UTA Board of Trustees Meeting

July 15, 2020
Call to Order and Opening Remarks
Public Comment

Due to the format of the meeting, no in-person comment will be taken.

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

All comments received were distributed to the board before the meeting and will be attached as an appendix to the meeting minutes.
Safety First Minute
Consent Agenda

a. Approval of July 1, 2020 Board Meeting Minutes
Recommended Action
(by acclamation)

Motion to approve consent agenda
Agency Report
Contracts, Disbursement, and Grants
Contract: Lawncare and Landscape Services
(Acer Landscape Management, LLC and The Yard Butler)

Recommended Action
(by acclamation)
Motion to approve contracts as presented in meeting materials
Contract: Annual Supplier Agreement for Bus Mobile Data Computer Systems (Broadcast Microwave Services)

Recommended Action
(by acclamation)
Motion to approve contract as presented in meeting materials
Grant Agreement: Federal Transit Administration FY19 Transit-Oriented Development (TOD) Planning Grant Awards for UTA Corridors at South Utah County FrontRunner and Point of the Mountain

Recommended Action
(by acclamation)

Motion to approve acceptance of the grant agreements as presented in meeting materials
Discussion Items
South Salt Lake County Microtransit Pilot Quarterly Report
South Salt Lake County Microtransit Pilot Q2 Update
Jaron M. Robertson: Director, Innovative Mobility Solutions
Shaina Miron Quinn: Researcher, Innovative Mobility Solutions
Goals and Objectives

• Improve overall transit ridership
• Improve mobility and enhance the customer experience
• Provide first and last mile trips to transit stations and other important destinations in the area
• Improved operational efficiencies
• Build public support for the service
COVID-19

- Significant decline in ridership
- Improved cleaning and safety procedures
- New customer trends and use of the service
- Implemented quick adjustments to the service
- Suspended all marketing and promotion efforts
## Ridership and Performance

<table>
<thead>
<tr>
<th></th>
<th>Goal</th>
<th>Q1</th>
<th>March</th>
<th>April</th>
<th>May</th>
<th>Q2</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total</strong></td>
<td>N/A</td>
<td>19,891</td>
<td>6,058</td>
<td>2,304</td>
<td>2,600</td>
<td>10,962</td>
</tr>
<tr>
<td><strong>Avg. Weekday</strong></td>
<td>350 - 450</td>
<td>316</td>
<td>275</td>
<td>105</td>
<td>124</td>
<td>169</td>
</tr>
<tr>
<td><strong>Total WAV</strong></td>
<td>2% - 5%</td>
<td>1.2%</td>
<td>1.1%</td>
<td>1.6%</td>
<td>4.0%</td>
<td>1.9%</td>
</tr>
<tr>
<td><strong>Utilization</strong></td>
<td>2.5 - 4.5</td>
<td>1.9</td>
<td>1.5</td>
<td>0.7</td>
<td>0.8</td>
<td>1.0</td>
</tr>
<tr>
<td><strong>Shared Rides</strong></td>
<td>25%</td>
<td>--</td>
<td>23%</td>
<td>4%</td>
<td>6%</td>
<td>--</td>
</tr>
<tr>
<td><strong>Cost Per Rider</strong></td>
<td>&lt; $13.08</td>
<td>$19.10</td>
<td>$23.27</td>
<td>$52.22</td>
<td>$44.14</td>
<td>$34.30</td>
</tr>
<tr>
<td><strong>Operating Cost</strong></td>
<td>$479,430</td>
<td>$379,921</td>
<td>$140,969</td>
<td>$120,317</td>
<td>$114,752</td>
<td>$376,038</td>
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</table>
# Projected Ridership and Performance

<table>
<thead>
<tr>
<th></th>
<th>Goal</th>
<th>Q1 Actual</th>
<th>Q2 Actual</th>
<th>Q2 Projected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Avg. Weekday</td>
<td>350 - 450</td>
<td>316</td>
<td>169</td>
<td>450 - 500</td>
</tr>
<tr>
<td>Utilization</td>
<td>2.5 - 4.5</td>
<td>1.88</td>
<td>1.02</td>
<td>2.5 - 2.7</td>
</tr>
<tr>
<td>Avg. Wait Time</td>
<td>&lt; 15 Min.</td>
<td>11</td>
<td>10</td>
<td>12 - 13</td>
</tr>
<tr>
<td>Cost Per Rider</td>
<td>&lt; $13.08</td>
<td>$19.10</td>
<td>$34.30</td>
<td>$12.00 - $13.00</td>
</tr>
</tbody>
</table>
Projected Daily Ridership

Q2 projection trendline

Ridership suppressed due to COVID-19
## Top Pick Up and Drop Off Locations

<table>
<thead>
<tr>
<th>Pick Up</th>
<th>Drop Off</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 TRAX, Daybreak Parkway</td>
<td>TRAX, Daybreak Parkway</td>
</tr>
<tr>
<td>2 FrontRunner, Draper</td>
<td>FrontRunner, Draper</td>
</tr>
<tr>
<td>3 TRAX, Draper Town Center</td>
<td>TRAX, Crescent View</td>
</tr>
<tr>
<td>4 TRAX, Crescent View</td>
<td>Local Business (South Jordan)</td>
</tr>
<tr>
<td>5 Local Business (Riverton)</td>
<td>TRAX, Draper Town Center</td>
</tr>
<tr>
<td>6 Local Business (Riverton)</td>
<td>FrontRunner, South Jordan</td>
</tr>
<tr>
<td>7 Local Business (Riverton)</td>
<td>Local Business (South Jordan)</td>
</tr>
<tr>
<td>8 FrontRunner, South Jordan</td>
<td>Residential Apartment (Draper)</td>
</tr>
<tr>
<td>9 Residential Apartment (Draper)</td>
<td>Local Business (Riverton)</td>
</tr>
<tr>
<td>10 TRAX, Kimball’s Lane</td>
<td>Local Business (South Jordan)</td>
</tr>
</tbody>
</table>
Improved Mobility
Customer Experience

<table>
<thead>
<tr>
<th></th>
<th>Goal</th>
<th>Q1</th>
<th>March</th>
<th>April</th>
<th>May</th>
<th>Q2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Avg. Cust. Rating</td>
<td>4.8</td>
<td>4.8</td>
<td>4.8</td>
<td>4.8</td>
<td>4.8</td>
<td>4.8</td>
</tr>
<tr>
<td>Avg. Wait Time</td>
<td>&lt; 15 Min.</td>
<td>11</td>
<td>11</td>
<td>8</td>
<td>9</td>
<td>10</td>
</tr>
<tr>
<td>On Time Pick Up</td>
<td>95%</td>
<td>93%</td>
<td>94%</td>
<td>96%</td>
<td>93%</td>
<td>94%</td>
</tr>
</tbody>
</table>

Fare Payment by Type
- UTA Pass/Transfer: 76%
- Credit Card: 22%
- Free/Promo: 2%

Customer Comments
- Commendations: 49%
- Routing: 14%
- Driving Habits: 11%
- Customer Service Interaction: 22%
- Level of Service: 3%
- Other: 1%

Customer Comments
Flex Route Performance

Monthly Ridership

- FLEX LAST YR
- FLEX THIS YR
- MICRO PILOT
Next Steps

• No significant changes to the pilot are necessary
• Safety campaigns and customer surveys
• Service Enhancements:
  • Paratransit to microtransit connections
  • Electronic fare validation
  • Evaluation of electric vehicles
• Continued evaluation for service improvements
August 2020 Change Day Service Plan Overview
August 2020 – Service Planning Rules

1. Stay within budget.

2. Do not restore service that might go away in the future.

4. Seek opportunities to solve operational problems and improve customer experience.

5. Design a system that:
   - Operates as a network of services rather than a collection of individual routes
   - Is reliable, safe, efficient, and easy to use
   - Meets current and future market demands
   - Provides equitable access to traditionally underserved communities
August 2020 – Big Wins

1. Restored TRAX and FrontRunner Service on weekdays

2. Improved bus and train connections – e.g. TRAX + routes 33/35

3. Solved existing operational challenges – e.g. route 612 EOL

4. Expanded spans to improve operator working conditions – e.g. routes 72, 201, 509

5. Made incremental changes that advance a long-term goal – e.g. Rt. 616 in North Ogden
August 2020 – Budget

- Planning target budget is $135m
- 2.5% contingency reserved
- 15% paratransit service set aside
- Overall August 2020 Service:
  - $129m cost estimate
  - 91% of pre-COVID service restored
    - % of pre-COVID Hours: 86% WKD, 100% SAT, 96% SUN
    - % of pre-COVID Miles: 82% WKD, 96% SAT, 85% SUN
- Next Step - Watch data and add additional service as needed.
<table>
<thead>
<tr>
<th>Improved beyond pre-covid levels</th>
<th>Restored to pre-covid levels</th>
<th>Partial restoration of Service</th>
<th>Hold at reduced levels</th>
<th>Suspend until alternatives are determined</th>
</tr>
</thead>
<tbody>
<tr>
<td>33</td>
<td>2</td>
<td>612</td>
<td>3</td>
<td>2X</td>
</tr>
<tr>
<td>35</td>
<td>4</td>
<td>626</td>
<td>11</td>
<td>35M</td>
</tr>
<tr>
<td>72</td>
<td>6</td>
<td>627</td>
<td>17</td>
<td>307</td>
</tr>
<tr>
<td>201</td>
<td>9</td>
<td>701 (Blue)</td>
<td>41</td>
<td>313</td>
</tr>
<tr>
<td>217</td>
<td>21</td>
<td>703 (Red)</td>
<td>45</td>
<td>320</td>
</tr>
<tr>
<td>509</td>
<td>39</td>
<td>704 (Green)</td>
<td>47</td>
<td>354</td>
</tr>
<tr>
<td>520</td>
<td>F94</td>
<td>720 (S-Line)</td>
<td>54</td>
<td>F402</td>
</tr>
<tr>
<td>821</td>
<td>200</td>
<td>750 (FR)</td>
<td>62</td>
<td>456</td>
</tr>
<tr>
<td>871</td>
<td>209</td>
<td>830 (UVX)</td>
<td>205</td>
<td>460</td>
</tr>
<tr>
<td>213</td>
<td>F620</td>
<td>919</td>
<td>220</td>
<td>461</td>
</tr>
<tr>
<td>218</td>
<td>628</td>
<td>920</td>
<td>223</td>
<td>462</td>
</tr>
<tr>
<td>240</td>
<td>630</td>
<td>953</td>
<td>227</td>
<td>463</td>
</tr>
<tr>
<td>451</td>
<td>F638</td>
<td>953</td>
<td>232</td>
<td>471</td>
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<tr>
<td>F453</td>
<td>640</td>
<td>248</td>
<td>645</td>
<td>472</td>
</tr>
<tr>
<td>455</td>
<td>650</td>
<td>F400</td>
<td>833</td>
<td>526</td>
</tr>
<tr>
<td>470</td>
<td>667</td>
<td>454</td>
<td>834</td>
<td>F534</td>
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Public Comment

Public comment on the proposed August 2020 Service Plan is encouraged between now and July 21 at 12:00 p.m. The Board of Trustees will consider this item again on July 22.

Comments may be provided:
• By social media: @rideuta
• By telephone: (801) RIDE-UTA or (801-743-3882)
• By email: rideuta@rideuta.com
Utah Transit Authority Corridor Studies with Bus Rapid Transit Alternatives
Corridor Studies/Projects

- Ogden-WSU BRT
- Davis-Salt Lake Community Connector
- Midvalley Connector
- Southwest Salt Lake County Transit Study
- Point of the Mountain Transit Study
- Central Corridor Transit Study
- South Utah County Transit Analysis
Ogden-WSU Project

- 5.3 mile BRT corridor
- 2.2 mile exclusive lane
- 13 stations
- 2500 projected daily riders/ 5500 shuttle riders
- 10 minute peak-hour frequency
Ogden-WSU BRT Project

The Ogden/WSU BRT project begins at the Ogden Intermodal Center and serves Weber State University and McKay-Dee Hospital. The project will also replace the shuttle on the WSU campus.

Project Partners: Ogden City, WSU, McKay-Dee Hospital, Weber County, WFRC, UDOT, FTA, and UTA

Current Status: Final Design/Preconstruction, estimated completion Nov 2020

Estimated Cost: $115,500,000

Potential/Committed Funding Sources: CMAQ, STP, Weber County, Ogden City, UDOT, UTA, Rocky Mountain Power, TTIF, FTA Small Starts Grant

Next Steps: Submit Small Starts Grant Application and Start Construction

Estimated Opening: December 2022
## Ogden-WSU BRT Project Funding

<table>
<thead>
<tr>
<th>Committed</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>WFRC (CMAQ &amp; STP)</td>
<td>$7,500,000</td>
</tr>
<tr>
<td>Weber County</td>
<td>$7,500,000</td>
</tr>
<tr>
<td>WSU (ROW donation)</td>
<td>$3,600,000</td>
</tr>
<tr>
<td>Ogden City</td>
<td>$4,100,000</td>
</tr>
<tr>
<td>UDOT</td>
<td>$50,000</td>
</tr>
<tr>
<td>UTA</td>
<td>$8,000,000</td>
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<table>
<thead>
<tr>
<th>Anticipated</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>TTIF</td>
<td>$4,429,000</td>
</tr>
<tr>
<td>FTA Small Starts Grant</td>
<td>$75,075,000</td>
</tr>
<tr>
<td>Rocky Mountain Power</td>
<td>$500,000</td>
</tr>
</tbody>
</table>

### Funding Gap
$4,746,000
Davis –Salt Lake Connector

- 12.4 mile corridor
- 8.5 miles Enhanced Bus (Farmington to Bountiful)
- Up to 3.5 miles exclusive lane Woods Cross to SLC
- 2,000 to 4,200 projected daily riders depending on LPA
- 10 minute peak-hour frequency
Davis-Salt Lake Community Connector Project

The Davis-SLC Community Connector project is evaluating BRT and Enhanced Bus transit investment options to better connect Davis County with Salt Lake County, from Bountiful to Salt Lake City, with a potential operational connection to Centerville and Farmington.

*Project Partners*: Bountiful, Woods Cross, North Salt Lake, Farmington, Centerville, Davis County, Salt Lake County, WFRC, UDOT, and UTA

*Current Status*: Environmental Analysis, estimated completion June 2021

*Estimated Cost*: TBD depending on LPA selected

*Potential Funding Sources*: FTA Small Starts, TTIF, CMAQ, Davis County Transportation Fund, Salt Lake County Transportation Fund, local partners

*Next Steps*: Finalize LPA and start Design
Midvalley Connector

- 7 mile BRT corridor
- 1.4 mile exclusive lane
- 15 stations
- 2200-2700 projected daily riders
- 15 minute peak-hour frequency
Midvalley Connector Project

The Midvalley Connector project is a 7-mile BRT route connecting Murray Central Station to Salt Lake Community College and the West Valley Central TRAX Station.

*Project Partners*: Murray City, Taylorsville City, West Valley City, UDOT, Salt Lake Community College, Salt Lake County, WFRC, and UTA

*Current Status*: Final Design, estimated completion December 2020

*Estimated Cost*: $40,500,000

*Funding Sources*: CMAQ, STP, Salt Lake County, TTIF, UTA

*Next Steps*: Secure TTIF/additional funding and Start Construction (estimated 2 year construction)
Midvalley Connector Project Funding

**Committed**
- WFRC (STP): $2,000,000
- Salt Lake County: $6,800,000
- Local City Match: $600,000

**Anticipated**
- TTIF: $22,800,000

**Funding Gap:** $8,300,000
Corridor preservation efforts underway

- Herriman and Riverton have preserved significant sections of the corridor through development agreements
- Corridor preservation included in long range plans by cities

*From 2012 Southwest Salt Lake County Transit Study Report*
Southwest Salt Lake County Transit

The need to improve transit options for the southwest Salt Lake County area has been identified in a number of studies. The project partners are currently working on corridor preservation for future fixed guideway options, including Express Bus, BRT and LRT. Salt Lake County is leading a Shared Vision and Growth Strategy for the Southwest area of the County.

Project Partners: South Jordan, Herriman, Riverton, Draper, WFRC, UDOT, and UTA

Current Status: Corridor Preservation and participation in the County’s Southwest Vision Planning, to be completed in 2020

Estimated Cost: TBD depending on transit options to be considered

Potential Funding Sources: TBD depending on transit options to be considered

Next Steps: Continue Transit Corridor planning based on outcome of Southwest Vision Planning effort
Point of the Mountain Transit

- 9.5 to 12.8 mile corridor
- BRT and LRT being considered
- 6 to 18 stops/stations being considered
- all corridors cross prison site
- frequency to be determined
Point of the Mountain Transit Study

The POM Transit Study is analyzing transit improvements to serve urban growth centers and destinations in Southern Salt Lake County and Northern Utah County. Alternatives being considered include Enhanced Bus, BRT, and LRT.

*Project Partners*: Bluffdale, Draper City, Lehi, South Jordan, Sandy City, Salt Lake County, WFRC, MAG, UDOT, Point of the Mountain State Lands Authority, and UTA

*Current Status*: Transit Alternatives Analysis, estimated completion Fall 2020

*Estimated Cost*: TBD depending on alternative selected

*Potential Funding Sources*: FTA New Starts, TTIF, local partners

*Next Steps*: Environmental Analysis and Preliminary Engineering
Central Corridor Transit

Draft concepts (July 2020):

• ~ 20-mile corridor from Lehi to Provo
• ~ 70-80% exclusive lanes
• 24-25 potential stations
• Connections to UVX and Provo FrontRunner
• Exploring potential connections to Lehi and/or Vineyard FrontRunner
Central Corridor Transit Study

The Central Corridor Transit Study, being led by UDOT, is evaluating BRT and LRT alternatives to connect the northern Utah communities from Orem to Lehi by transit. The current transit service (Route 850) is on a State facility.

*Project Partners:* Lehi, American Fork, Pleasant Grove, Vineyard, Orem, MAG, UDOT, and UTA

*Current Status:* Transit Alternatives Analysis, estimated completion Fall 2020

*Estimated Cost:* TBD depending on alternative selected

*Potential Funding Sources:* FTA Small Starts, TTIF, local partners

*Next Steps:* Environmental Analysis to be led by UTA
South Utah County Transit

- 20-mile corridor from Provo to Santaquin
- Identified as FrontRunner Extension in the RTP
- A range of modes and alignments being explored
- Two major educational facilities planned within corridor: UVU and MTECH
South Utah County Transit Analysis

The South Utah County Transit Study will analyze different mode and alignment alternatives, including Express Bus, BRT, and commuter rail, to develop short-, mid-, and long-term transit alternatives to connect the South Utah County communities between Provo and Santaquin via transit.

Project Partners: Provo, Springville, Salem, Spanish Fork, Payson, Santaquin, MAG, UDOT, and UTA

Current Status: Transit Alternatives Analysis, estimated completion Summer 2021

Estimated Cost: TBD depending on alternative selected

Potential Funding Sources: FTA Small Starts or New Starts, TTIF, local partners

Next Steps: Develop Corridor Implementation Plan
Other Business

a. Next meeting on July 22, 2020 at 9:00 a.m.
Adjourn
Break