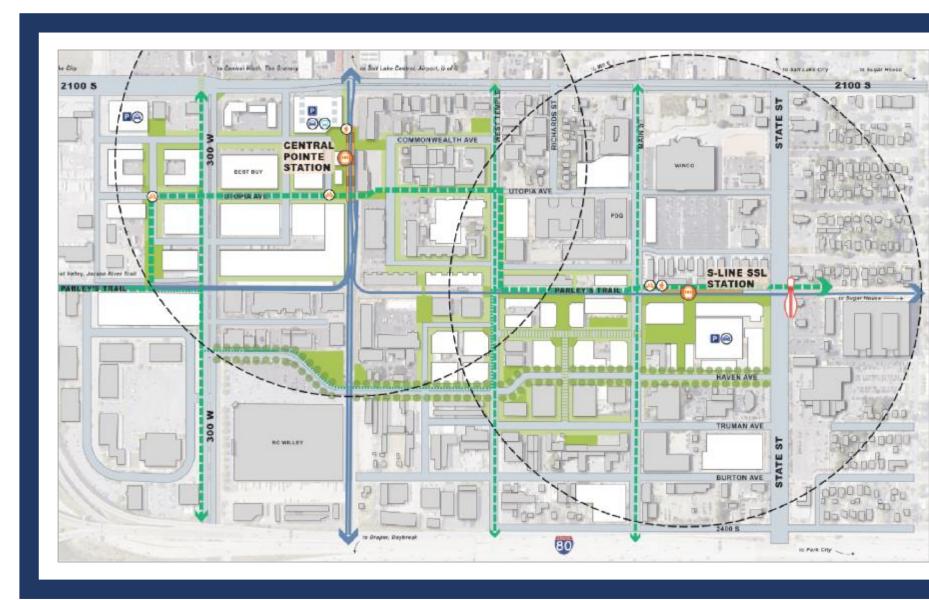
Clearfield Station

- Plans for office, mixed-use, multi-family residential, and retail development
- Architectural and urban design guidelines
- Creates open space network with parks, plazas, landscape buffers, and greenways
- Improves connectivity with mid-blocks and grid street pattern framework
- Enhances active transportation network and facilities



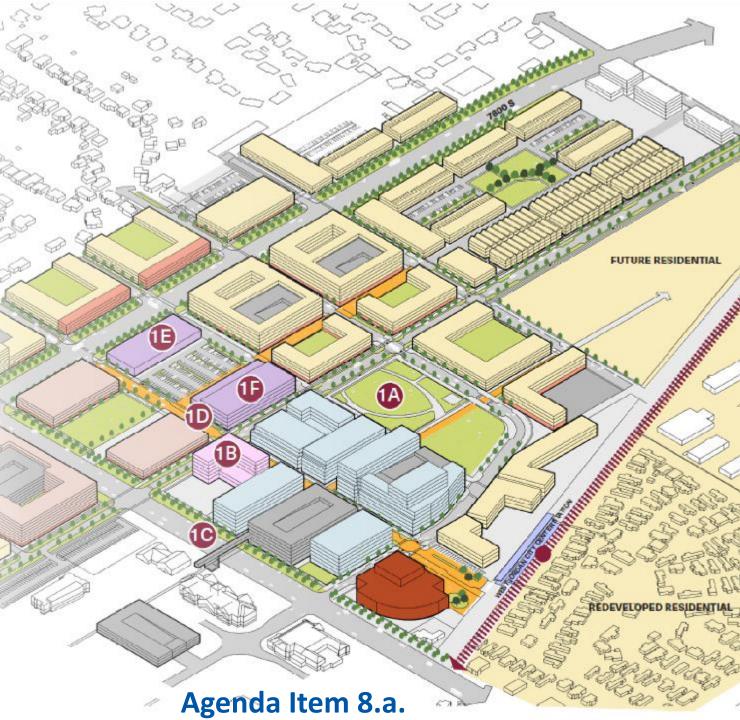
Central Pointe

- Finalizing Concept Plan
- >5,000 proposed new housing units
- Mixed-use development
- Improved green space and pedestrian facilities
- Transit infrastructure improvements
- Improved accessibility to from east side of the TRAX lines

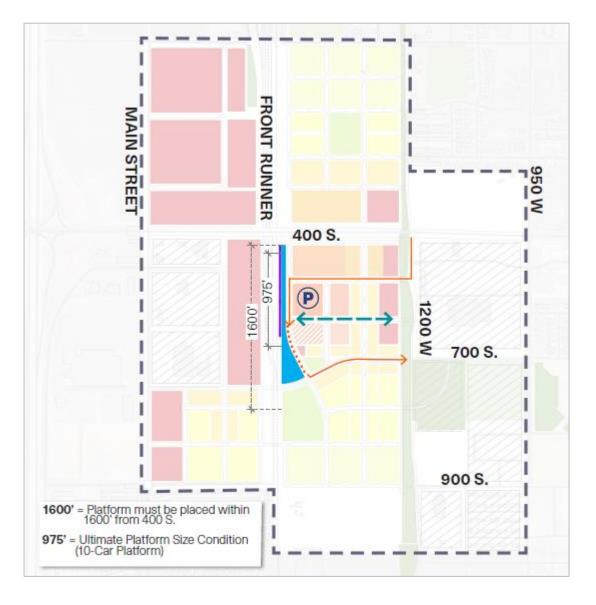


West Jordan City Center

- Major potential for future redevelopment
- Vertical office and mixed-use development
- UTA property serving as catalyst project
- Recommends a unique and attractive anchor
- Walkable pedestrian environment with a transit/park plaza
- Opportunity to develop trails that can serve the surrounding neighborhoods
- Improve pedestrian connectivity and accessibility to TRAX

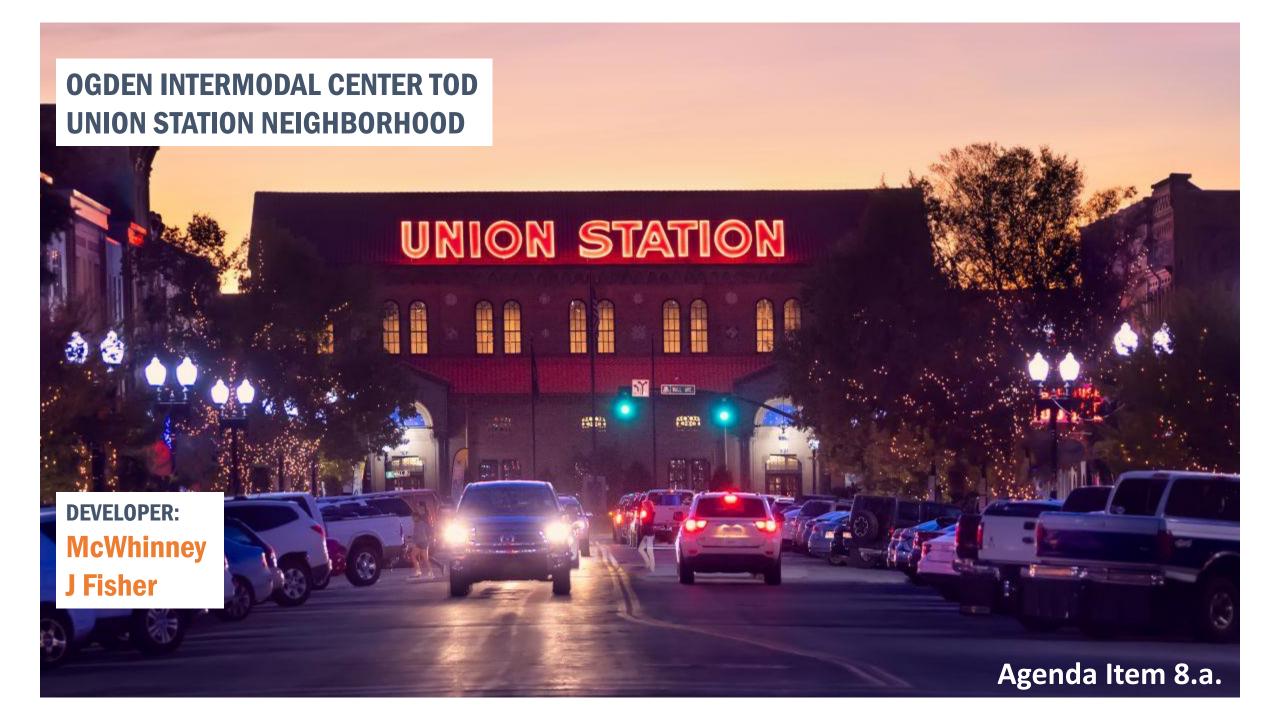


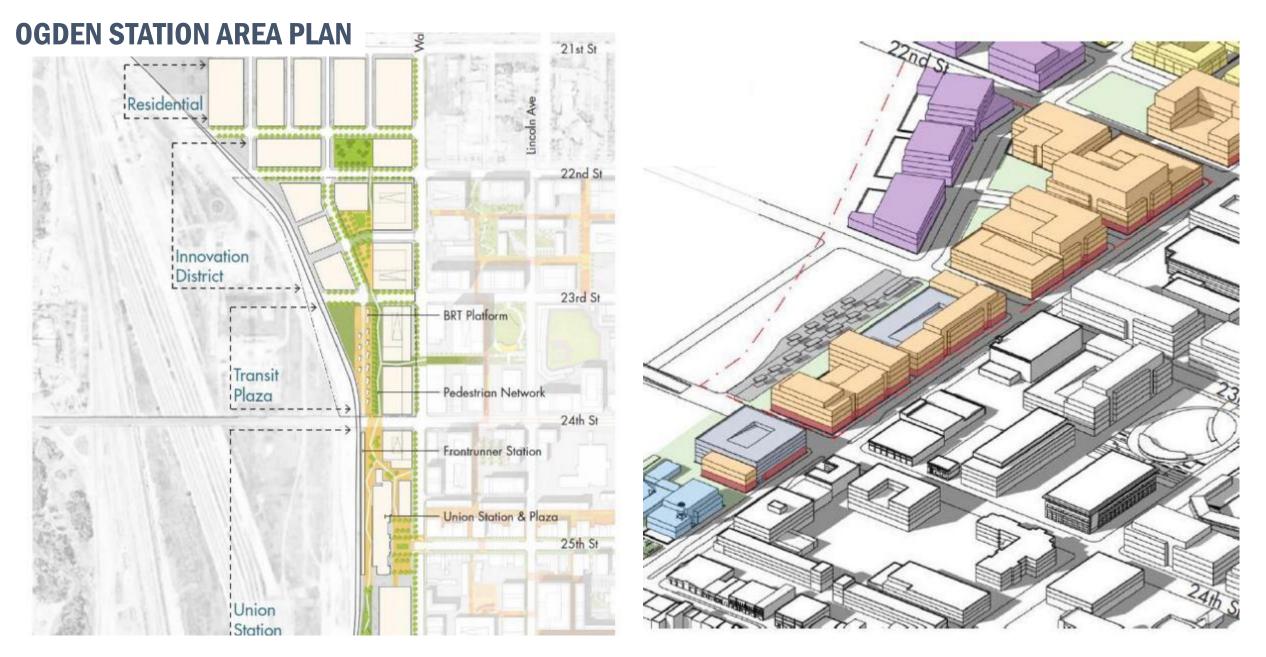
Springville (Future Station)











Agenda Item 8.a.

CONCEPTUAL MASTER PLAN



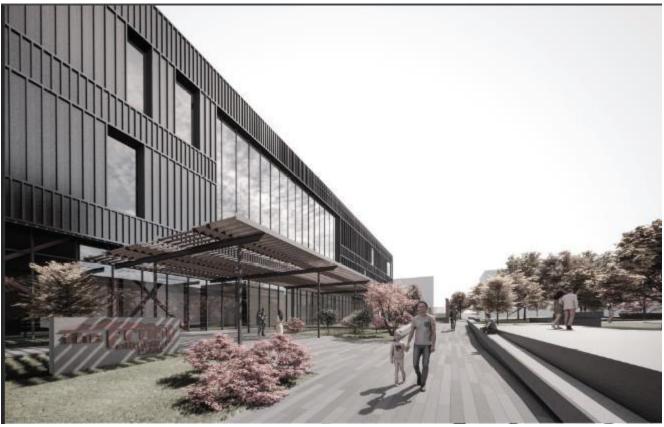




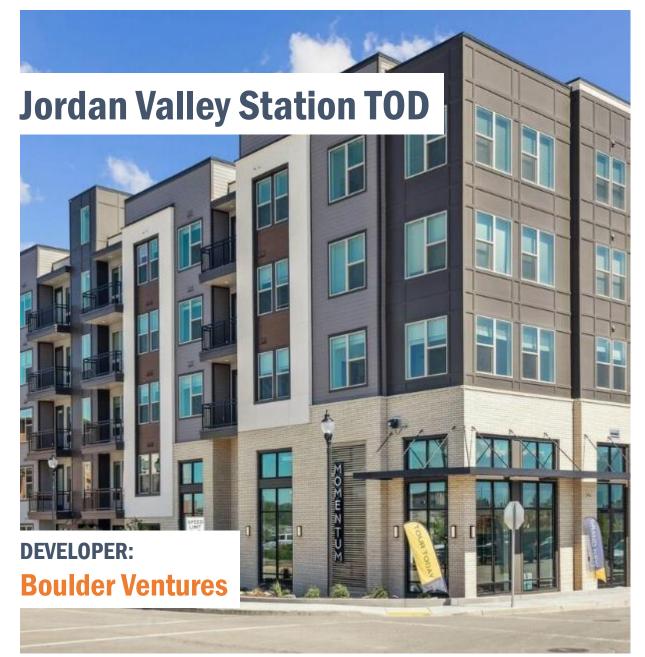








Clearfield Station - Architecture







Agenda Item 8.a.





Sandy Civic Center Station "East Village"

Developer:

Hamilton Partners

Development Data:

604 Residential Units 210,000 sf Office 15,000 sf Retail



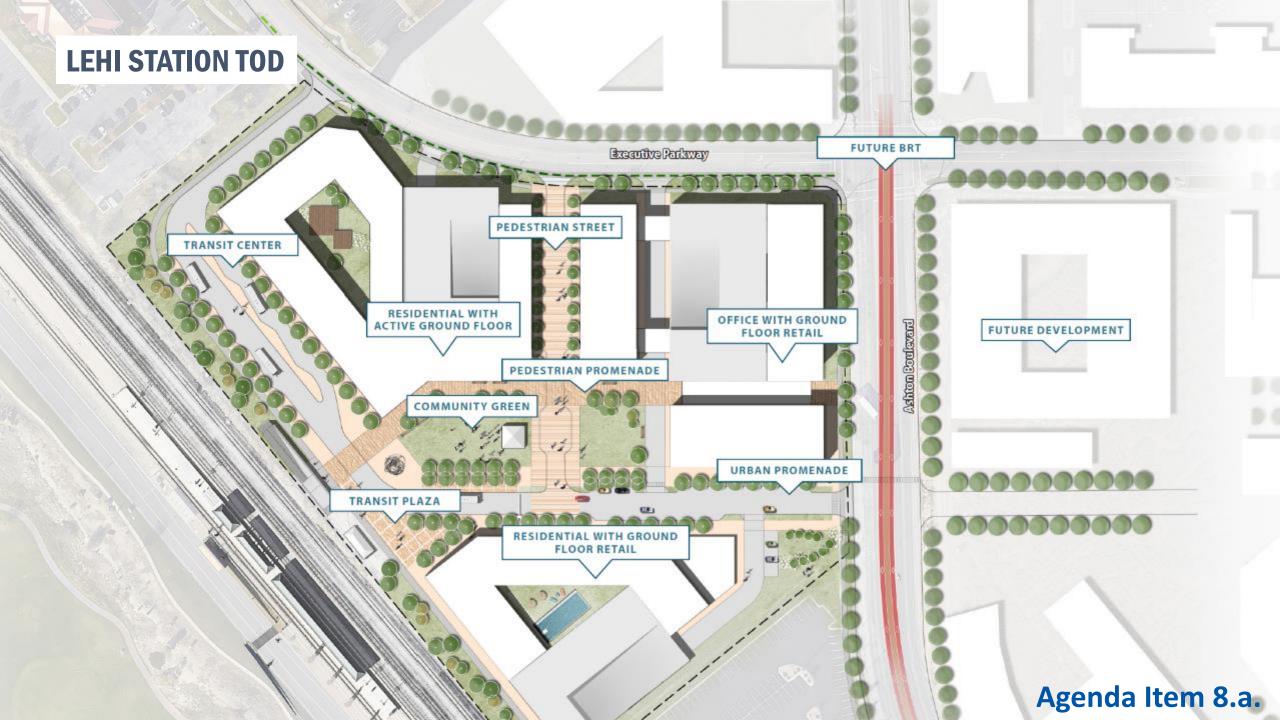












DISCUSSION

- a. Point of the Mountain Transit Project UDOT Update
- b. UTA Code Blue Alert Protocol
- c. Open Dialogue with the Board of Trustees



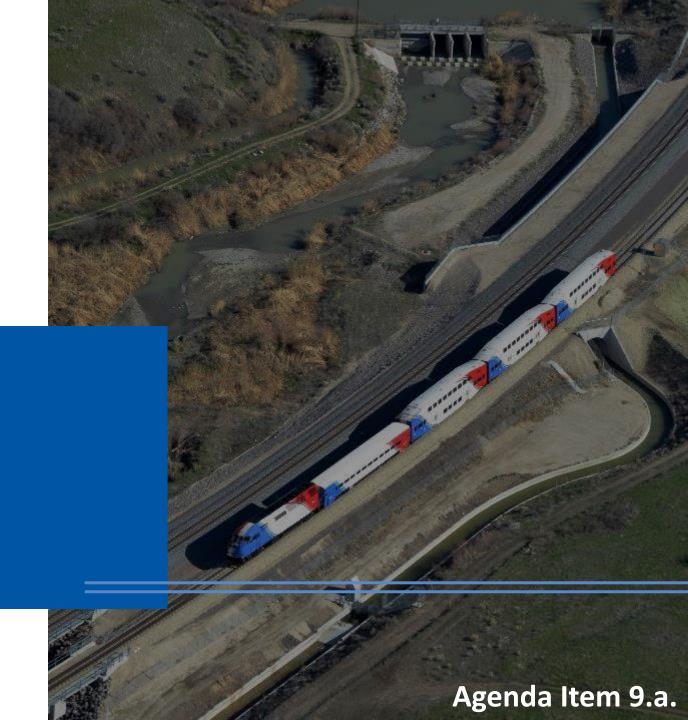
Point of the Mountain Transit Project UDOT Update



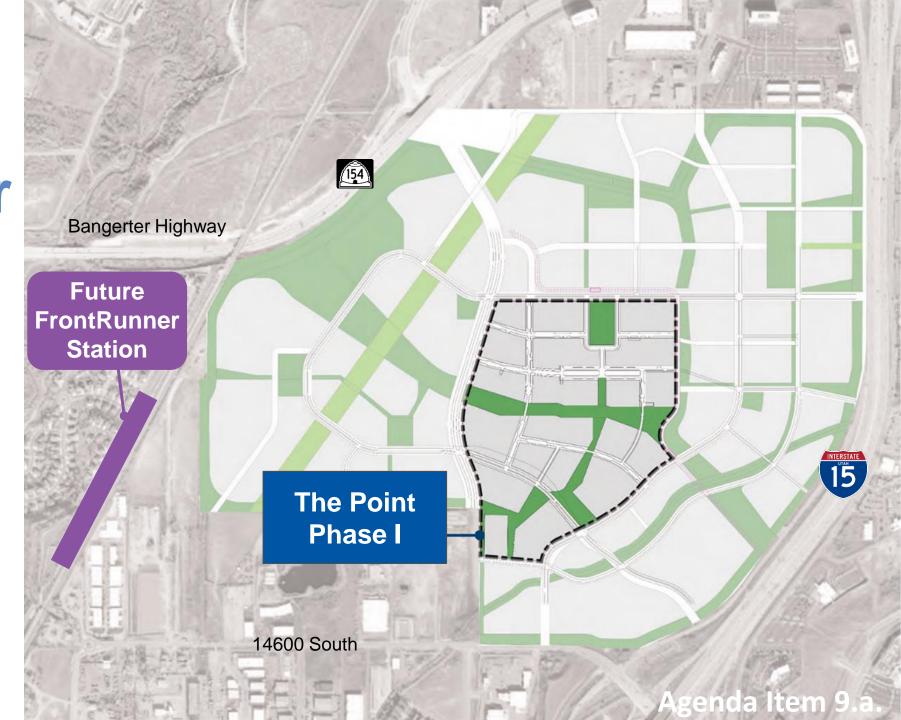


Project Update

February 21, 2024



Potential FrontRunner Station Location



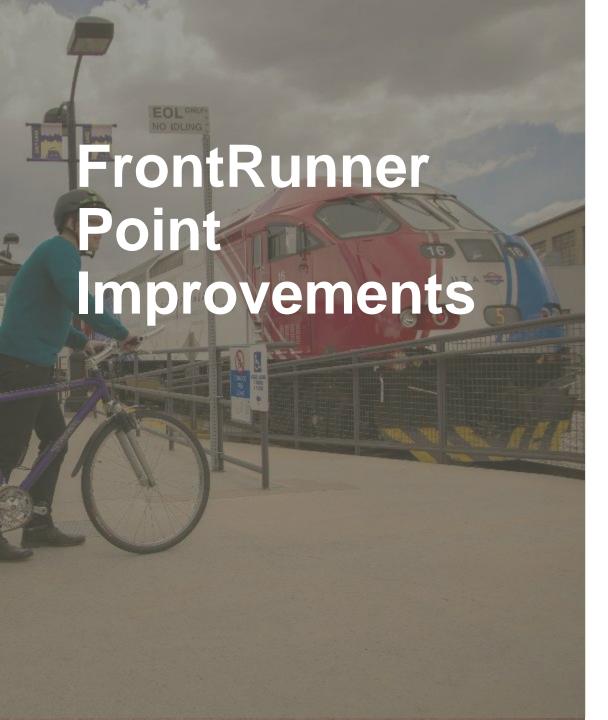


Potential Future Double Track Location

Additional double tracking is required to add a future Point FrontRunner station without adding delays to the system







Preliminary Budget

- Concept estimate \$400m
- State funding \$200m
- Separate project from FrontRunner 2X

A Project Timeline

- Preliminary Design: Jan. Aug. 2024
- 30% Design: Sept. 2024 June 2025
- NEPA: Nov 2024 through end of 2025



Point of the Mountain TRANSIT

Draper to Lehi





Project Purpose

- Support economic development goals of region and communities
- Improve access and mobility between southern Salt Lake County and northern Utah County
- Connect to regional transit system
- Support transportation demands of population and employment growth







Alternatives









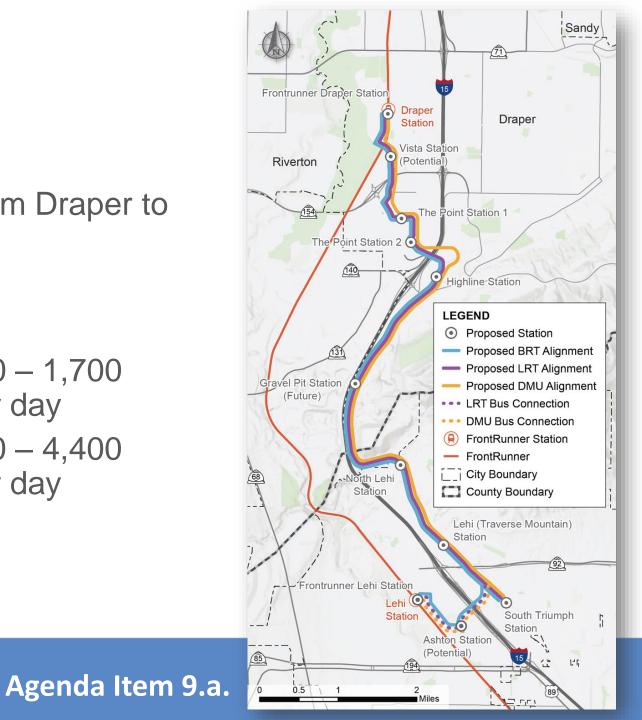


Point of the Mountain TRANSIT

- High-capacity transit from Draper to Lehi
 - ~10-mile alignment
 - 15-minute service

Draper to Lehi

- 2030 service: 1,200 1,700 passenger trips per day
- 2050 service: 3,400 4,400 passenger trips per day





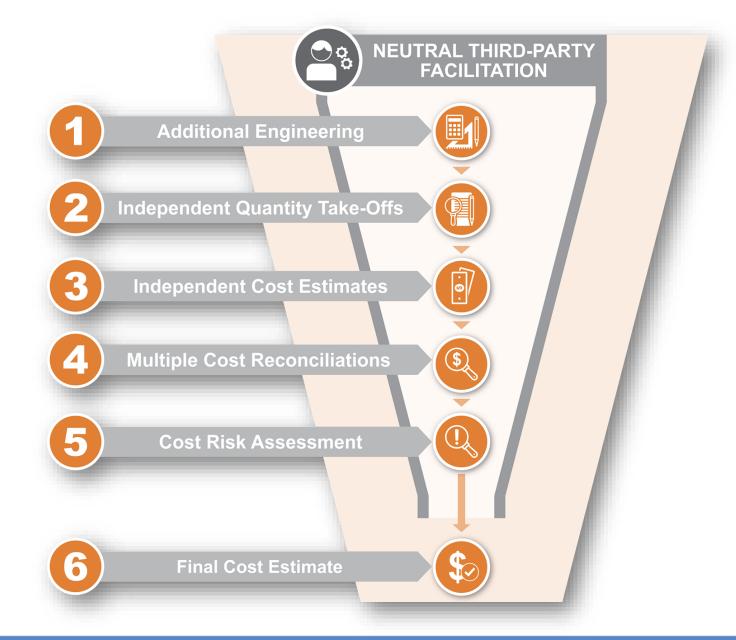


Cost Validation Process





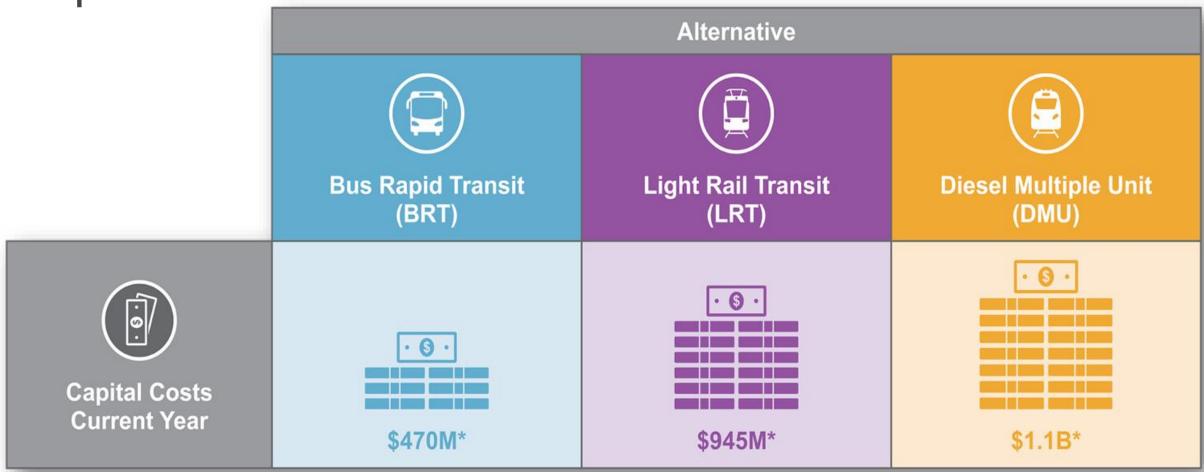








Capital Costs



^{*}Costs do not include inflation projections.





Operations and Maintenance (O&M) Costs

	Alternative		
	Bus Rapid Transit (BRT)	Light Rail Transit (LRT)	Diesel Multiple Unit (DMU)
Operations and Maintenance Costs	\$6.1M/year	\$6.3M/year	\$10.8M/year





Anticipated Mode Selection

- Phased approach
 - Supports funding flexibility
 - Growth into transit over time
- Overview
 - Phase 1 Innovative Mobility Zones (IMZs)
 - Phase 2 LRT as the preferred mode (pending environmental review)





Future Phases of POM – Phase 1



PHASE 1 - DEDICATED SHUTTLES AND INNOVATIVE MOBILITY ZONES (IMZs)

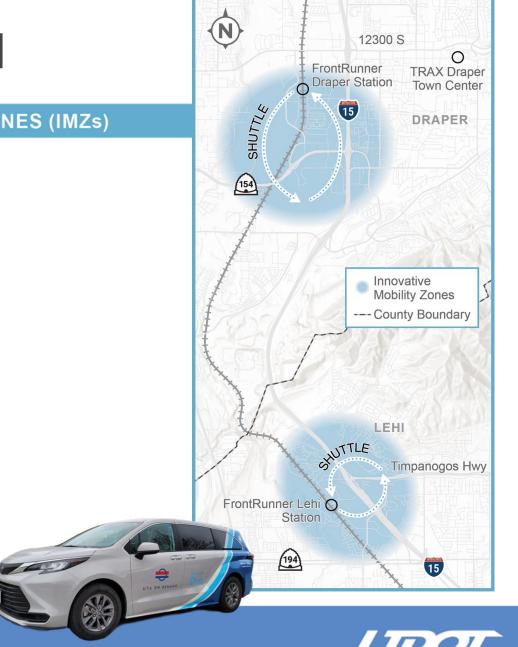
BENEFITS

- Support transit-oriented development
- Provides interim transit options as development becomes able to support a light rail system

ANNUAL OPERATIONAL COSTS (\$3M annually)

- Point IMZ with Dedicated Shuttle
 \$1M Recommended Additional Annual Budget
- Traverse Mountain IMZ with Dedicated Shuttle \$2M Recommended Annual Budget

All costs in 2023 dollars.







Future Phases of POM – Phase 2

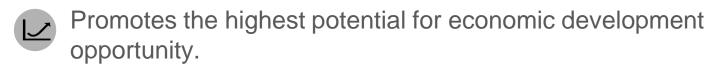


PHASE 2 ANTICIPATED SELECTION - LIGHT RAIL TRANSIT (LRT)

ANTICIPATED SELECTION-LIGHT RAIL TRANSIT (LRT)

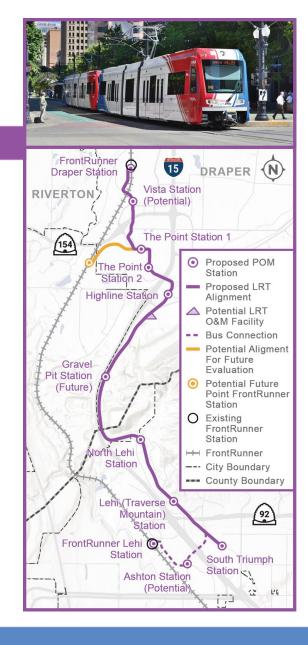
- \$945M capital cost (2023 dollars)
- \$6.3M ongoing annual cost (2023 dollars)

KEY PERFORMANCE CRITERIA FOR LRT





- Has potential to integrate into the regional LRT network.
- Offers the fastest transit travel times for trips served by LRT within the project corridor.







Long Term Phasing and Implementation

- Implementation of LRT could be phased to start at either end of the project and as funding becomes available
- \$75M in state funds is available of the \$945M (2023 dollars) in capital funds estimated for full implementation
- The estimated ongoing operations and maintenance cost of Phase 2 is \$6.3M per year (2023 dollars)
- New state and/or local funding sources will be required to meet funding needs and for full project implementation
- The Phase 2 schedule will be established as funding plans develop





Timeline

WHERE HAVE WE BEEN?

WHERE ARE WE GOING?

AUG 2019 - FEB 2021

- » Transit Study (Alternatives Analysis)
- » Initial Selection of Preferred Alternative

- > JUN 2021 FEB 2022
- Conceptual
 Engineering and
 Refinements of
 Preferred
 Alternative
- » Initiated High-level Mode Review

- MAR 2022 FEB 2023
- » Recalibration to Meet HB 3 and 322
- » Began RailConceptualEngineering

» Produced Transit Study Update (Released in June)

MAR 2023 - DEC 2023

» Announced Anticipated Mode (December) 2024

» Finalize EA

- » Public Comment (Spring)
- » Decision Document (Summer)





Contact Us



Website: udotinput.utah.gov/pointtransit



Email: pointtransit@utah.gov



Hotline: 385-374-9992

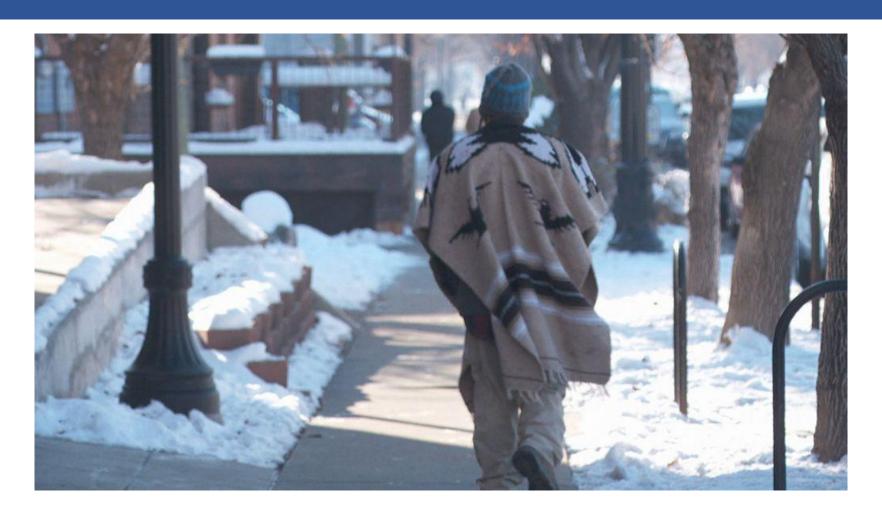




UTA Code Blue Alert Protocol



UTA Response to Code Blue Alert



Utah Code Title 35A, Chapter 16, Part 7, Section 703 UCA 35A-16-703

- Alert is in effect when outside temperature is 15 degrees or below for more than two hours
- Alert remains in effect for 48 hours after initial alert ends
- Prohibits state or local government entity, including law enforcement from enforcing camping ordinances or conducting abatements
- Agencies cannot seize any cold weather survival items from those who are currently homeless

UTA Police Department Code Blue Protocol

- Individuals on UTA vehicles No fare or failing to obey Utah laws, UTA ordinances or rider rules are escorted from the vehicle
- For those currently homeless, they remain on the vehicle until they are near a shelter
- Individuals camping on platforms, bus shelters, UTA parking lots or facilities are instructed to move from the property
- Individuals camping on vacant UTA property are left in place during the Code Blue alert
- All UTA officers carry water and snacks for those in need
- Officers have access to clothing reserved for those in need and we have partnered with DI for gift cards to purchase clothing

Open Dialogue with the Board of Trustees



COUNCIL BUSINESS

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



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



2024 UTA Local Advisory Council Officers

- In 2023, Resolution AR2023-02-04 established a succession of officers for 2024 appointing:
 - ✓ Troy Walker as Chair
 - ✓ Bob Stevenson as Vice-Chair
 - ✓ New nominee for Second Vice-Chair to be elected by the Council
- The Council may nominate and elect a new Second Vice-Chair



Recommended Action (by acclamation)

Motion to approve AR2024-02-02 –

Resolution of the Local Advisory Council of the Utah Transit Authority Appointing Council Officers for the Year 2024, amended to include _____ as the

new Second Vice-Chair



REPORTS AND OTHER BUSINESS

- a. Executive Director Report
 - 2023 Ridership
- b. Audit Committee Report
- c. Next Meeting: Wednesday, May 22, 2024, at 1:00 p.m.



Executive Director Report





Growing Demand for UTA Service

Service Type	2023 Ridership	Year Over Year Change
All UTA Services	35,059,930	+11.5%
Bus Service	18,079,307	+14.4%
Commuter Rail	3,736,621	+15.7%
Light Rail	10,677,306	+3.6%
Streetcar	366,423	-14.8%
Paratransit	343,532	+8.4%
Vanpool	1,033,123	+44.7%
Microtransit	415,010	+68.2%



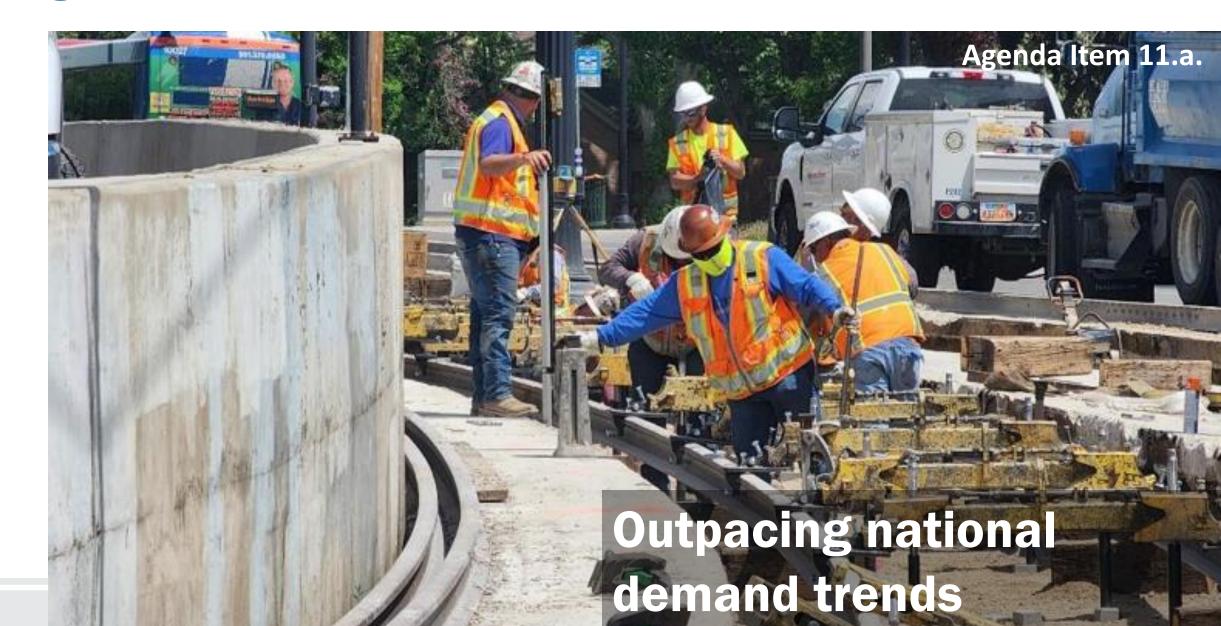
Bus Service



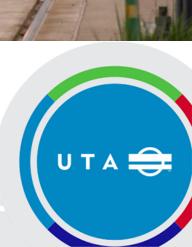




Light Rail





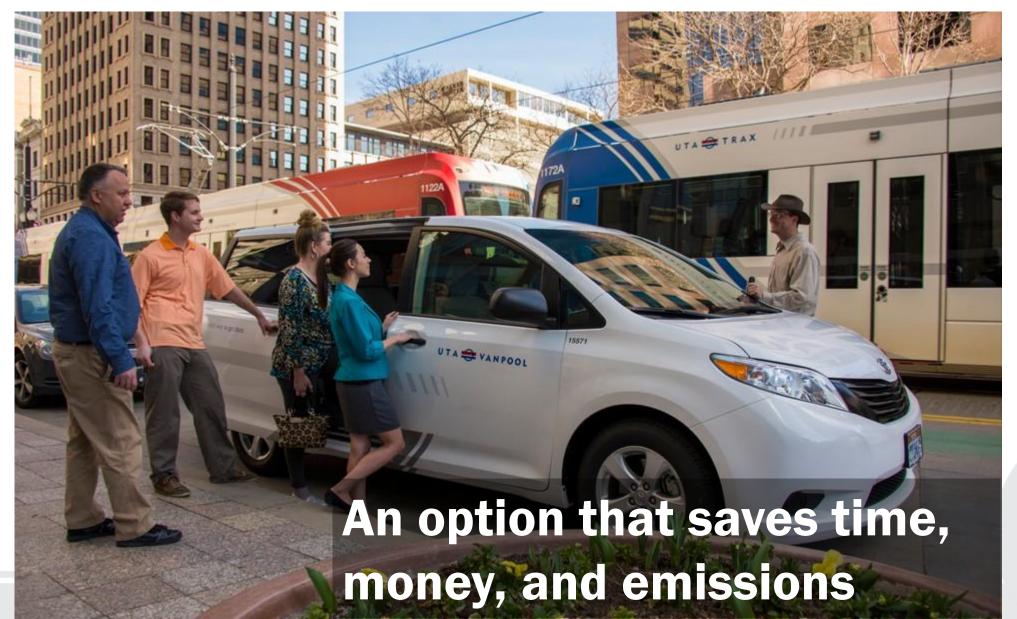


Paratransit





Vanpool





Microtransit







Audit Committee Report



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



ADJOURN

