

UTA LOCAL ADVISORY COUNCIL MEETING

August 28, 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

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



CONSENT AGENDA

- a. Approval of May 22, 2024 Local Advisory Council Meeting Minutes
- b. Board Policy Revision
 - Board Policy 3.2 Service Planning Implementation



Recommended Action (by acclamation)

Motion to approve the consent agenda



TRANSIT-ORIENTED DEVELOPMENT



**AR2024-08-01 – Resolution
Approving the Murray North
Station Area Plan and
Recommending Adoption by the
Authority’s Board of Trustees**



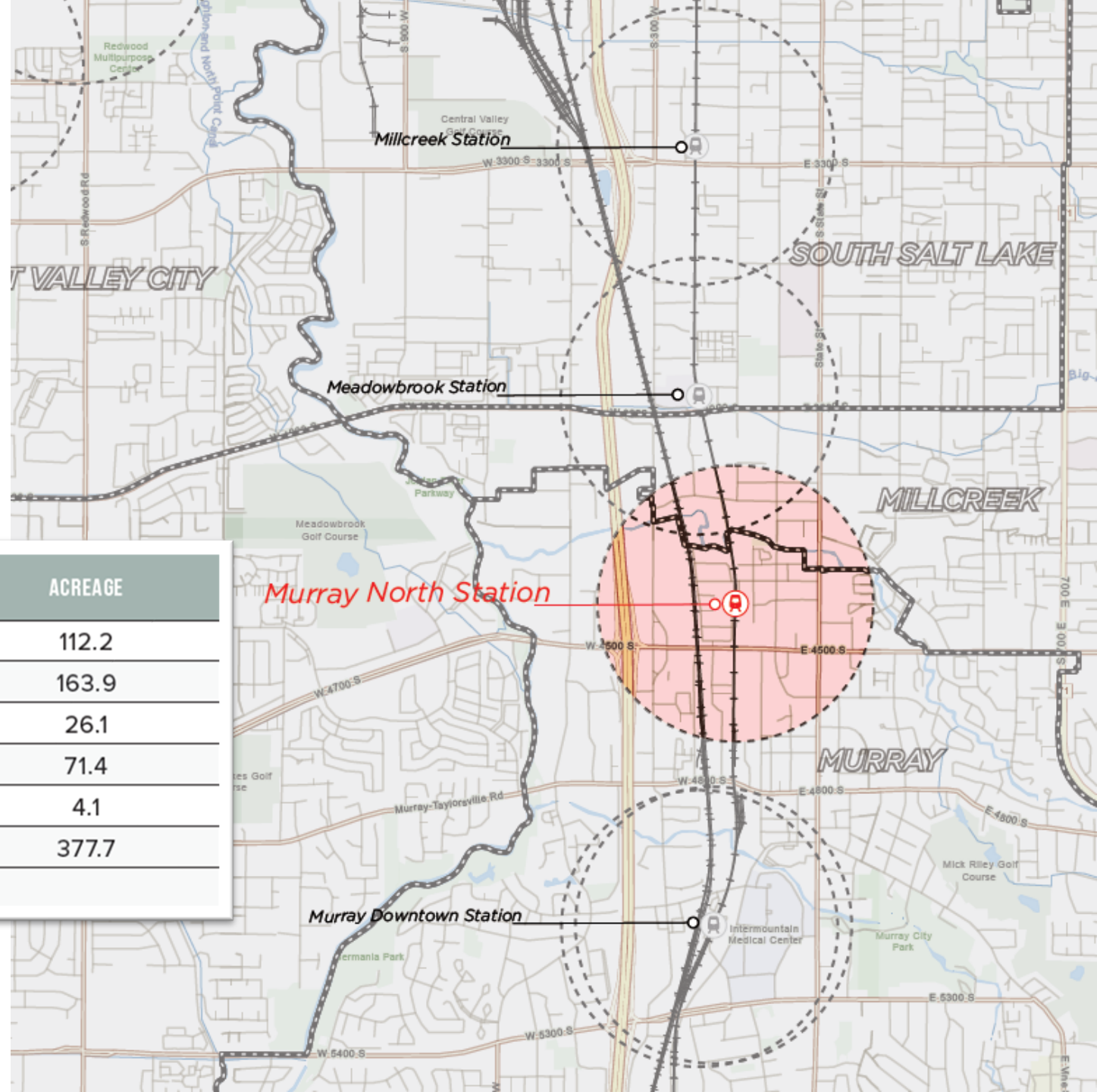
Murray North SAP Area

Station Area Plan Stakeholders

- Murray City
- Millcreek City
- UTA
- WFRC

LAND USE (EXCLUDING ROW & NON-DESIGNATED USES)	PERCENTAGE	ACREAGE
Commercial	29.7%	112.2
Industrial	43.4%	163.9
Single Family Residential	6.9%	26.1
Multi-Family	18.9%	71.4
Transit Infrastructure	1.1%	4.1
TOTAL		377.7

Source: Salt Lake County Assessor



Murray North SAP

Plan Vision & Goals

- Create mixed-use development opportunities
- Improve station access and connectivity
- Enhance community amenities
- Improve safety and high crime areas

Plan Elements

- Recommends a grocery anchor tenant
- Increase missing middle housing development
- Add park and green space amenities
- Construct transit plaza and parking structures



Questions & Comments

Recommended Action (by acclamation)

Motion to approve AR2024-08-01 – Resolution Approving the Murray North Station Area Plan and Recommending Adoption by the Authority’s Board of Trustees



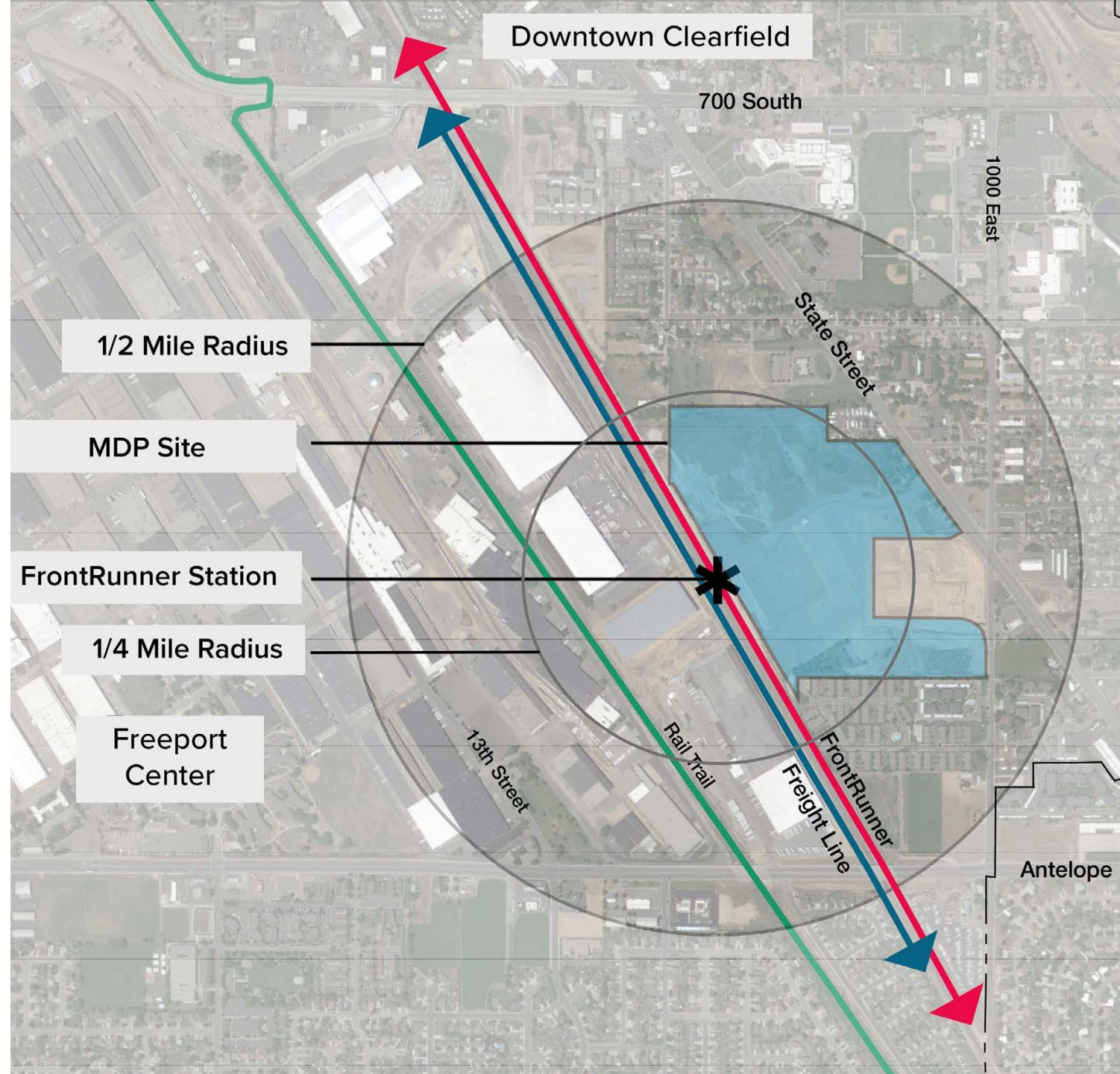
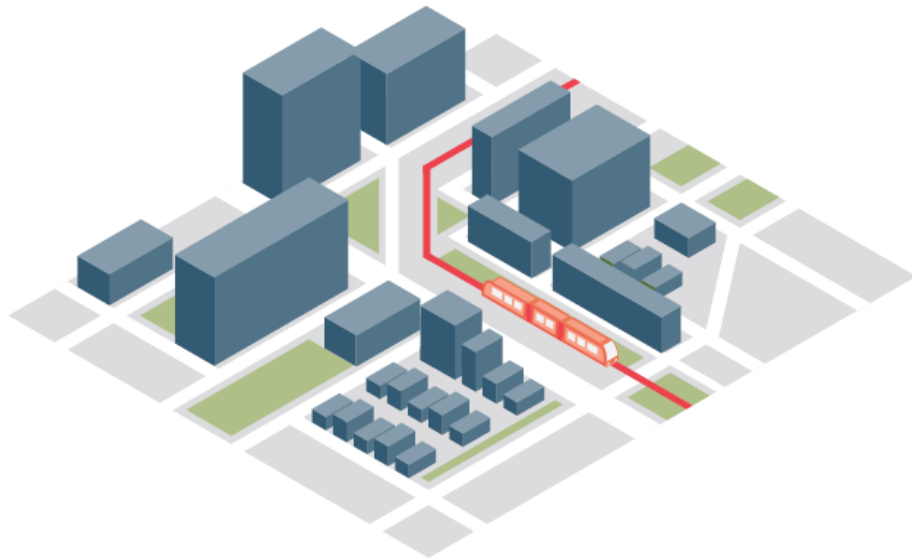
**AR2024-08-02 – Resolution
Approving the Clearfield Station
Area Plan and Recommending
Adoption by the Authority’s Board
of Trustees**



Clearfield SAP

2024 SAP Update

- **HB462 Requirements**
- **Population Growth**
- **Development Pressures**
- **Economic Incentives**
- **Design Guidelines**



Clearfield SAP

Plan Vision & Goals

- Create new destinations and amenities
- Create a complete community
- Generate transit ridership
- Promote quality urban design

Plan Elements

- Establish neighborhood districts
- Define streets and blocks framework plan
- Create a diverse future land use map
- Design an illustrative master plan



Clearfield SAP

UTA Property

- 56 Acres
- Station District Concept Plan
- Majority of proposed development

Land Use Category	Acres	Development Subtype
Medium-Density Residential	21.9	Townhomes
		Apartments
Low-Density Mixed-Use	4.3	Retail
		Office
Medium-Density Mixed-Use	11.6	Retail
		Office
Office	5.5	n/a
Retail	5.6	n/a



Questions & Comments

Recommended Action (by acclamation)

Motion to approve AR2024-08-02 – Resolution Approving the Clearfield Station Area Plan and Recommending Adoption by the Authority’s Board of Trustees



SERVICE PLANNING



2025-2029 UTA Five-Year Service Plan Draft Update





UTA 

2025-2029 FIVE-YEAR SERVICE PLAN

Concept Review
2024

Agenda Item 7.a.

Five-Year Service Plan Presentation Overview

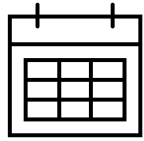
- **Purpose of the Five-Year Service Plan**
- **Five-Year Service Plan Timeline**
- **Proposed Plan for April 2025 Change Day**
- **Proposed Plan for 2026-2029 (Draft Concepts, Under Development)**

Plan Summary

- **Hours: +846K per year**
- **Miles: +7.6M per year**
- **Shifts: +277**
- **Pullouts: +75**



Purpose of the Five-Year Service Plan



Improve operator work by reducing irregular shifts



Implement Long-Range Transit Plan and prepare for future service / projects



Respond to community feedback



Optimize the system for more access within our current limits



Restore service in areas where it was previously reduced



Five-Year Service Plan Timeline

Concept Review and Internal Feedback
April – May 2024

Draft Plan to Board
June 2024

Public Engagement Period #1
June – July 2024

Review Comments and Revise Draft
July – August 2024






Public Engagement Period #2
Aug – Sept 2024

Plan Adopted
December 2024

Service Changes Begin
April 2025



Concept Maps

-  Frequent All-Day Service
-  All-Day Service
-  Rail Service
-  Peak-Hour Only Service
-  Discontinued

Preliminary concept review for public comment

Proposals are listed in rough priority order

Final phasing will occur after public engagement for Board adoption



April 2025 Change Day: Proposed Plan

Salt Lake County Service

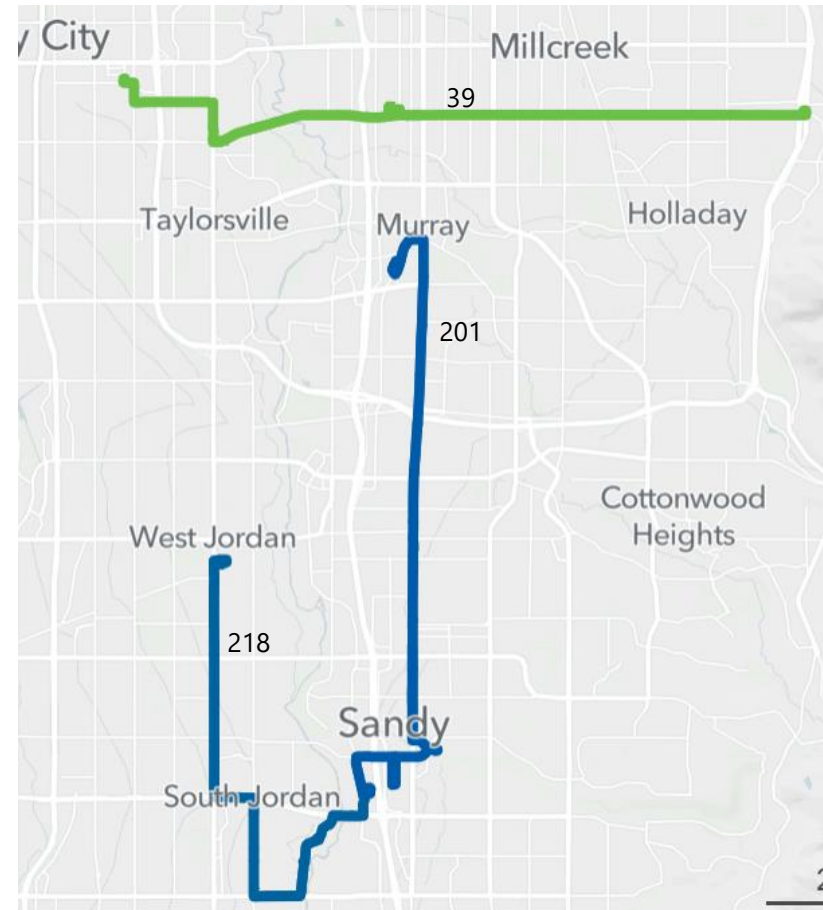
Route 39:

Restore weekday service to 15 minutes

3900 South Wasatch EOL improvements

Routes 201, 218:

Restore weekday service to 30 minutes



Hours	Miles	Shifts	Pullout
+24K	+291K	+12	+5



**2026-2029:
Draft Concepts for Box Elder,
Weber and Davis Counties**

Ogden Local Service

Route 600: 15-minute service on former route 470 corridor north of Farmington Station

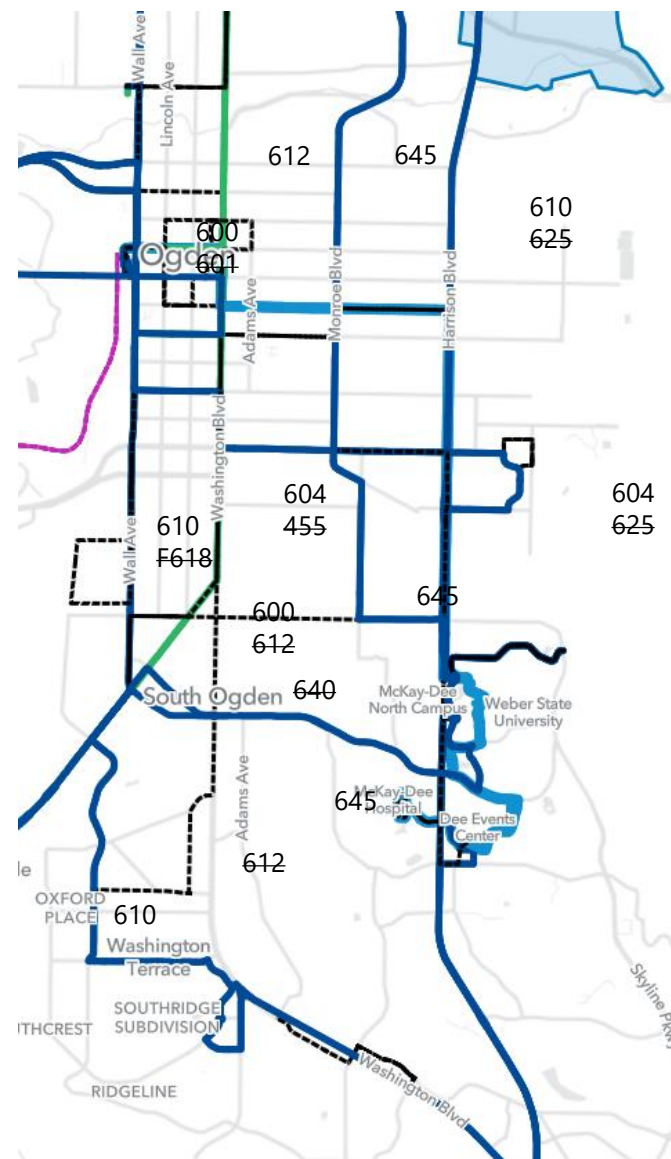
Route 610: New local service connects destinations throughout Ogden (replaces portions of routes 612, 625)

Route 645: Increase service to 30-min, reroute to avoid duplicating OGX, combine with 640 between WSU and Roy Station

Route 604: Extend to WSU (replaces route 455)

Route 612: Shorten to Ogden Station (replaces route 601)

OWTC EOL Improvements



Hours	Miles	Shifts	Pullout
+51K	+970K	+25	-1



Weber / Davis Regional Service

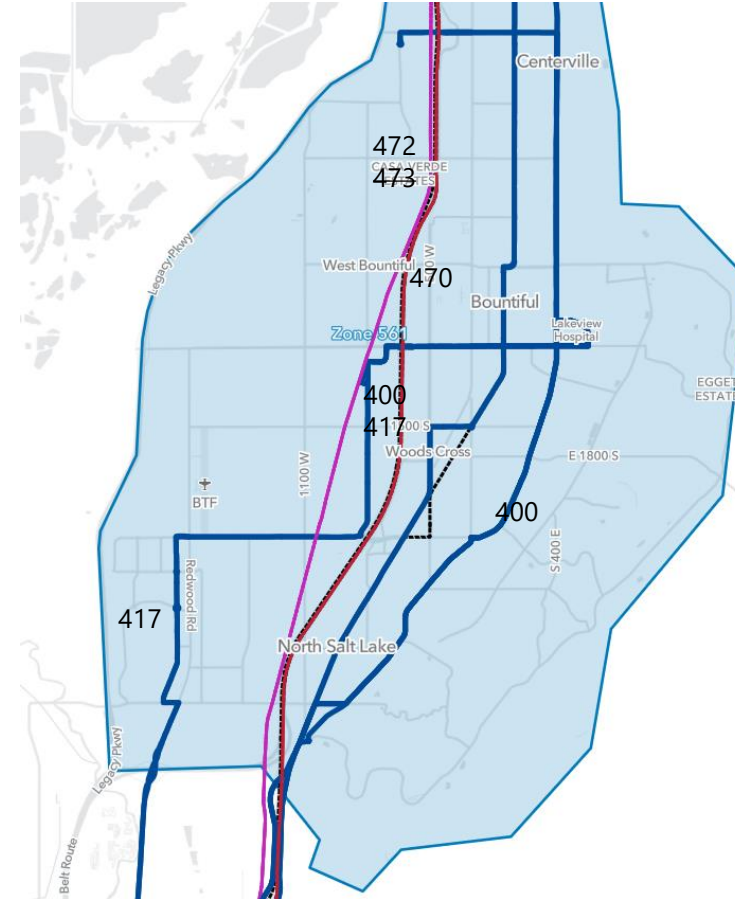
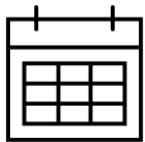
Route 470X: Davis-Salt Lake Connector

Route 609: Service to Park & Ride lots in east Davis County

Add routes 400, 417 in Salt Lake / South Davis County

Replaces current routes 455, 473

Centerville EOL Improvements



Hours	Miles	Shifts	Pullout
+61K	+810K	+34	+9



Weber / Davis Regional Service

Route 600: 15-minute service on route 470 corridor north of Farmington Station

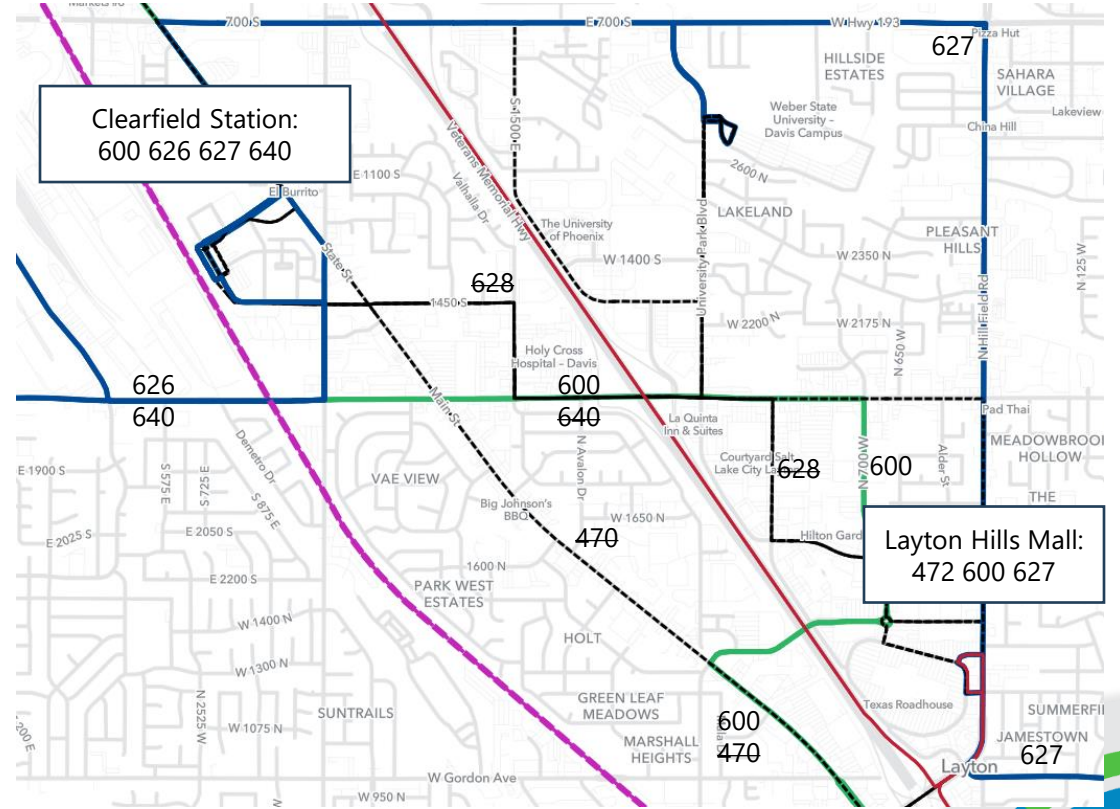
15-minute service to Layton Hills Mall / Antelope Drive

Route 640: Shorten to Clearfield Station

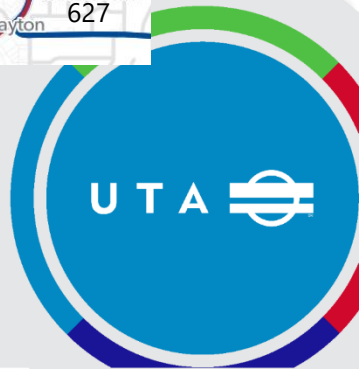
Route 627: Extend to Fruit Heights Park & Ride

Routes 627 and 628: Realigned to maintain coverage

Layton Station EOL improvements



Hours	Miles	Shifts	Pullout
-0.7K	-15K	0	-3

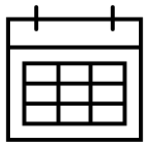
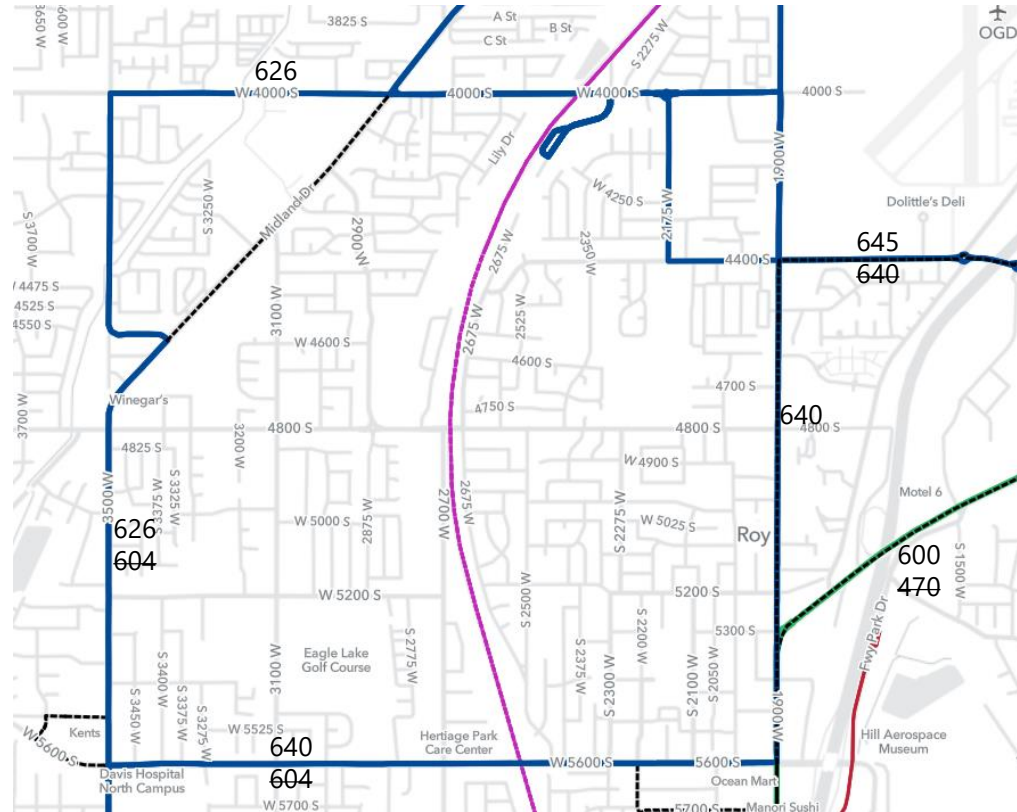


Roy Station

Routes 604, 626, 640, 645: Reroute to begin/end at Roy Station for improved transfers, better operator layovers

Replaces route F620

Roy Station:
604 F620 626 640 645



Hours	Miles	Shifts	Pullout
+3.2K	+37K	+1	-2



North Weber County

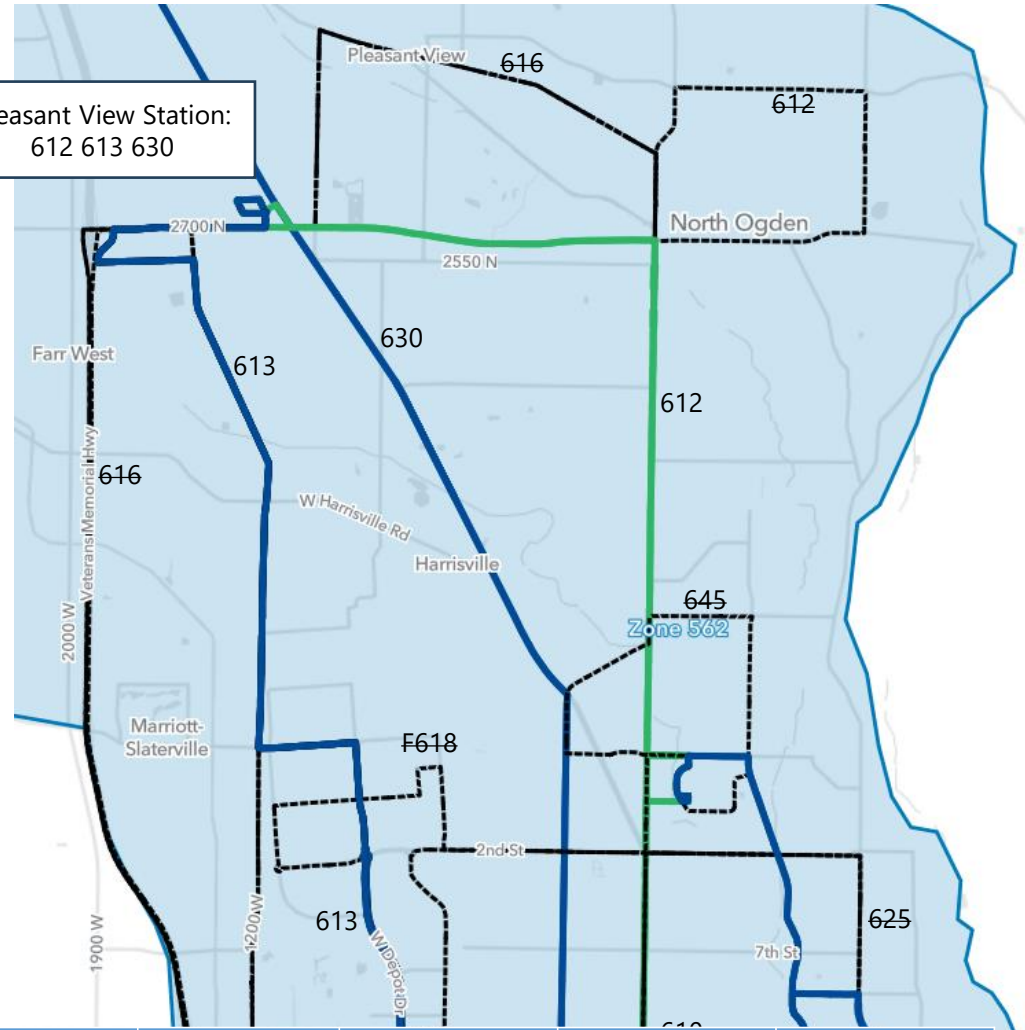
Routes 612, 613, 630: Realigned to serve Pleasant View Station for improved connections, better operator layovers

Route 613: Realigned to serve BDO (replaces route F618)

Routes 616 (suspended), F618: Discontinued

New Innovative Mobility Zone

Ongoing Paratransit coverage analysis



	Hours	Miles	Shifts	Pullout
Bus	+10K	+26K	+1	-1
IMZ	+27K			

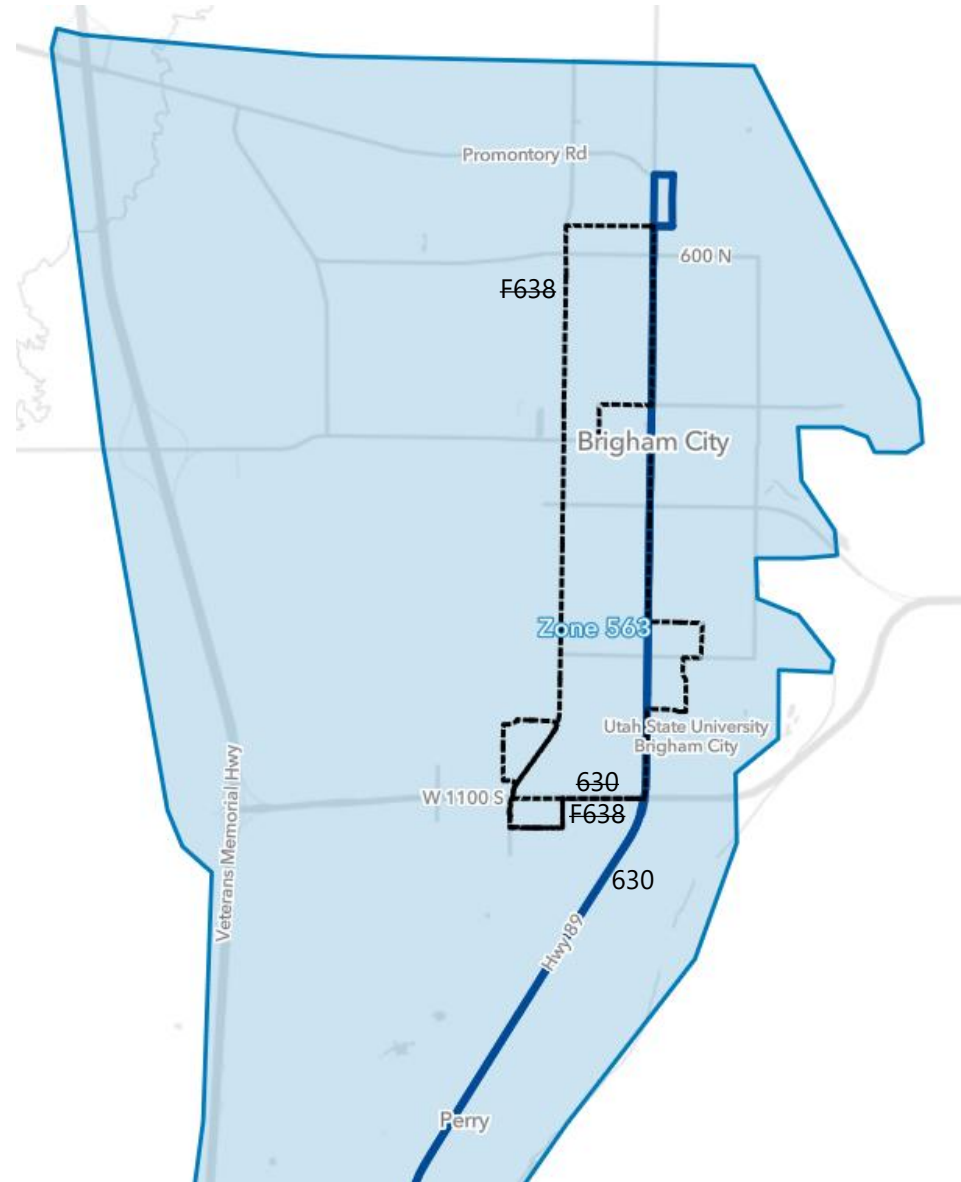


Brigham City

Route 630: Increase weekday frequency to 30 minutes

Replace route F638 with Innovative Mobility Zone in Brigham City

	Hours	Miles	Shifts	Pullout
Bus	+5K	+175K	+3	0
IMZ	+12K			



**2026-2029:
Draft Concepts
for Salt Lake County**

200 South

Increase weekday frequency on 200 South to 6-9 minutes

Routes 2A/2B: Loop in both directions at U of U Campus

EOL Improvements or Transit Center



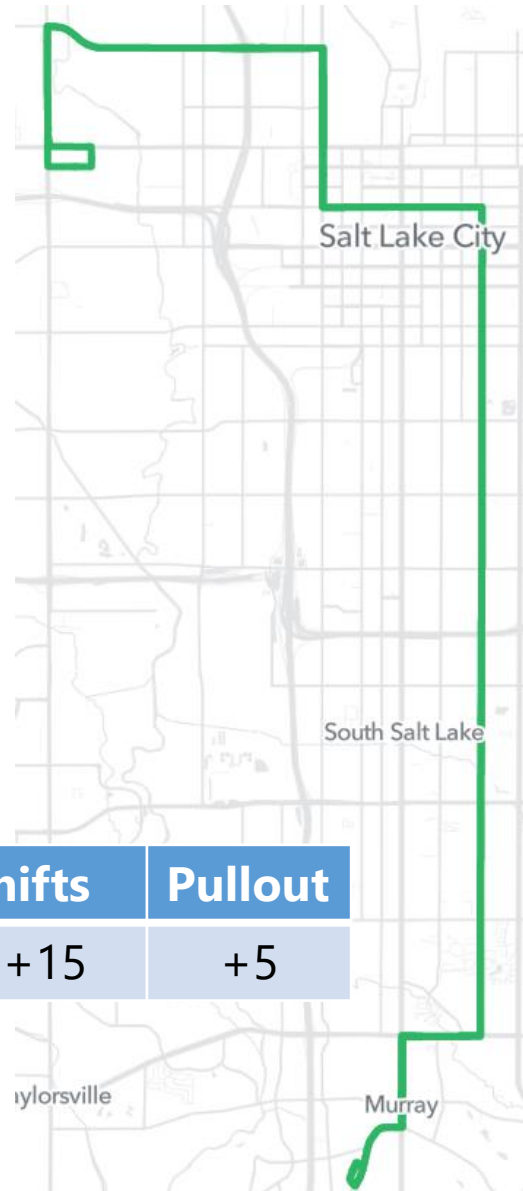
Hours	Miles	Shifts	Pullout
+15K	+122K	+7	+5



Route 205

Increase weekday and Saturday service to 15 minutes

Power Station Transit Center

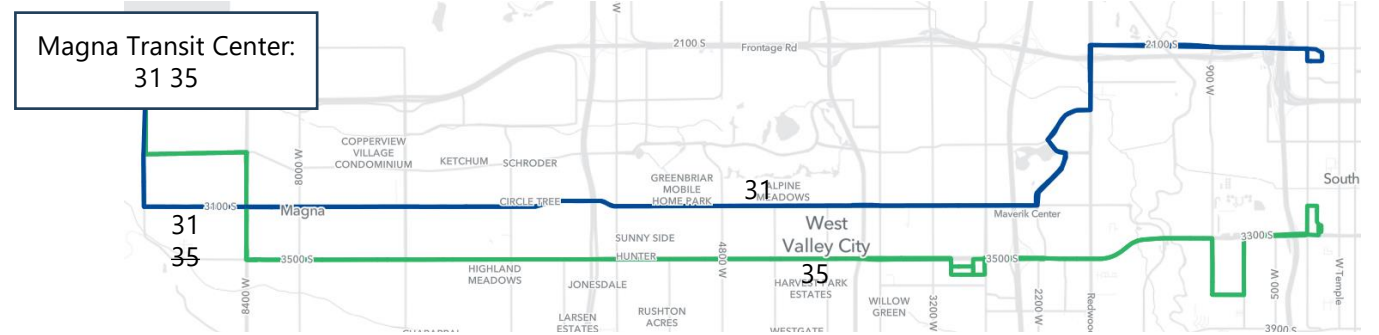


Hours	Miles	Shifts	Pullout
+31K	+374K	+15	+5

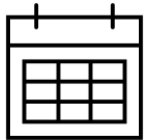


Magna / West Valley City

New Magna Transit Center



New Route 31: 3100 South, Central Pointe



Hours	Miles	Shifts	Pullout
+24K	+276K	+12	+5

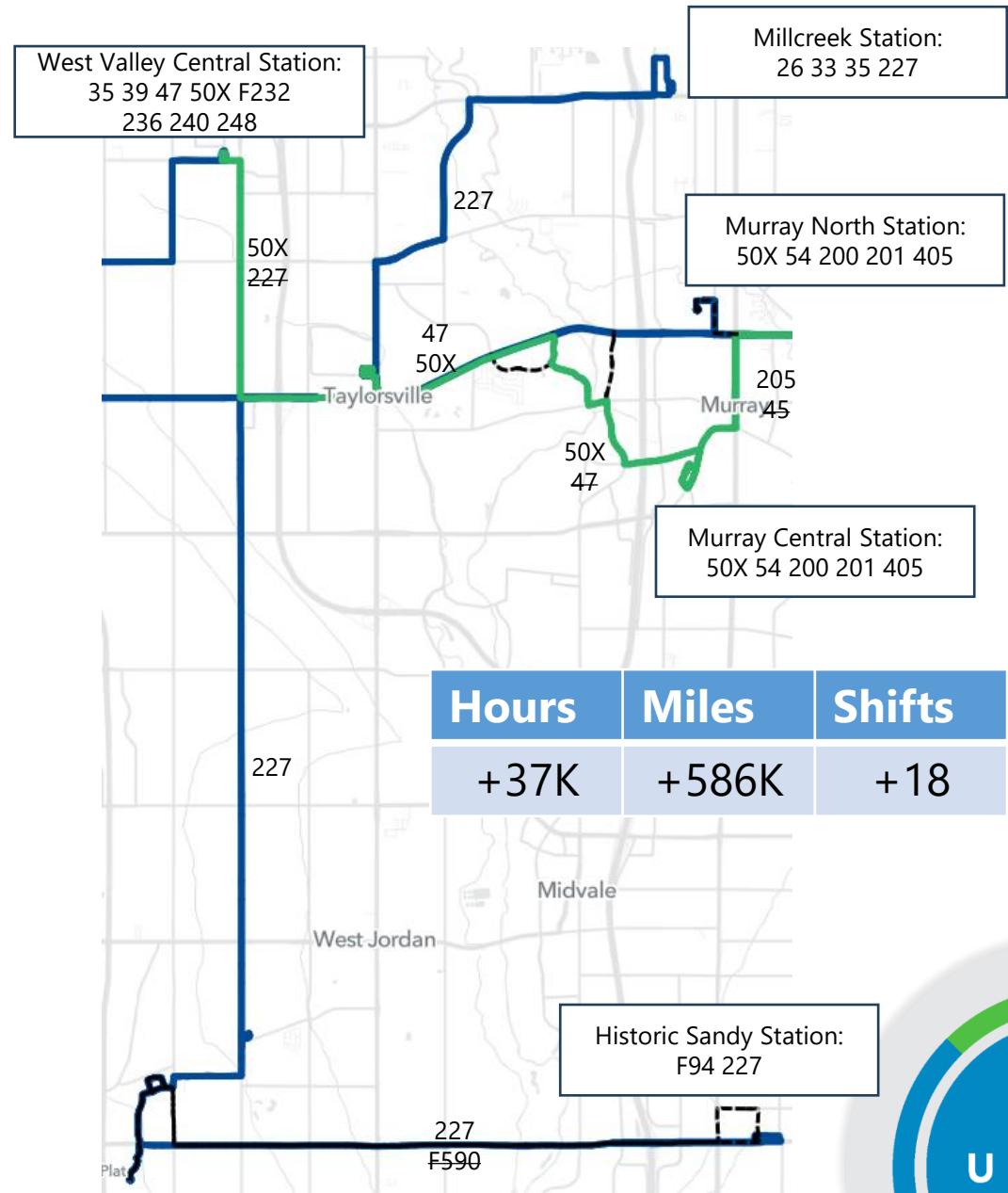


Midvalley Connector

Route 50X: New Midvalley Connector route

Routes 45, 47, 227: Adjusted to reduce duplication

Route 227: Extended to Millcreek, Historic Sandy Stations (Replaces route F590)



Hours	Miles	Shifts	Pullout
+37K	+586K	+18	+3



Streetcar Extension

Extend S-Line Streetcar to Highland Drive



Hours	Miles	Shifts	Pullout
+6K	+10K	+3	+1



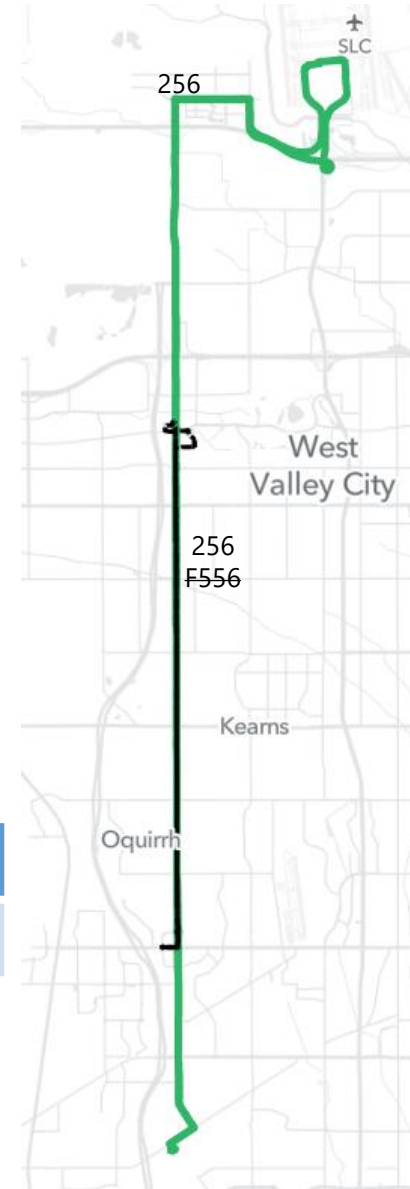
5600 West

Route 256: New 5600 West Line connects west Salt Lake County, International Center, Airport

Replaces route F556

Airport, International Center, 5600 West Transit Centers and EOL facilities

Hours	Miles	Shifts	Pullout
+68K	+730K	+33	+11



Hogle Zoo

New roundabout at Crestview / Sunnyside

Route 17 adjusted to serve Zoo via roundabout

Route 223 adjusted to serve 1500 East / Guardsman Way

Hogle Zoo EOL facility



Hours	Miles	Shifts	Pullout
+0.4K	+22K	0	0



South Salt Lake County

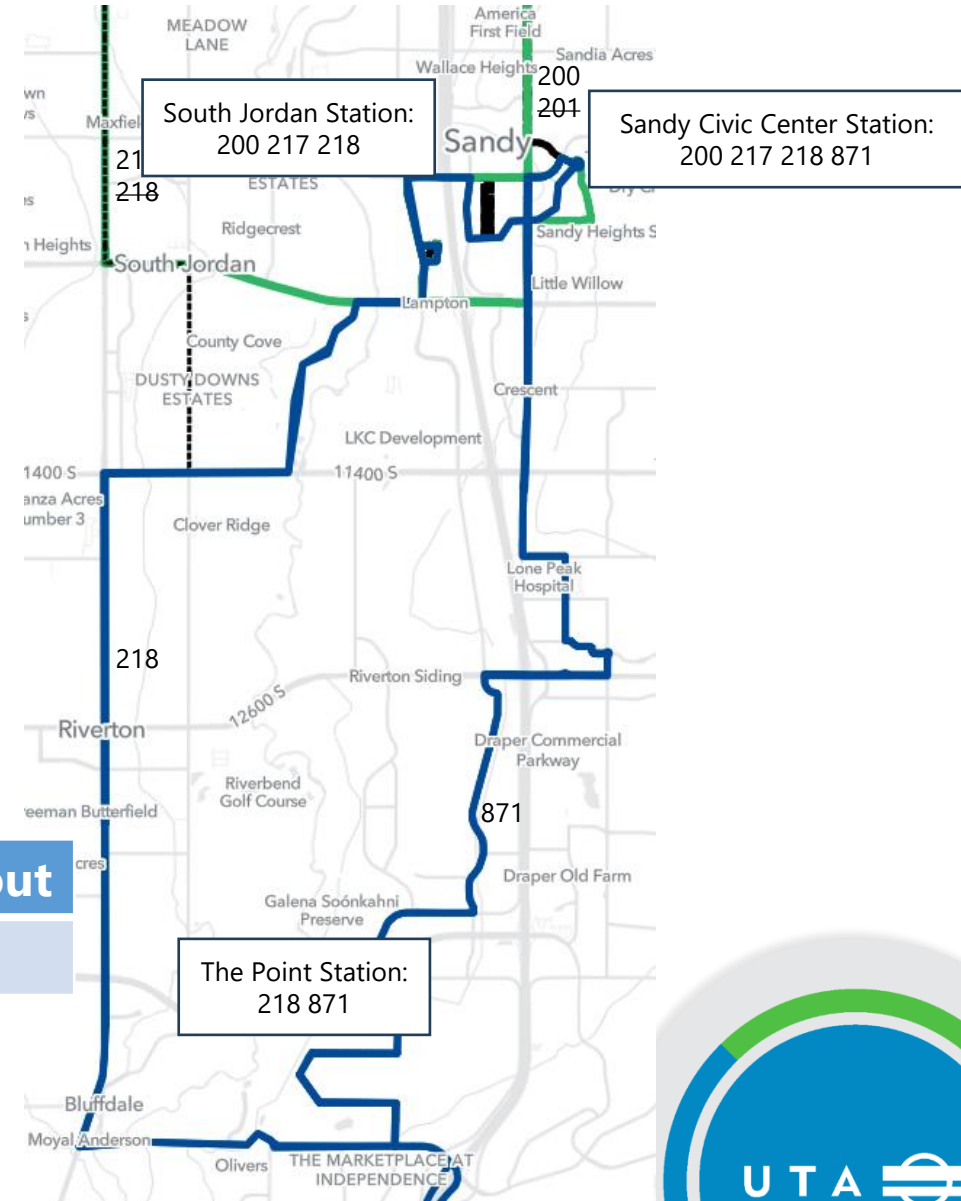
Extend routes 200, 217 to South Jordan Station

Extend route 218 to The Point via Riverton, Bluffdale

Extend route 871 to Sandy Civic Center Station via The Point

Point of the Mountain

Hours	Miles	Shifts	Pullout
+60K	+966K	+29	+8

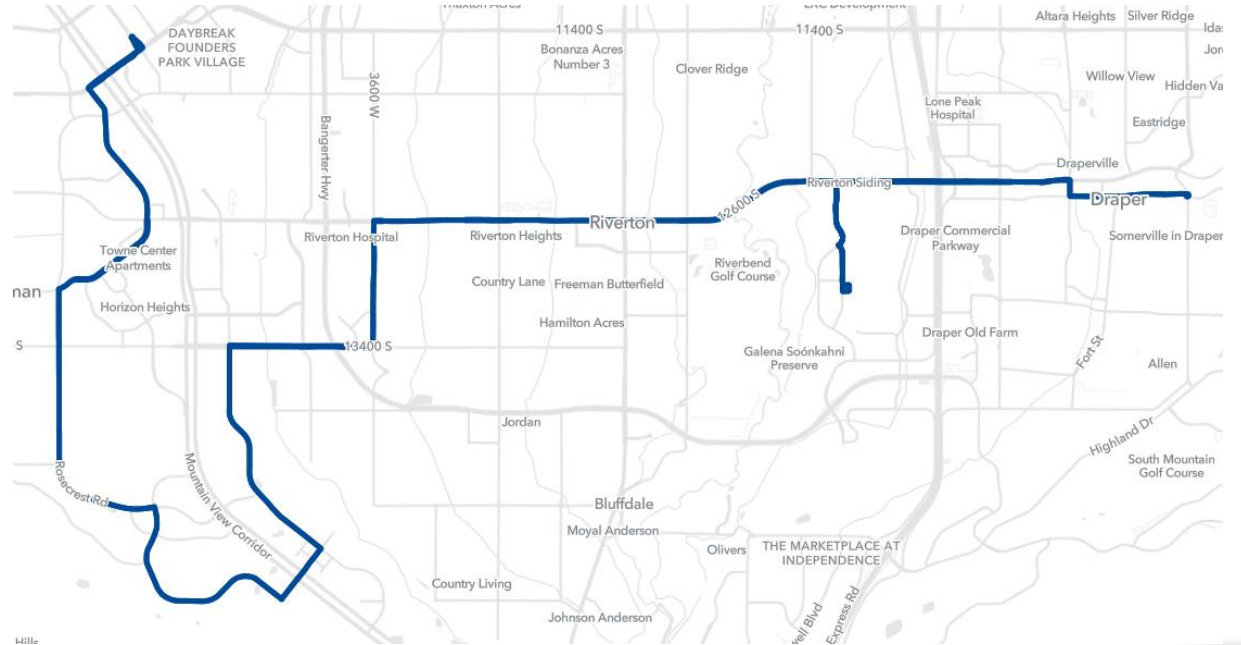


Riverton / Herriman / Draper

Route 126: New route connects top on-demand destinations in South Salt Lake County

Route 248: Extend to Daybreak Parkway Station

Daybreak Transit Center



Hours	Miles	Shifts	Pullout
+47K	+608K	+20	+11



Salt Lake Co. Industrial Areas

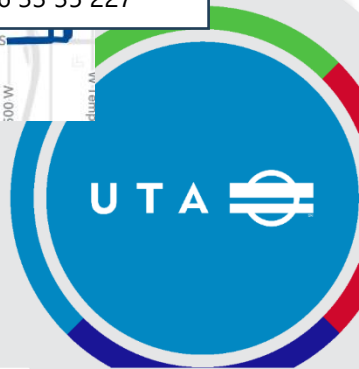
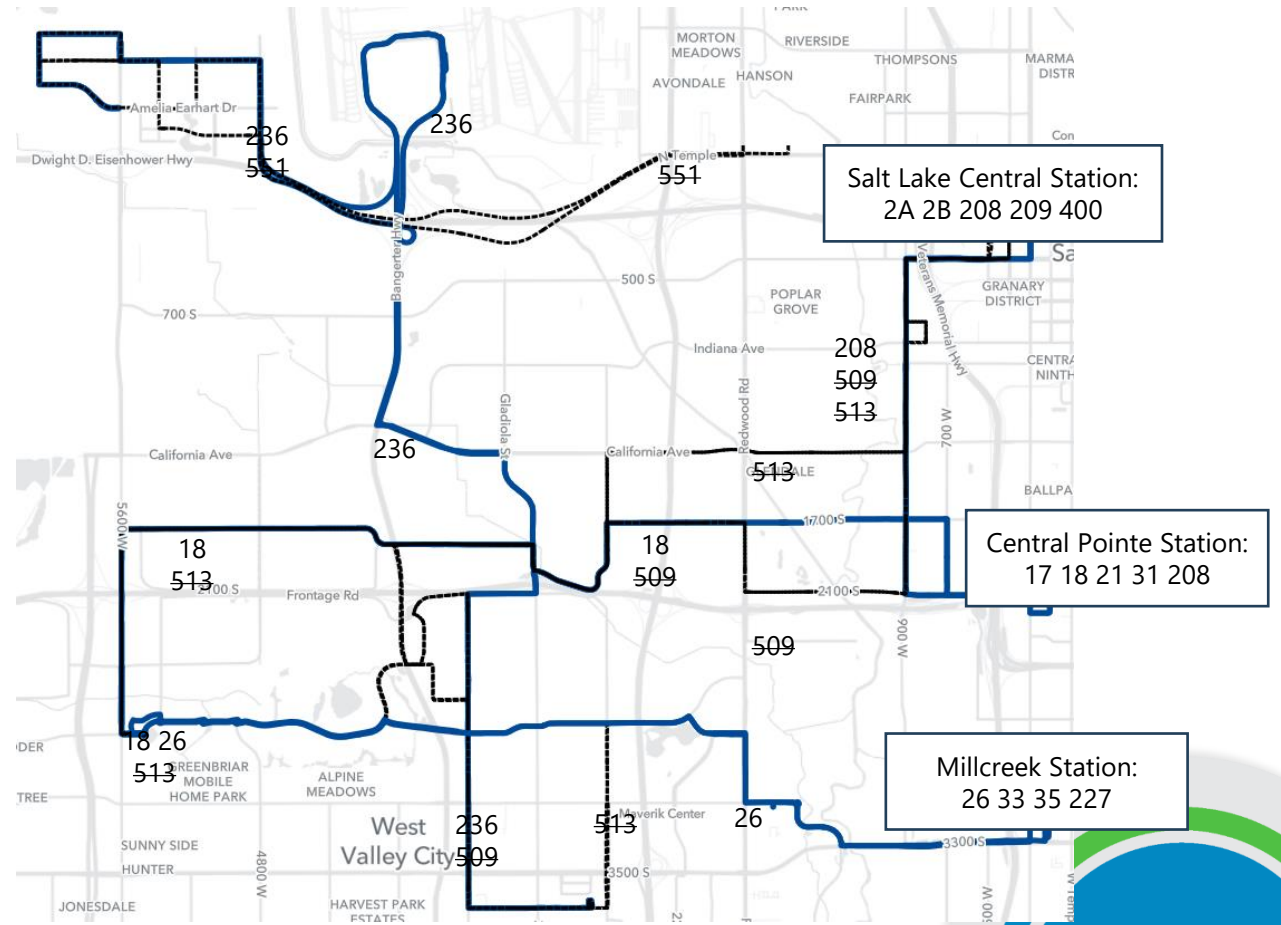
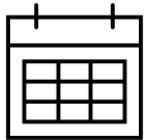
Routes 18, 26, 236: Increase all-day coverage to industrial areas, connect with Airport / International Center

Route 208: New connection to Central Pointe Station

Replaces routes 509, 513, 551

Airport, International Center, 5600 West Transit Centers and EOL facilities

Hours	Miles	Shifts	Pullout
+27K	+391K	+13	+2



Route 203

New 300 West route connects the Granary District

Central Pointe EOL Improvements

Hours	Miles	Shifts	Pullout
+12K	+99K	+6	+2

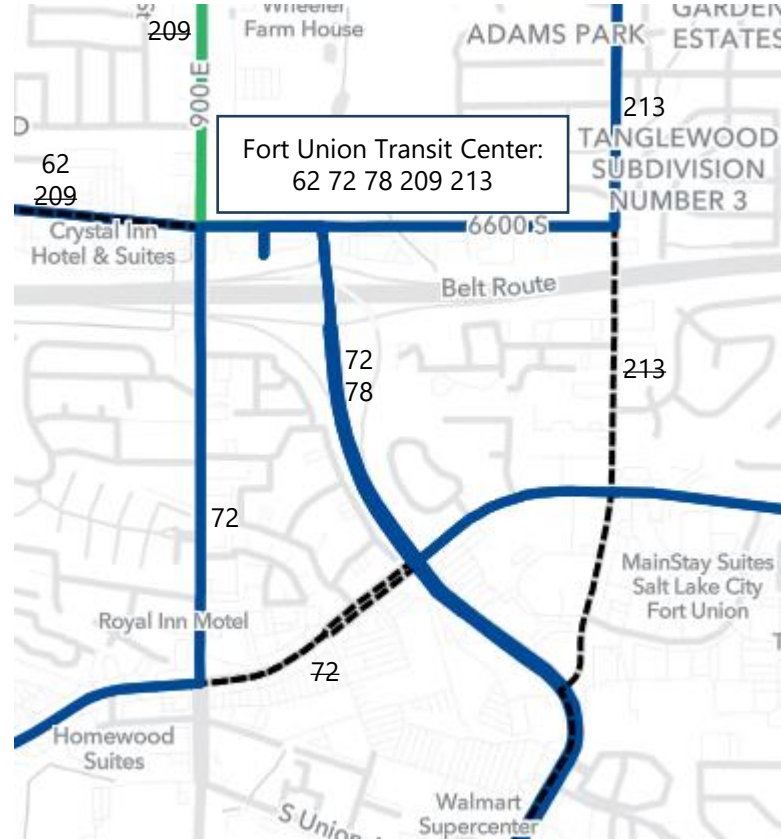


Fort Union Transit Center

New end-of-line location near Fort Union

Improved transfers between buses and improved layover for operators

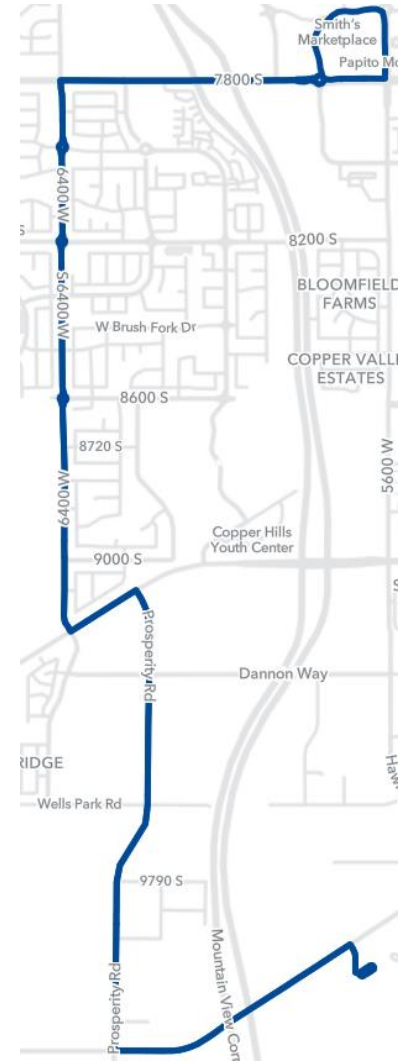
Hours	Miles	Shifts	Pullout
+0.5K	+133K	0	0



Southwest Quadrant

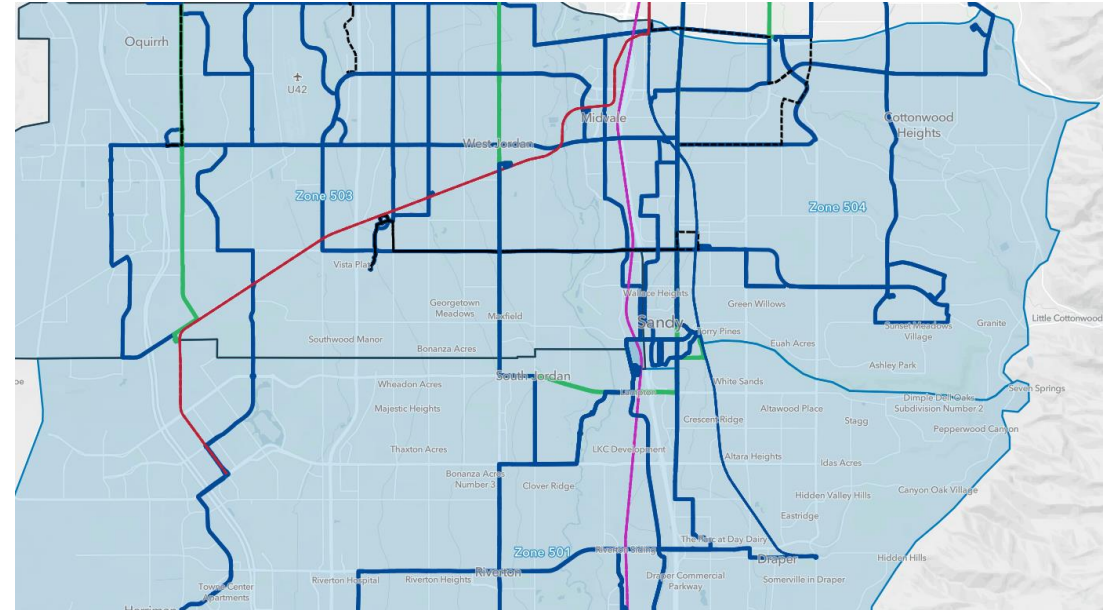
Route F264: New route serves employment centers

Hours	Miles	Shifts	Pullout
+8K	+82K	+4	+3



Innovative Mobility Zones

- New zones 503, 504 in Cottonwood Heights, Midvale, Sandy, South Jordan, West Jordan
- Zone 501 expanded coverage to Herriman, South Jordan, Copperton



Hours	Miles	Shifts	Pullout
+144K			



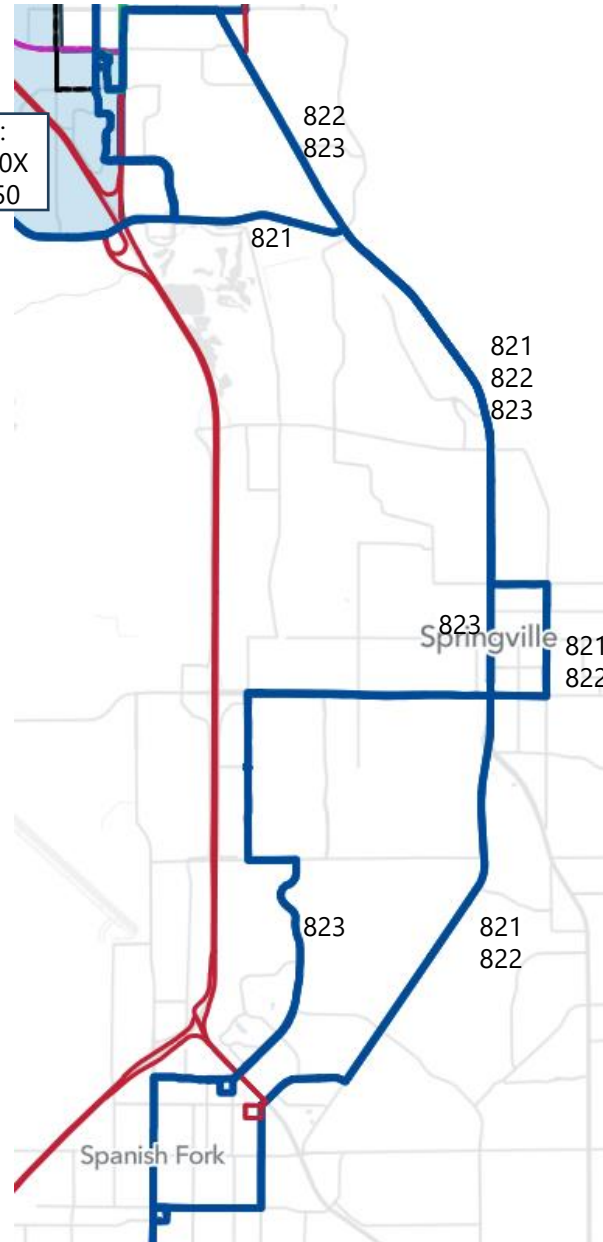
**2026-2029:
Draft Concepts
for Utah County**

South Utah County

Route 823: New route serves commercial centers in Springville, Spanish Fork

Springville and Spanish Fork EOL Improvements

Provo Station:
805 821 823 830X
831 833 834 850



Hours	Miles	Shifts	Pullout
+14K	+269K	+7	+4



Northwest Utah County

New Park & Rides in Saratoga Springs, Eagle Mountain

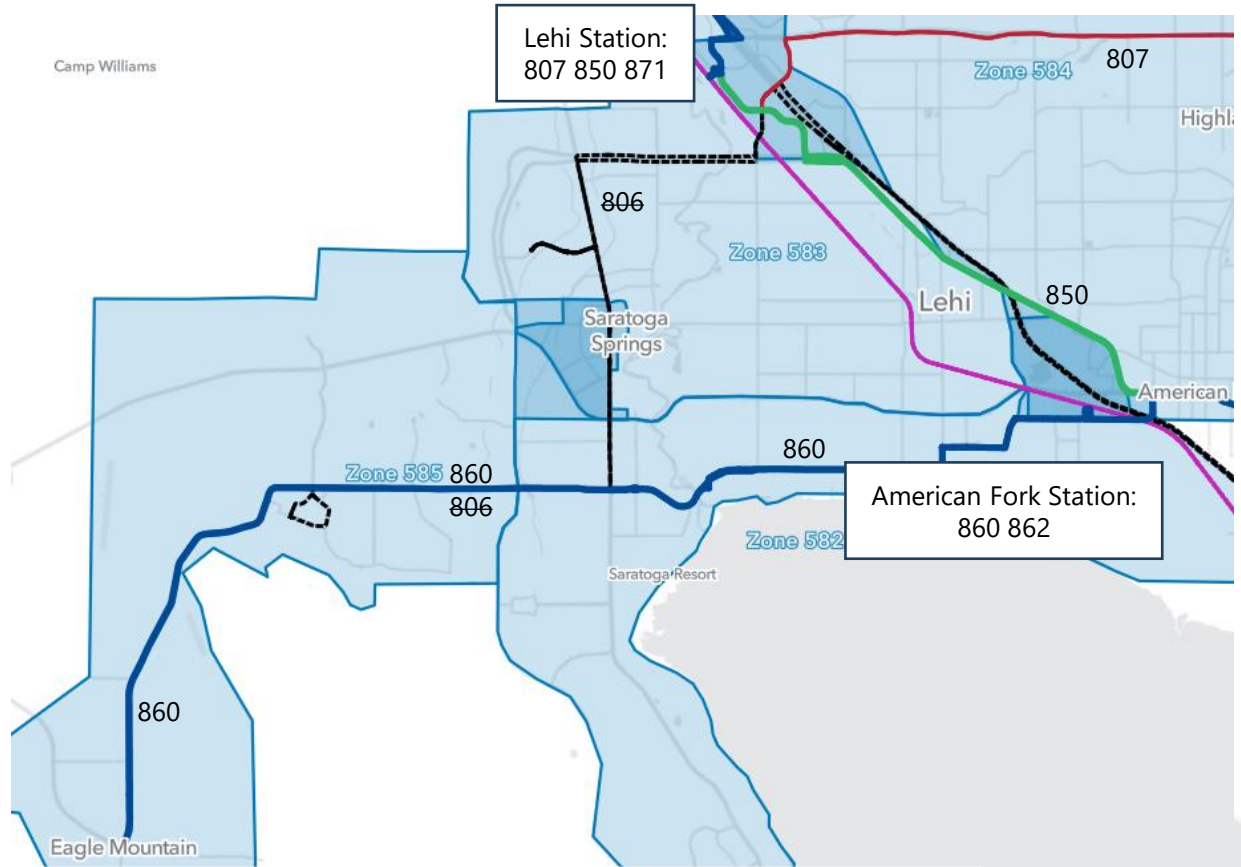
Route 860: new route serves Park & Rides, American Fork Station

New Innovative Mobility Zones

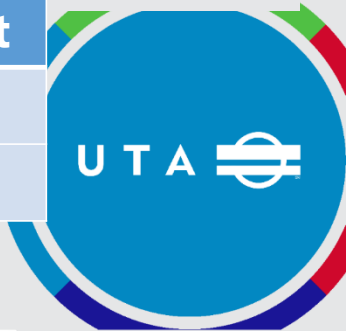
Paratransit coverage expanded

Replaces Route 806

Eagle Mountain, American Fork, and Lehi EOL Improvements or Transit Center



	Hours	Miles	Shifts	Pullout
Bus	+17K	+108K	+8	+1
IMZ	+80K			



North Utah County

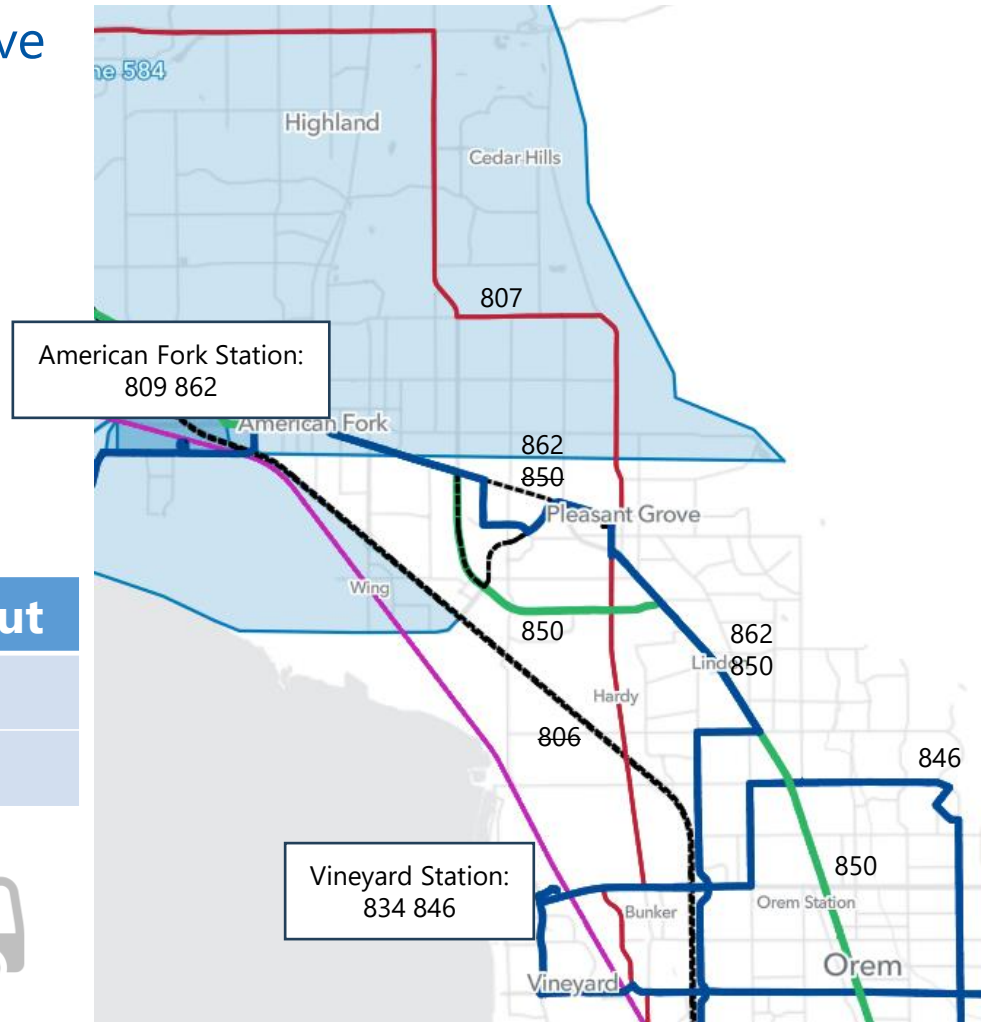
Route 850: reroute to serve Valley Grove area

Route 862: connects Pleasant Grove / Lindon / Vineyard via Geneva Road

New Innovative Mobility Zone

Vineyard Station Transit Center

	Hours	Miles	Shifts	Pullout
Bus	+42K	+370K	+21	+4
IMZ	+23K			

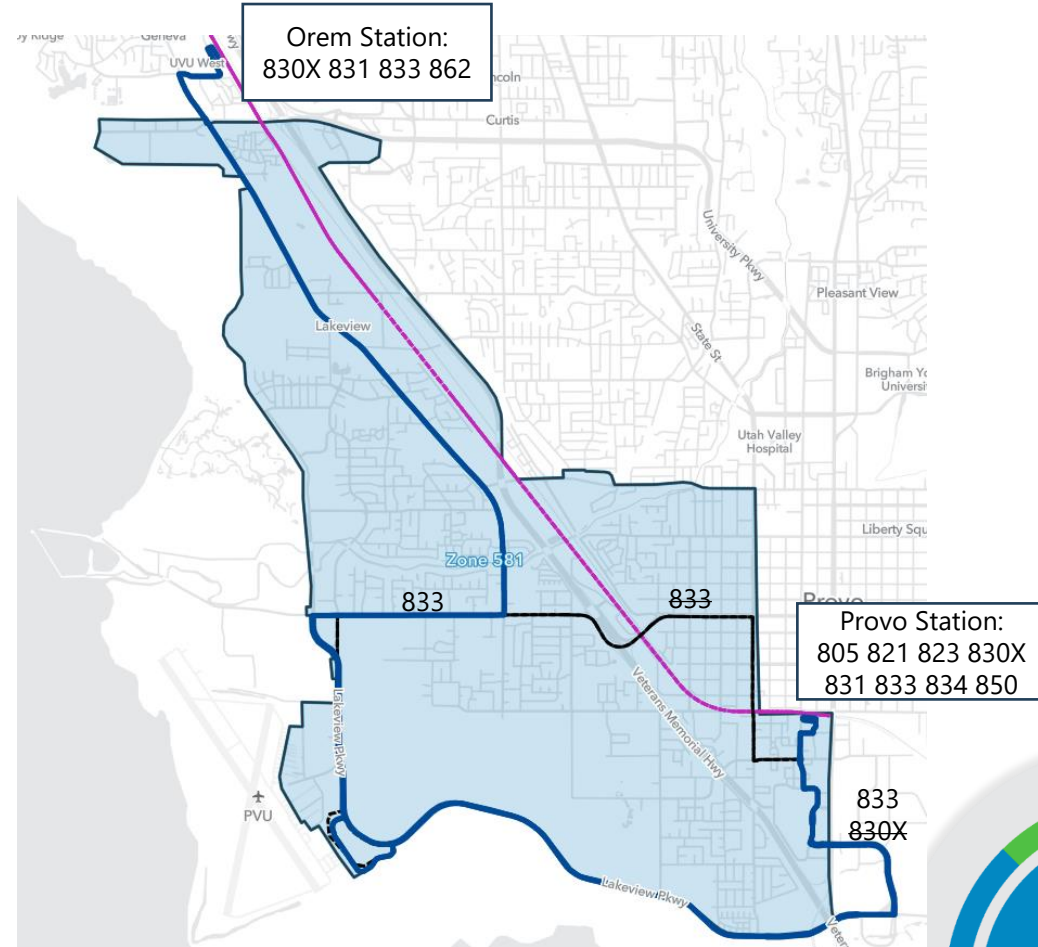
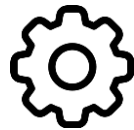


Provo Airport / West Provo

Route 833 serves Provo Airport, East Bay

New UTA On Demand service

	Hours	Miles	Shifts	Pullout
Bus	+10K	+200K	+5	+3
IMZ	+17K			



Questions & Feedback



CAPITAL PROJECTS



Capital Projects Update – S-Line Extension and Davis SLC Connector

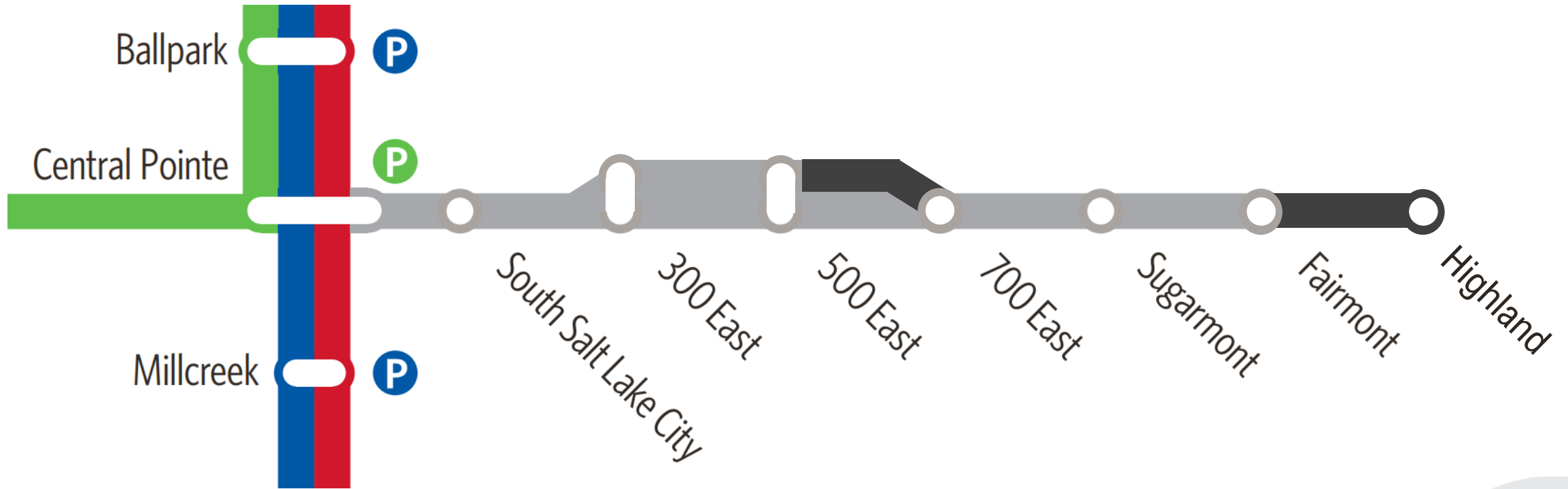


S-Line Extension

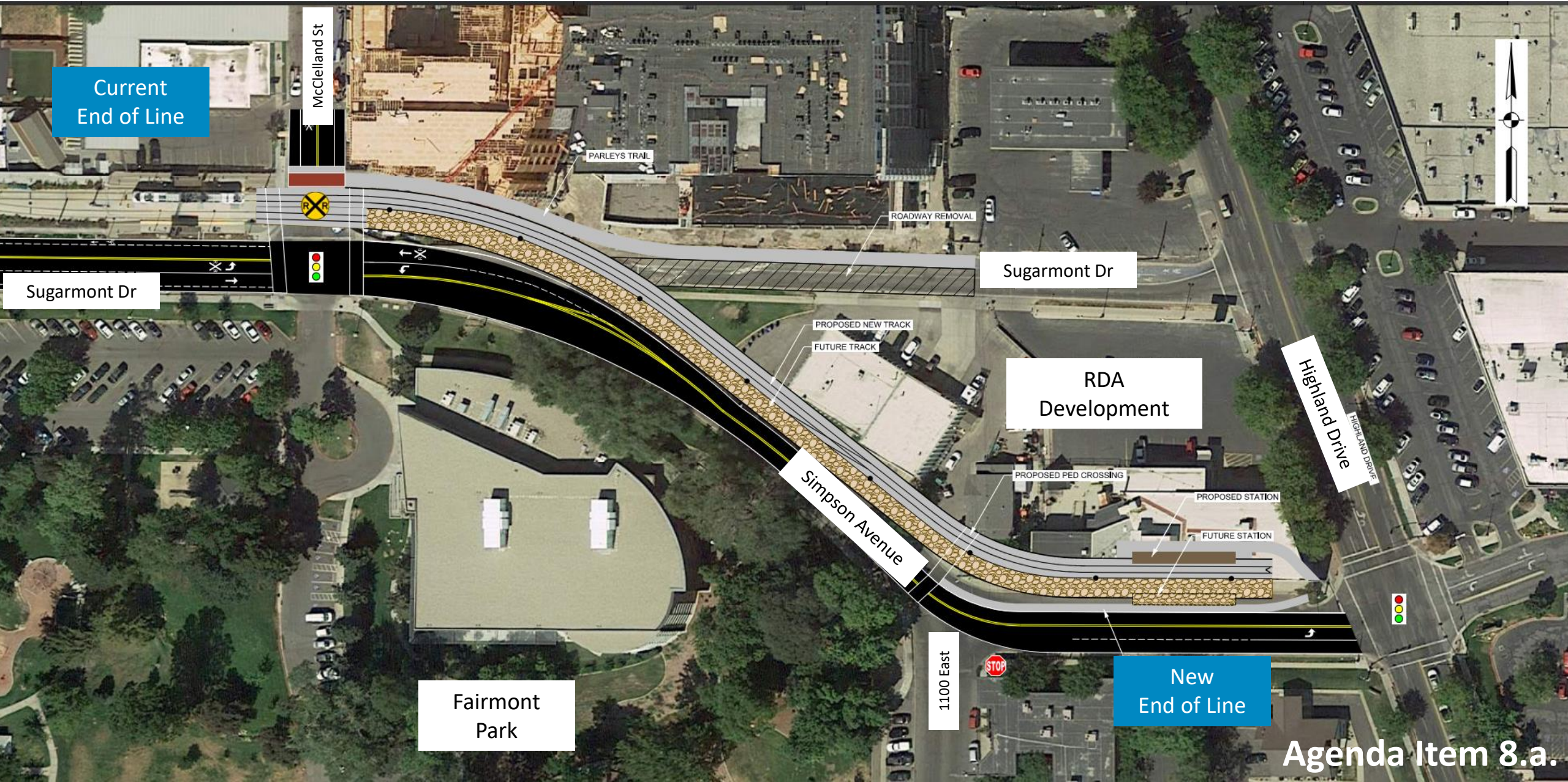


Double Track, Extension

UTAH TRANSIT AUTHORITY



Extension Design



Current
End of Line

McClelland St

PARLEYS TRAIL

ROADWAY REMOVAL

Sugarmont Dr

Sugarmont Dr

PROPOSED NEW TRACK

FUTURE TRACK

RDA
Development

Highland Drive

Simpson Avenue

PROPOSED PED CROSSING

PROPOSED STATION

FUTURE STATION

Fairmont
Park

1100 East

New
End of Line

Funding and Cost Estimate

Funding

- \$12M - State Funds
- \$9.9M - Pending State Funds
- Salt Lake City & RDA donating property

Cost

- Current Estimate ~ \$16M
- +\$6M-\$7M Additional Vehicle



Recent Progress

October 2023	Last Board Update
January 2024	Selected Progressive Design Build
February 2024	Environmental Documents Signed
March 2024	Industry Request for Information (RFI)
April 2024	Design & Construction RFP Released
May 2024	\$9.9M Transportation Commission Approval
June 2024	Initiated Phase 1 Contract Negotiations
July 2024	Project Included in 5-Year Service Plan Draft



Past Inquiries

- Area Construction
- RFP Advertisement Period



Upcoming Milestones

This Year

- Present Design Contract for Board Approval
- Advance the Design
- RDA Utility Relocates
- RDA Demolition
- Salt Lake City Property Approvals

2025

- Present Construction Contract for Board Approval
- Start Construction

Summer
2026

- Complete Construction



Public Information



s-line@rideuta.com



833-801-7433



rideuta.com/Current-Projects/S-Line-Extension-Project



Davis-SLC Community Connector



Environmental & Preliminary Design Overview

- 26.5 miles Corridor-Based BRT Service
- Mixed-flow operations
- Goals
 - Faster travel times and more frequent service
 - Protection from the weather
 - Branding of stations and vehicles
 - Schedule information



Environmental & Preliminary Design Overview

- Advance design to 30%
 - Bus stops – Level III (minimum) Eclipse shelters
 - BRT stations – Similar to MVX model
 - End of line facilities – Farmington FrontRunner Station and Research Park
- Complete environmental document
 - Documented Cat Ex



Environmental & Preliminary Design Overview

- Bountiful to SLC
 - 12 stations (24 platforms)
 - MidValley BRT template as a starting point
- SLC to Research Park
 - 12 bus stops
 - Level III (minimum) Eclipse bus stops
- End of Line Facilities
 - Electric charging infrastructure
 - Operator restrooms (Research Park)



Funding Updates

- Entered Project Development for FTA Small Starts Grant in February 2024.
- Awarded \$18M in Transit Transportation Investment Fund (TTIF) funds by the Utah Transportation Commission.
- Awarded \$3M in Congestion Mitigation Air Quality program funds by the Wasatch Front Regional Council Transportation Committee.
- Awarded \$2M in Community Project Funding requested by Blake Moore's office for charging infrastructure.



Near Term Timeline

- Environmental completion projected for early 2025
- Design completion late 2025
- Plan to submit Small Starts application in early 2025



Questions?



DISCUSSION



2024 UTA Public Image Survey Report



2024 UTA PUBLIC IMAGE SURVEY

Local Advisory Council - August 28, 2024

Study Overview

Objectives: Awareness, Perceptions & Usage

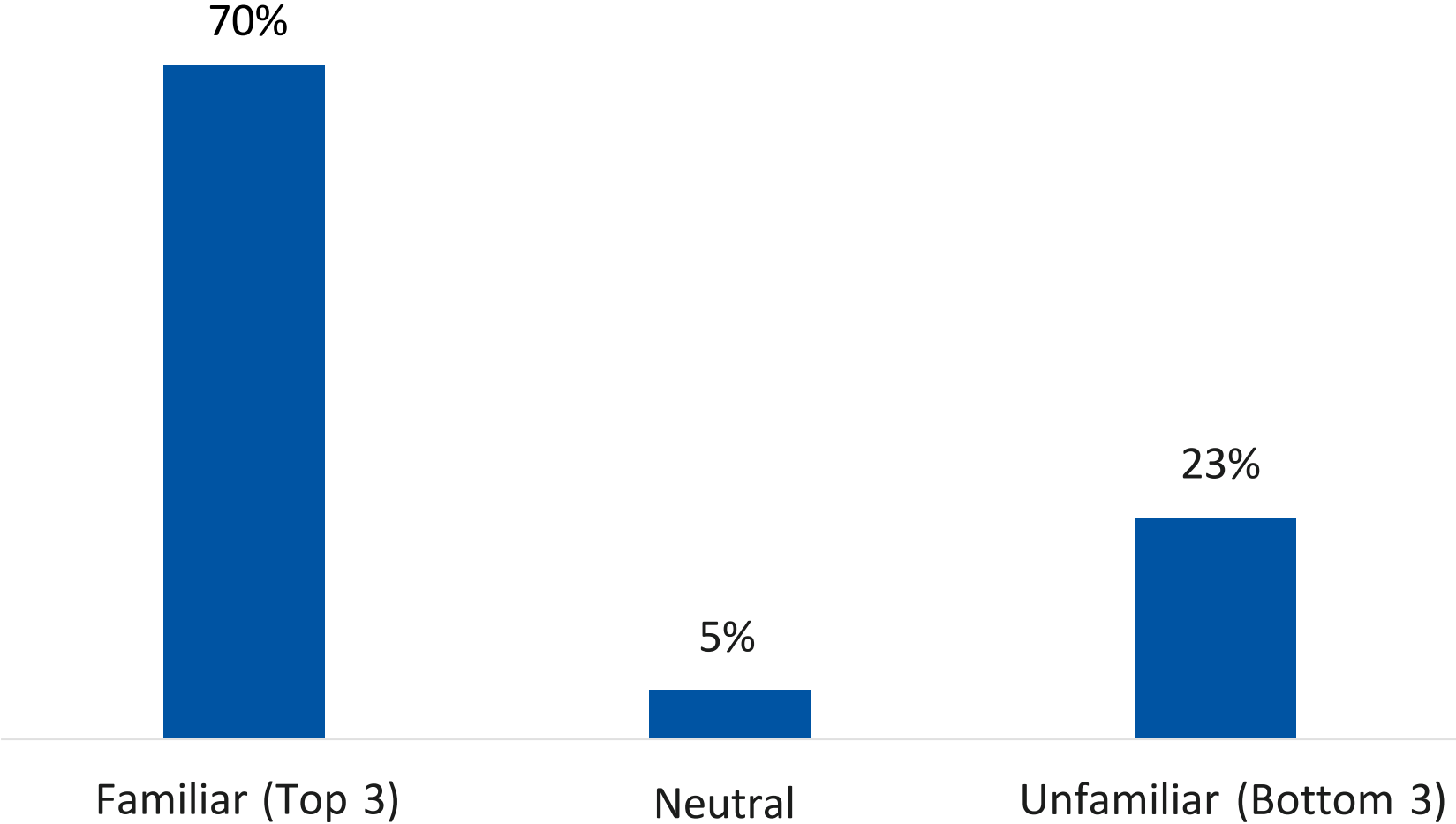
- General perception of UTA
- Identify why people ride/don't ride
- General perception of UTA value
- Strategic insights into focus segments (BIPOC, 18- to 34-Year-Olds, Non-Riders)

Methodology

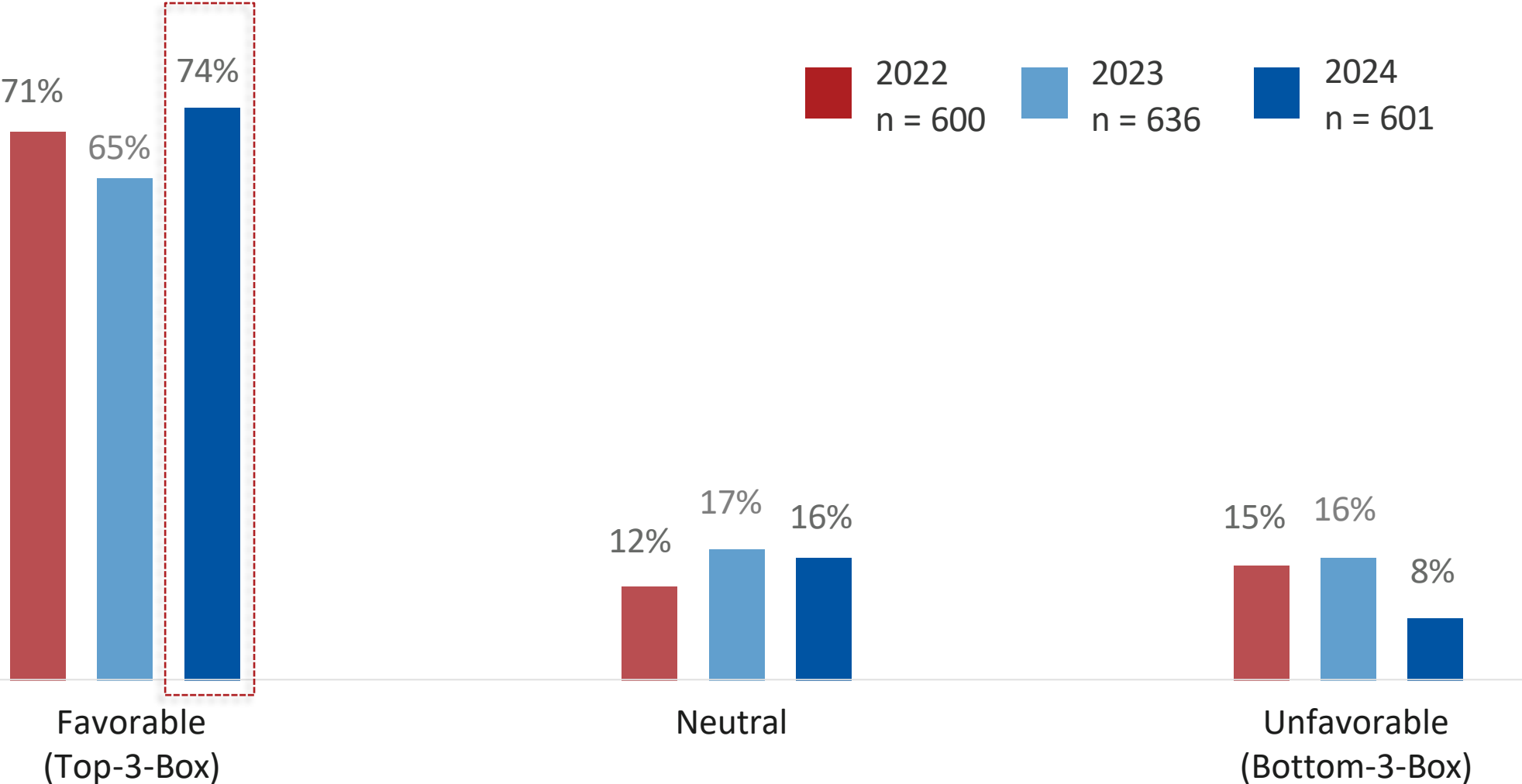
n=601 survey respondents, margin of error +/- 4%

- Surveyed six counties (Box Elder, Davis, Salt Lake, Tooele, Utah and Weber)
- Demographics*:
 - Female = 63% / Male = 35% / Non-Binary/Self-Identify = 1%
 - Balanced mix of respondents aged 18+, employment status, education
 - BIPOC oversample: n=105 (17% of total)

Familiarity with UTA is High



Utahns Have Increasingly Favorable Views of UTA



Increase in Perceived Benefits of Public Transportation

“We Move You” 2023 Brand Campaign Messaging:



Gas Savings
From 38% to 52%
14% Increase YoY



Reduces Parking Hassles
From 31% to 46%
15% Increase YoY

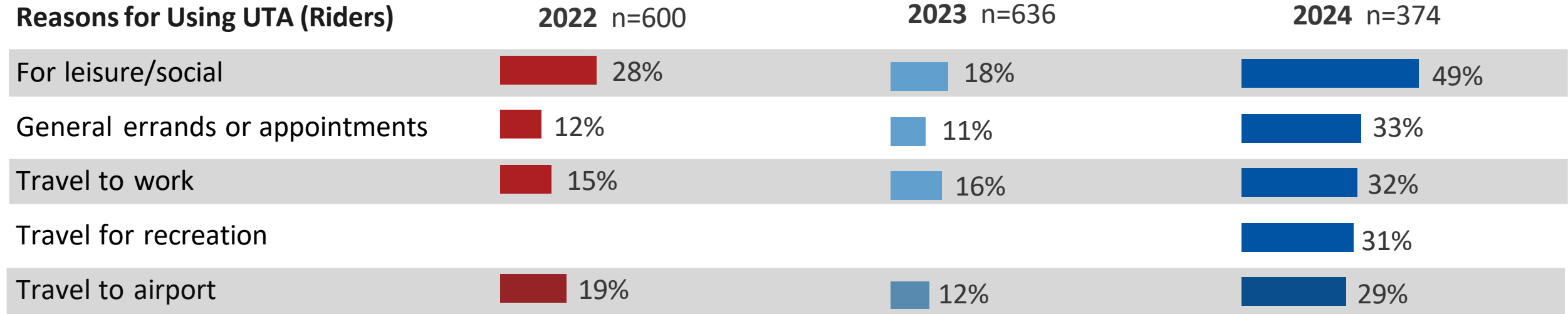
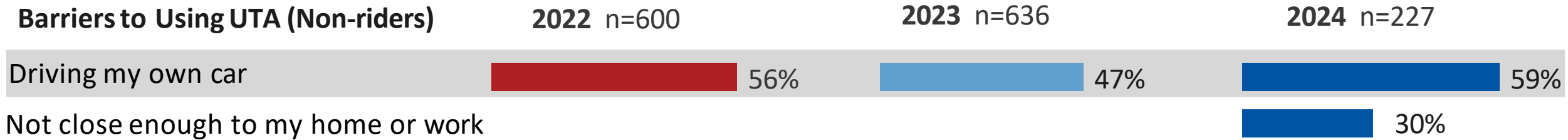
Accessible Transportation for All
From 32% to 51%

Safe Transport During Bad Weather
From 30% to 40%

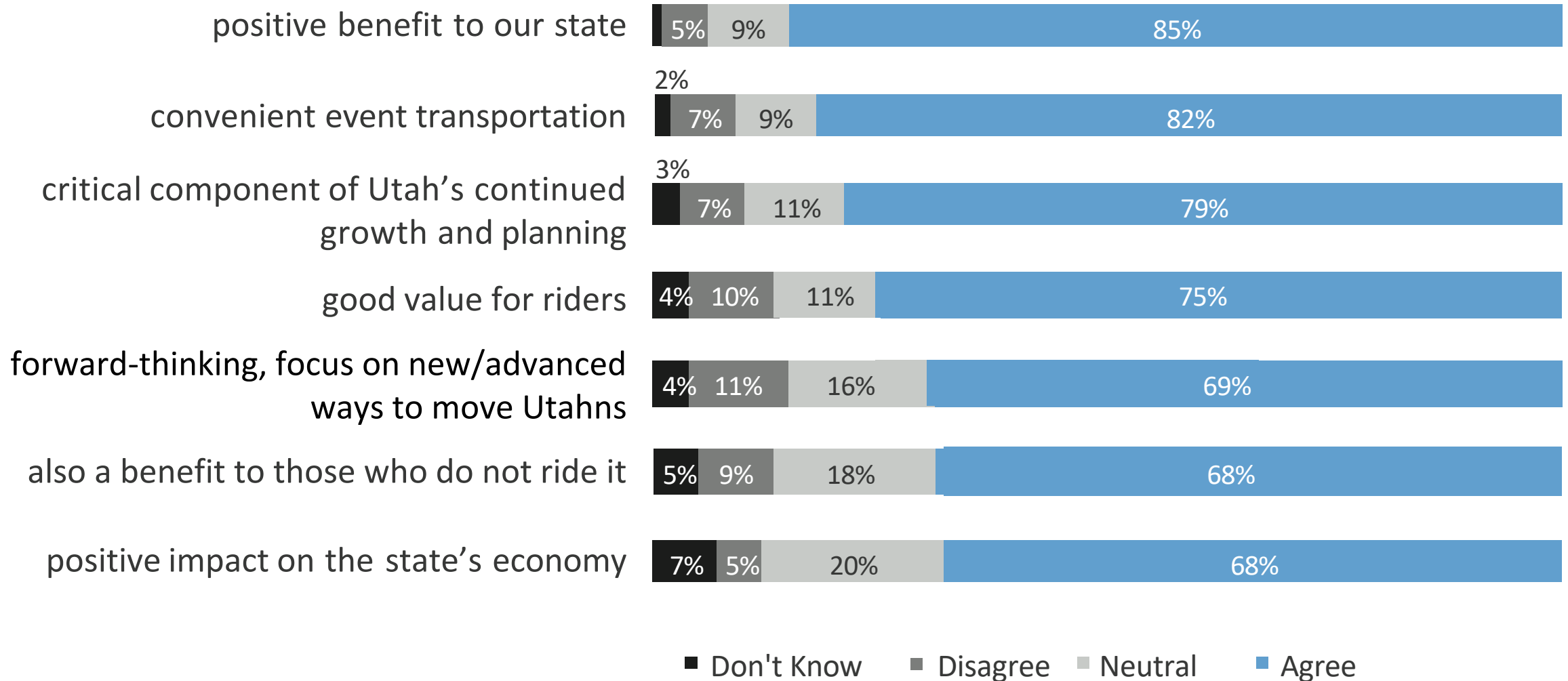
Areas for More Messaging:

Reduces Traffic Congestion 50% From 51%
Better for Air Quality 45% From 50%

Personal Car Ownership Remains Top Barrier to Riding

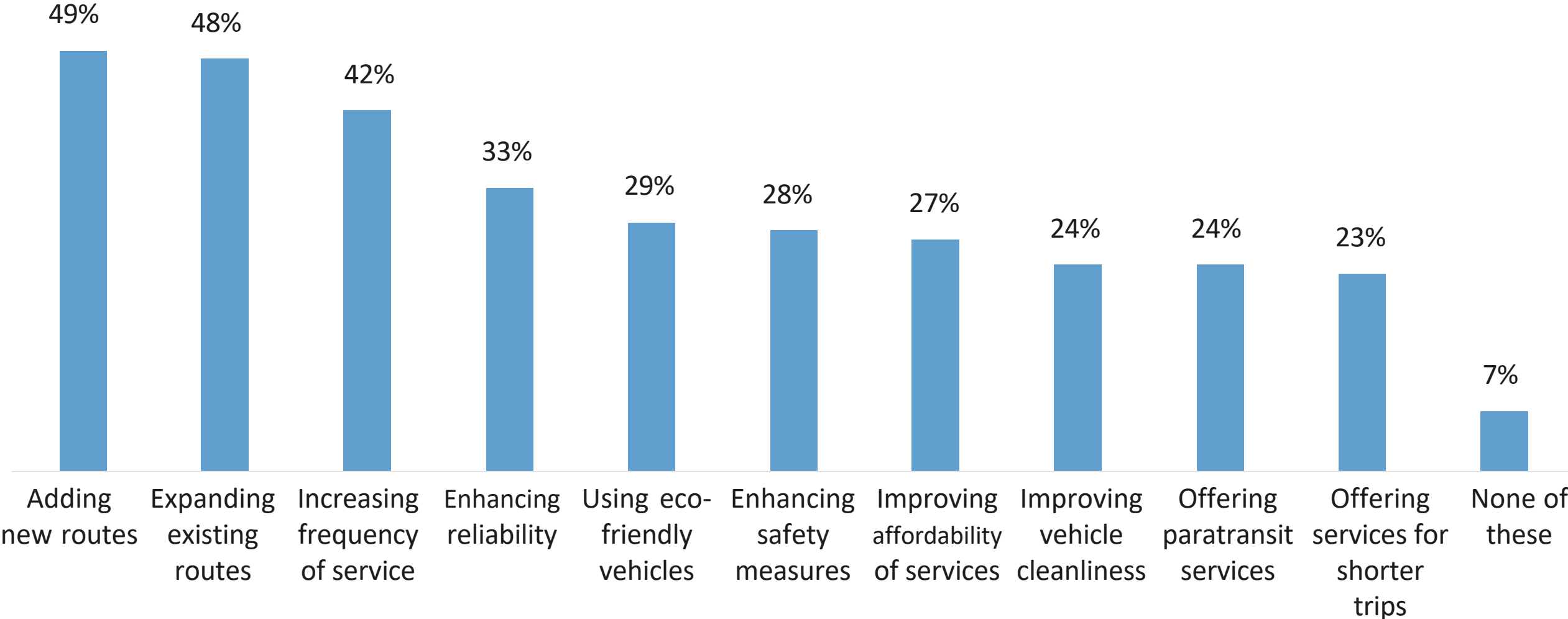


Utahns Generally Believe UTA is of Great Value to the State



Adding/Expanding Routes Most Noted Improvements

In which of the following areas do you feel UTA has improved in recent years?



Key Takeaways

- 1 Utahns continue to grow more familiar and more favorable toward UTA and its services, regardless of ridership. Buses show significant growth in favorability compared to 2023.
- 2 Utahns are increasingly seeing the benefits of public transportation and UTA. More are riding for leisure and infrequent uses.
- 3 There remains an opportunity to communicate the benefits of UTA for non-riders. With survey questions aligned with on-board and rider survey efforts, this survey could be a non-rider evaluation.
- 4 Utahns agree that UTA is a value to the state and benefits Utah's continued growth. Specifically, the community-centered benefits (e.g., accessible transportation) are of great value to Utahns.
- 5 More education and awareness of UTA's economic impact and use of public funds could help Utahns who are indifferent or negative to these measures.
- 6 Opportunity to improve rider perception among BIPOC individuals and target marketing messages in core geographic locations.

Open Dialogue with the Board of Trustees



REPORTS



Executive Director Report: International Olympic Committee (IOC) Announcement

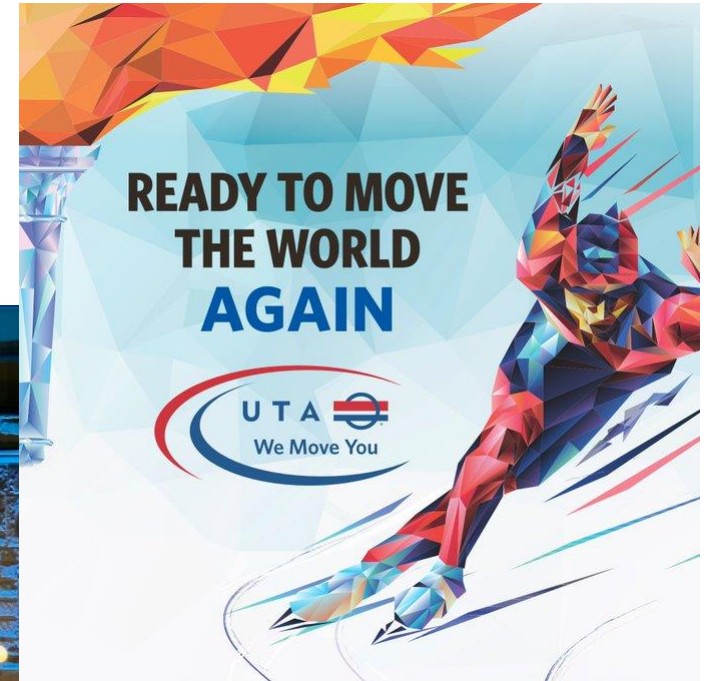




Generating Critical Economic Return

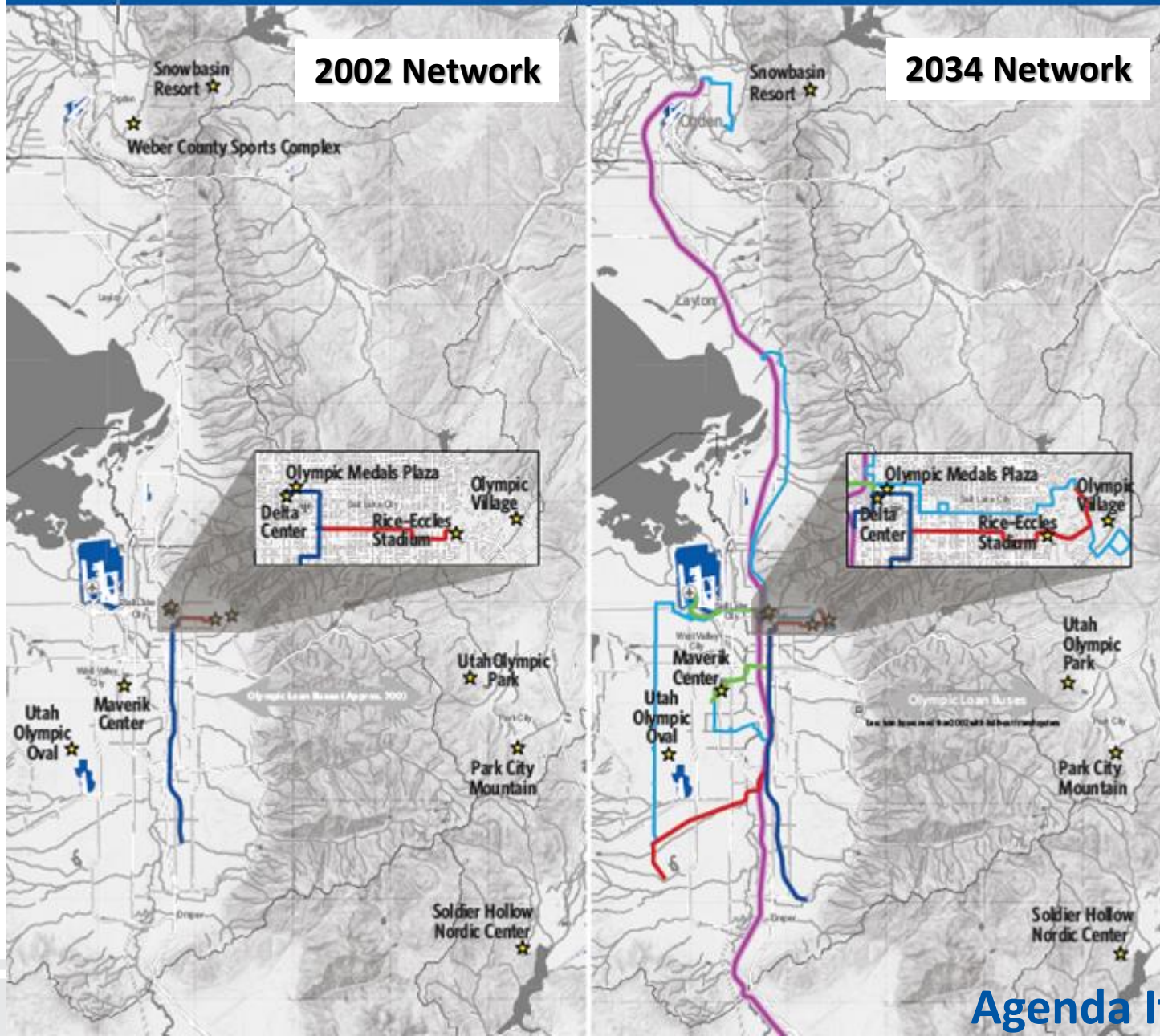
2034 Winter Olympics Strategic Planning

- IOC Announcement on 7/24/24



Utah Transit Authority

High Capacity Intermodal Transit



2002 Network

2034 Network

Agenda Item 10.a.



Executive Director Report: Supplemental Services



Executive Director Report: August Change Day



Audit Committee Report



OTHER BUSINESS

- a. Next Meeting: Wednesday, November 6, 2024, at 1:00 p.m.



ADJOURN

