

UTA LOCAL ADVISORY COUNCIL MEETING

September 27, 2023



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



CONSENT AGENDA

- a. Approval of May 31, 2023, Local Advisory Council Meeting Minutes
- b. Board Policy Revisions



Recommended Action (by acclamation)

Motion to approve the consent agenda



CONSULTATION WITH BOARD OF TRUSTEES



CAPITAL PROJECTS

- a. Capital Development Update:
 - OGX Opening
 - First/Last Mile Connections Program (TIGER)
- b. AR2023-09-01 – Resolution Approving the Proposed Third Amendment to the 2023-2027 Capital Plan and Recommending Approval by the Authority’s Board of Trustees



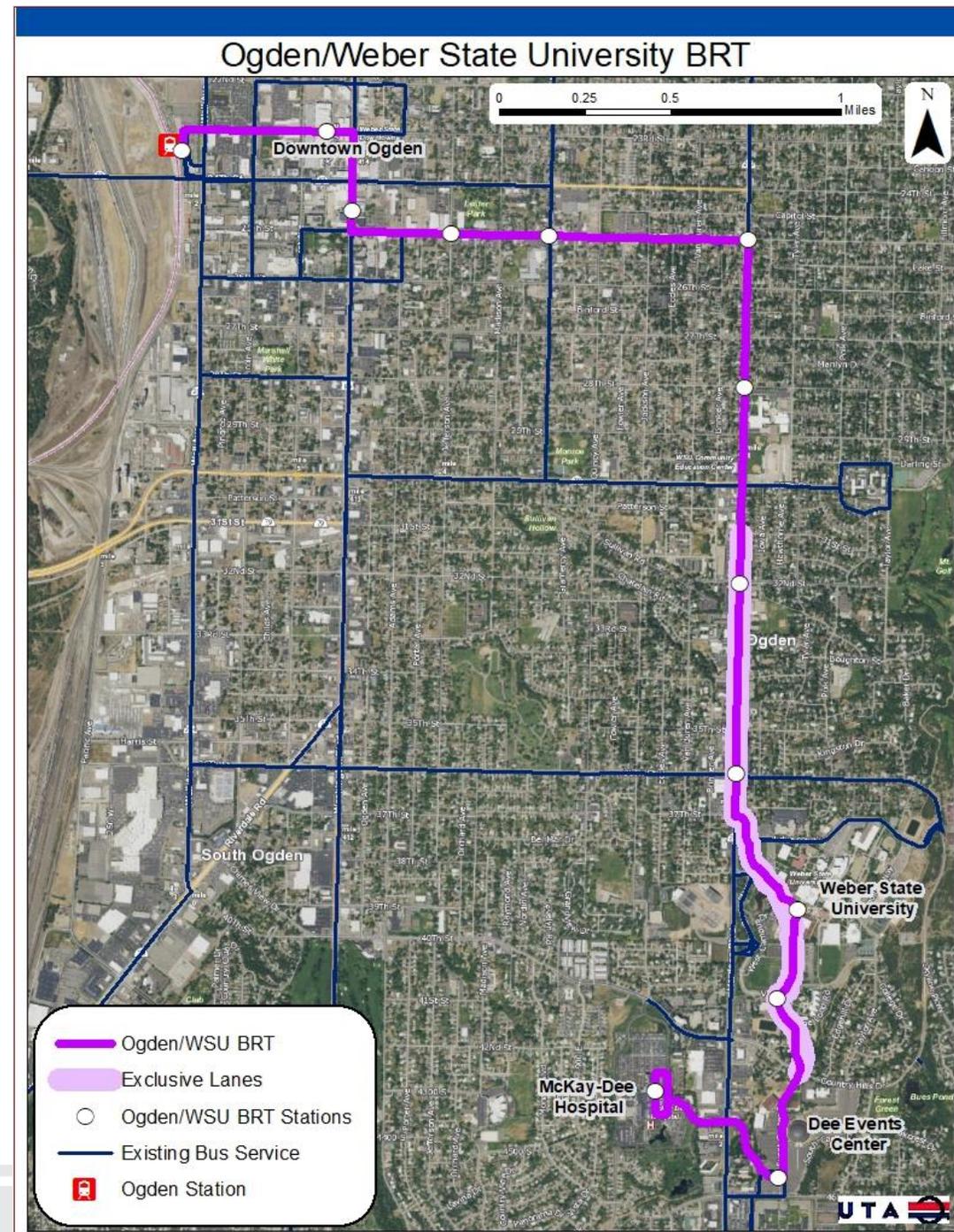
Capital Development Update: OGX Opening



OGX Project Info

- 5.3 mile corridor - 1.8 miles of exclusive bus lanes
- 13 station locations = 22 stations
- 4 bay maintenance facility expansion
- 11 electric buses
- 2600 riders per day anticipated with an additional 2600 riders on the Weber State University (WSU) shuttle
- 10 minute peak service; 5 minute peak on campus
- Projected total cost - \$120.5 million
 - \$78.3 million from Federal Small Starts Grant
 - \$6.2 million from ARP (American Rescue Plan Act)
 - \$8.9 million from WFRC (Wasatch Front Regional Council)
 - \$27.1 million local match

Agenda Item 6.a.



Additional Maintenance Bays



Agenda Item 6.a.



11 Electric Buses  **2 On-Route Chargers**  **15 Depot Chargers**



Agenda Item 6.a.

WSU Shuttle began August 29, 2022

UTAH TRANSIT AUTHORITY



Agenda Item 6.a.



OGX BRT Fully Opened August 20, 2023

UTAH TRANSIT AUTHORITY



Agenda Item 6.a.



BRT Route 5.3 miles 1.8 miles Exclusive Lanes



UTAH



Agenda Item 6.a.

13 Station Locations



Agenda Item 6.a.



UTAH TRANSIT AUTHORITY

Capital Development Update: First/Last Mile Connections Program (TIGER)



TIGER First/Last Mile Project Info

- UTA has worked with 6 counties and 32 cities to complete this program.
- While many TIGER grants have been awarded in the past this is the first of its kind completed with multiple projects in a program and spanning a large geographic area
- Grant executed February 8, 2018
- Projected total cost - \$31.8 million
 - \$20 million from TIGER Grant
 - \$11.8 million from Local Funding

UTA First Mile Last Mile

Improving Community Access to Regional Opportunities

City list:

- American Fork
- Bountiful
- Clearfield
- Draper
- Farmington
- Herriman
- Lehi
- Midvale
- Millcreek
- Murray

Map labels: Pleasant View, Ogden, Roy, Clearfield, Farmington, Bountiful, Salt Lake City, Summit Co., South Salt Lake, West Valley City, Midvale, Murray, West Jordan, Midvale, South Jordan, Sandy, Draper, Herriman, Lehi, American Fork, Provo, Dore.

Map legend: City/County Boundary

Navigation: Home (House icon), Work (Building icon), Bicycles (Bicycle icon), Bus (Bus icon).

Graphic: FIRST MILE LAST MILE with a winding road and bicycle wheel.



Summary of TIGER Projects

Project Type	# of Projects in Grant
ADA Ramps	60
Bike Lanes	13
Bike Parking-Lockers & Racks	24
Bike Repair Stands	21
Bike Shares	2
Bus Stop Improvements	4
Crosswalk Improvements	4
Pedestrian Bridges	3
Railroad Crossings	1
Sidewalks	4
Multi Use Paths	3
Wayfinding	22
TOTAL	161



TIGER Project Progress

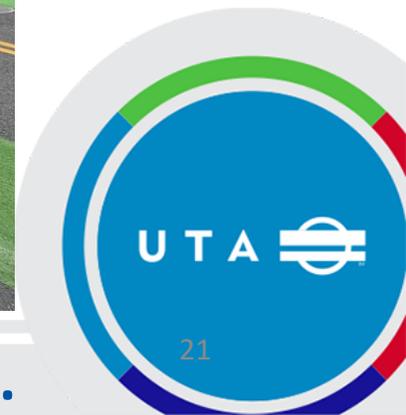
- 137 projects are complete to date
 - ADA Ramps: 60 projects
 - Bountiful
 - Farmington
 - Bike Lanes: 13 projects
 - South Jordan
 - Herriman
 - Draper
 - Ogden
 - West Valley
 - Farmington
 - Tooele
 - Bike Shares: 2 Projects
 - Summit County
 - Crosswalks: 4 Projects
 - Farmington
 - Midvale



Ogden Bike Lanes

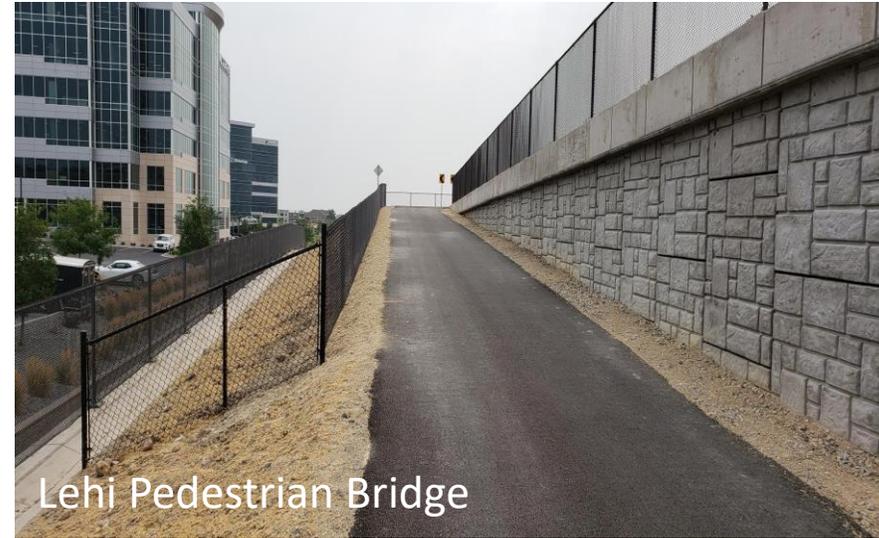


Tooele Bike Lanes



TIGER Project Progress

- Pedestrian Bridge
 - Lehi
- Railroad Crossing
 - West Jordan
- Sidewalks: 4 Projects
 - Farmington
 - Millcreek
 - MUP-SSL Parley’s Trail
 - Salt Lake City – Folsom Trail
- Multi-Use Paths
 - MUP-SSL Parley’s Trail
 - Sandy
 - Salt Lake City – Folsom Trail



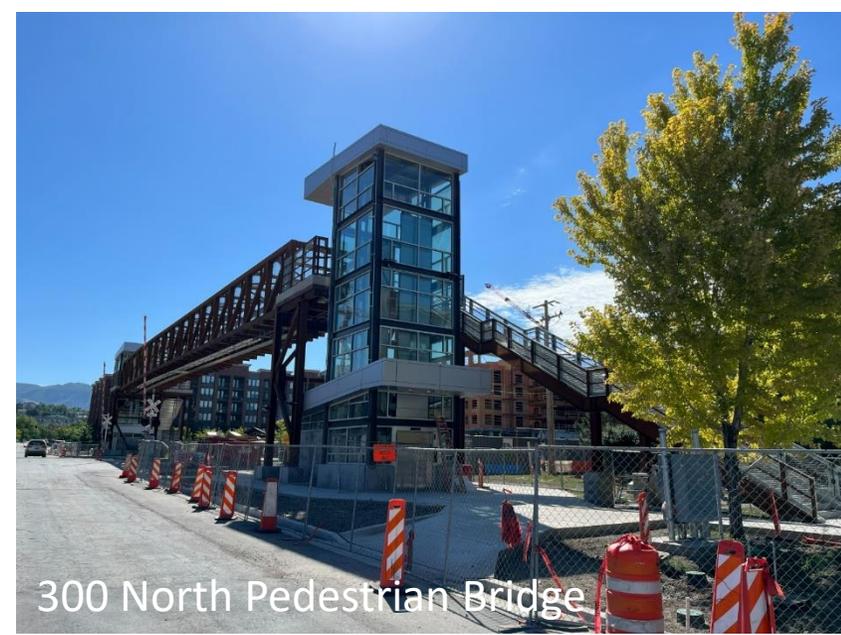
Lehi Pedestrian Bridge



Parley’s Trail

TIGER Current Projects Being Completed 2023

- 24 projects remaining to complete
 - Pedestrian Bridges -2 Projects
 - 300 North – Salt Lake City
 - (Complete Late October)
 - Provo Pedestrian Bridge – UTA Provo Station
 - (Complete Late October)
 - Wayfinding – 22 Projects
 - (Complete Late October)



300 North Pedestrian Bridge



Provo Pedestrian Bridge



TIGER

UTAH TRANSIT AUTHORITY



Agenda Item 6.a.



Questions



**AR2023-09-01 – Resolution
Approving the Proposed Third
Amendment to the 2023-2027
Capital Plan and Recommending
Approval by the Authority’s Board
of Trustees**



Proposed 2023-2027 Capital Plan Amendment #3

and

2023 Capital Budget Amendment



Summary of Requests

Two-Part Request

- **Part 1 (agenda item 6.b.) – LAC approval of Amendment to 2023-2027 Capital Plan**
 - Adds one new project to plan:
 - MSP300- New Daybreak TRAX Station
 - Adds \$6.5 M to five-year plan. All funds will be reimbursed by external sources
 - No impact to UTA cash balance
- **Part 2 (agenda item 7.a.) – LAC Consultation on 2023 Budget Amendment**
 - Increases 2023 budget authority in response to modification to Five-Year Capital Plan



Project Being Added

- **MSP300- New Daybreak TRAX Station**

- Will serve the area where the new baseball field is being constructed
- Funded through external partner sources
- Will add a new project to 2023-2025 Capital Plan years
 - Will require a Budget Amendment to authorize 2023 funds to provide for 100% design
 - Project construction is anticipated by the Plan in 2024 and 2025



Part 1- (agenda item 6.b.) – Approve AR2023-09-01 to amend the 2023-2027 Capital Plan

- **Approve and recommend adoption by the Board of Trustees to amend the 2023-2027 Capital Plan**
 - Adds MSP300-New Daybreak TRAX Station to the Plan
 - Adds \$6.5M to Capital Plan (all funds reimbursed by external sources)
 - Will have no impact on UTA cash balance
 - Capital Plan amendments require approval of the Local Advisory Council prior to the Board’s approval and adoption of the amended plan.



Part 2- (agenda item 7.a.) - Council Consultation on 2023 Budget Amendment

- **Requesting Local Advisory Council input on 2023 Budget Amendment**
 - Increases the 2023 budget authority by \$500,000 in response to the proposed modification to the Five-Year Capital Plan
 - Will raise current 2023 budget authority from \$336.66 M to \$337.16 M
 - Budget amendments require consultation with the Local Advisory Council and subsequent approval by the Board of Trustees through a board resolution



Impact of Changes- Summary Total

Capital Plan Comparison	2023 Total Budget	2024 Total Plan	2025 Total Plan	2026 Total Plan	2027 Total Plan	2023-2027 Total Plan
Current Plan	336,660,000	269,160,000	272,208,000	225,403,000	247,699,000	1,351,131,000
TRAX Station Addition	500,000	4,500,000	1,500,000	0	0	6,500,000
New Plan	337,160,000	273,660,000	273,708,000	225,403,000	247,699,000	1,357,630,000
Difference	500,000	4,500,000	1,500,000	0	0	6,500,000

All added funds are from external sources resulting in no impact on UTA's cash balance



Questions?



Recommended Action (by acclamation)

Motion to approve AR2023-09-01 –

Resolution Approving the Proposed Third Amendment to the 2023-2027 Capital Plan
and Recommending Approval by the Authority's Board of Trustees



BUDGET AND INVESTMENTS

- a. Consultation on 2023 Capital Budget Amendment for the TRAX Daybreak Station



Consultation on 2023 Capital Budget Amendment for the TRAX Daybreak Station

(presentation and consultation included with item 6.b.)



SERVICE PLANNING

- a. UTA Moves 2050 – Long Range Transit Plan



UTA Moves 2050 – Long Range Transit Plan



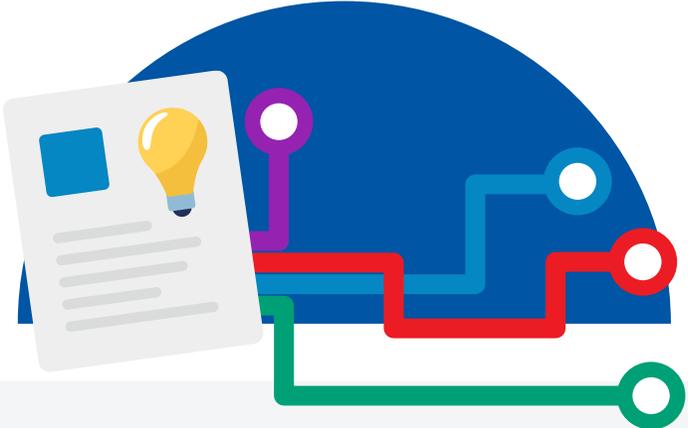


What is the UTA Long Range Transit Plan – UTA Moves 2050?



Responding to Needs

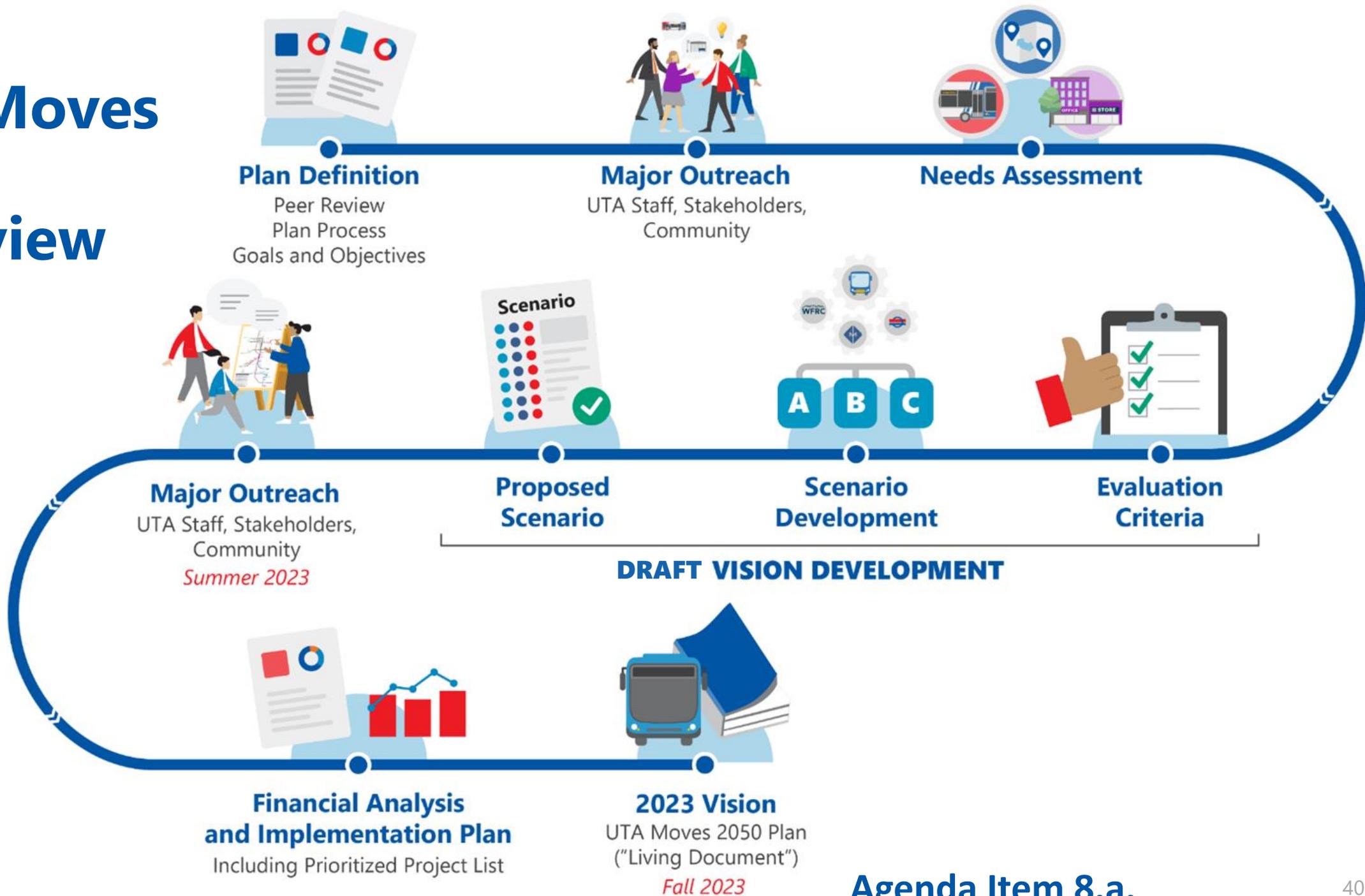
UTA is developing a 30-year Long Range Transit Plan focused on understanding and planning for the **future needs of the communities we serve**



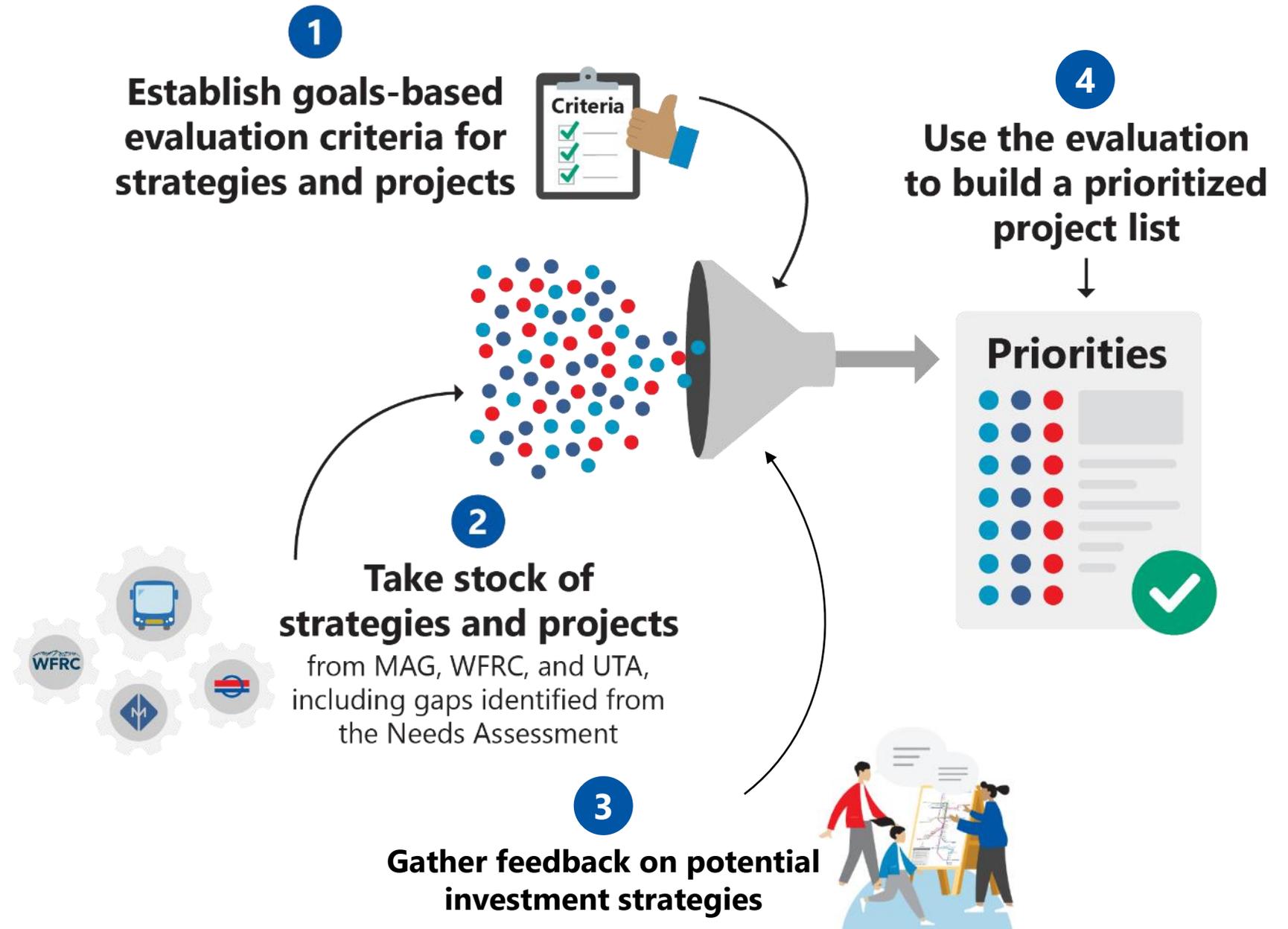
Thinking Big

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

UTA Moves 2050: Overview



Plan Vision Development



UTA Moves 2050 Engagement

- Informed by community and stakeholders
- Story Map of plan background and Draft Vision
- Outreach strategies:
 - Interactive map allowing for comment
 - Public open houses across the service area
 - Virtual open house
 - Social media outreach
 - Working with partners and cities



More information:

<https://rideuta.com/LRTP>

DISCUSSION

- a. FrontRunner Strategic Double Track Project Update
- b. Federal Railroad Administration Corridor Identification and Development Program Update
- c. Open Dialogue with the Board of Trustees



FrontRunner Strategic Double Track Project Update



FrontRunner Strategic Doubletrack

**UTA Local Advisory Council Update
9-27-23**

**Ben Huot P.E.
UDOT Deputy Director of Planning and Investment**

FrontRunner Strategic Double Track

WHAT GROWS
RIDERSHIP?



FREQUENCY

Trains arrive often
throughout the day

Fewer missed trains

Riders don't have long waits



RELIABILITY

Trains arrive and
depart on time

Riders can depend
on trains and don't miss
connections



TRAVEL TIME

Competitive travel time to cars

No long wait times
for passing trains

FrontRunner Strategic Double Track

Source: <https://www.bloomberg.com/news/articles/2016-07-12/transitcenter-survey-finds-public-transit-riders-want-frequent-and-fast-bus-and-rail-service>

“ **High frequency means transit is coming soon, which means that it approximates the feeling of liberty you have with your private vehicle—that you can go anytime. Frequency is freedom!** ”

WHY IS FREQUENCY AN IMPORTANT PRIORITY?



Increased frequency leads to increased **ridership**, particularly when the previous service was relatively infrequent.



In a survey of transit riders around the United States, frequency was reported as **the top factor** influencing overall trip satisfaction.



Frequent service:

Results in a shorter wait time when a train is missed or when the exact schedule is not known by a rider.

Provides riders with flexibility

Enables riders to choose trips that arrive closer to their desired time.

Source: *Transit Capacity and Quality of Service Manual, 3rd Edition, 2013*

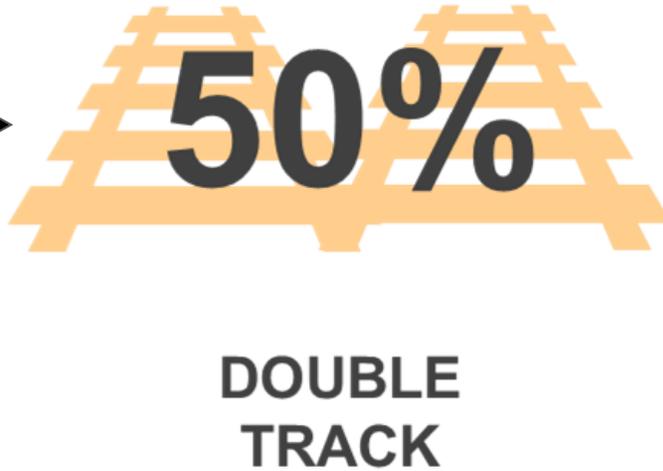
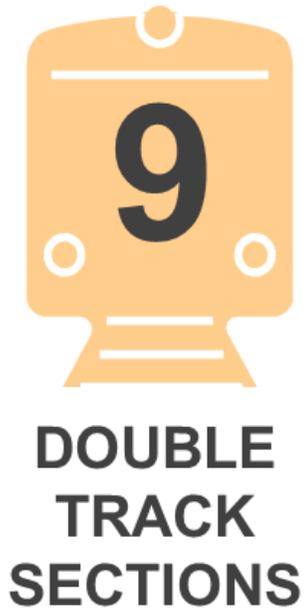
FrontRunner Strategic Double Track



Increase train frequency in both peak and off-peak periods

<i>SERVICE TYPE</i>	CURRENT SERVICE	GOAL SERVICE
<i>ALL DAY</i>	60 MINUTE	30 MINUTE
<i>PEAK HOUR</i>	30 MINUTE	15 MINUTE

FrontRunner Strategic Double Track



Last Updated: August 22, 2022

FrontRunner Strategic Double Track

Capital Investment Grant Program (CIG)

Project Estimate Submitted: \$966m

- \$220m state funding (appropriated)
- \$75m UTA funding (appropriated)
- \$671m federal funding (requested)

State Contingency:

- \$150m state funding (appropriated)

FTA Recommended:

- *\$316m in FY24 president's budget*

Federal Transit Administration
39,304 followers
3w • 🌐

FTA recommended [Utah Department of Transportation's](#) FrontRunner commuter rail between Ogden and Provo to receive \$316 million through the Capital Investment Grant Program. The project would increase capacity through a plan to dou...see more

Map: Shows the FrontRunner route from Clearfield to Roy, with stations: Clearfield to Roy, Centerville to Woods Cross, Main Springs, South of Salt Lake, South of Murray, South of Draper, North of Lake, and North of American Park. Legend: Proposed Double Track, Existing Double Track, Existing Single Track.

Aerial View: Shows a train on tracks near a golf course.

You and 367 others
1 comment • 28 reposts

Like Comment Repost Send

FrontRunner Strategic Double Track

- Entered the Capital Investment Grant (CIG) program and received an official rating of Medium from FTA
- Begun official coordination with FTA and their Project Management Oversight Consultant (PMOC)
- Selected and contracted with a program manager
- Finalizing construction project delivery method



**Federal Transit
Administration**

FrontRunner Strategic Double Track

Schedule

- Federal environmental approval: End of 2023
- Final design, UPRR approvals, and FTA grant agreement: 2024 - 2025
- Construction: 2026 - 2029
- Opening: 2029



FrontRunner Strategic Double Track



UDOTINPUT.UTAH.GOV/FRONTRUNNERPROJECT



FRONTRUNNERPROJECT@UTAH.GOV



888-882-0373

Federal Railroad Administration Corridor Identification and Development Program Update



IIJA Support for New Intercity Passenger Rail Routes

- **Infrastructure Investment and Jobs Act (IIJA)** – On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act, also known as the Bipartisan Infrastructure Law (BIL), to support transportation and infrastructure projects (up to \$102B available)
- **Corridor Identification and Development** – a new Federal Railroad Administration (FRA) program included in the IIJA to identify and prioritize new and enhanced corridor routes in America
- **Federal Grants** – new DOT grants that provide capital, operating, & administrative support
- **Improvements to the state-Amtrak partnerships** – will provide more transparency and predictability for states
 - IIJA is structured to strengthen and expand state-Amtrak partnerships, and the robust funding will allow for unprecedented growth of passenger rail





Intercity Rail provides long distance service

- Connects city centers at least 30 miles apart
- Trains are less frequent but higher capacity
- Competes with air travel

Agenda Item 9.b.

IIJA Funding

[ADVANCE APPROPRIATIONS]

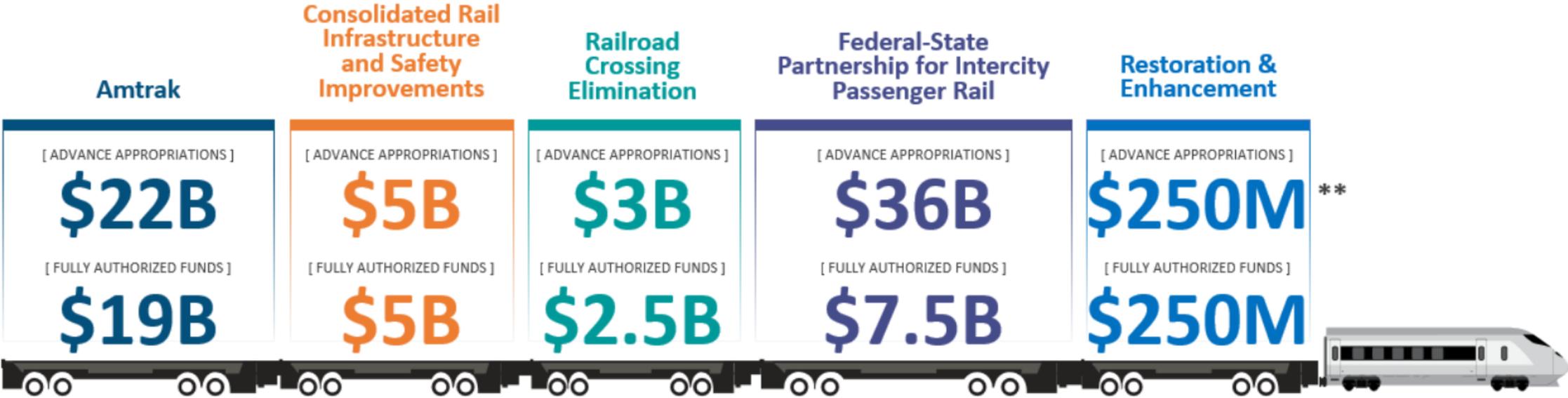
From FY22-FY26

\$66B in total funding

[FULLY AUTHORIZED FUNDS]

From FY22-FY26

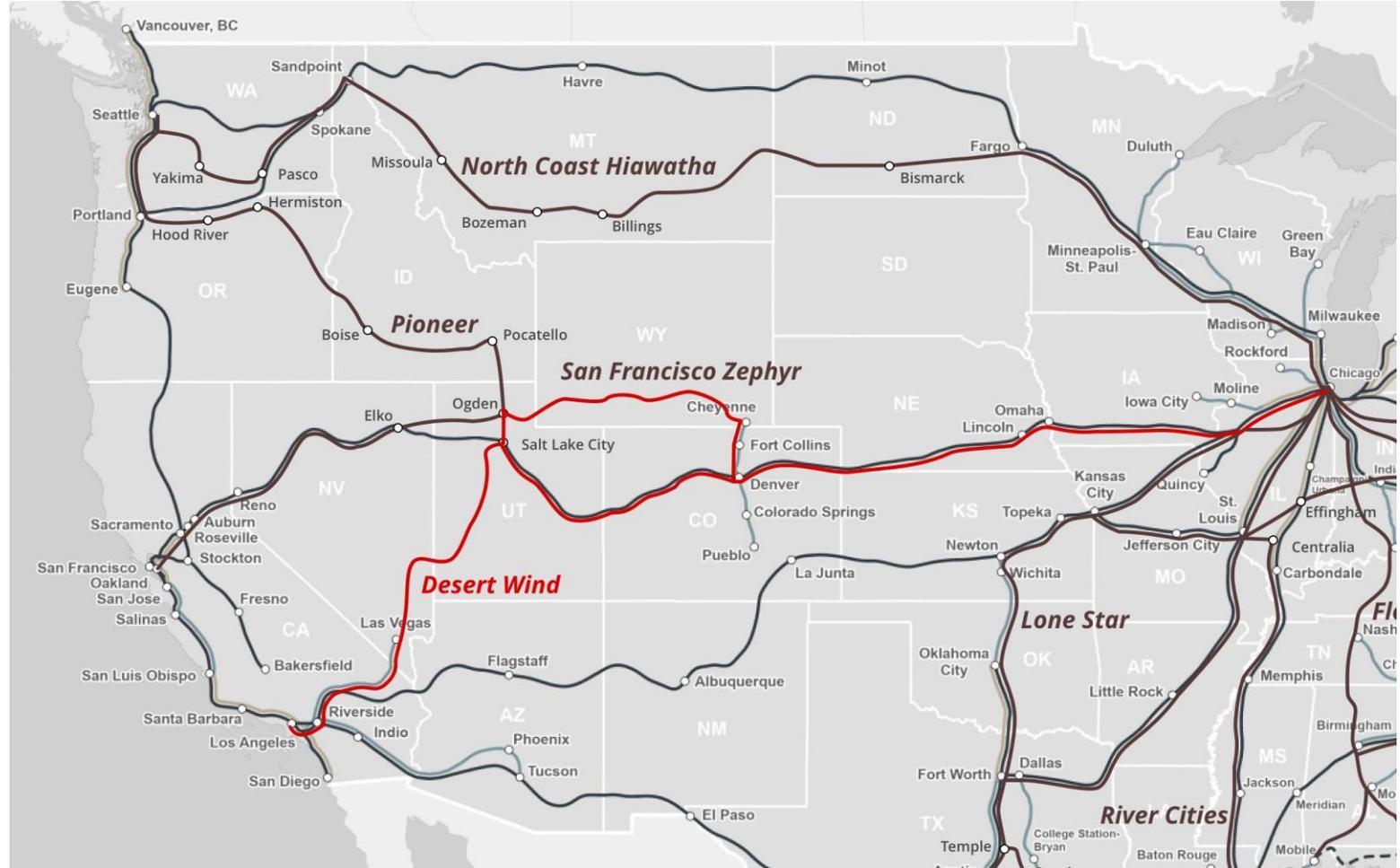
\$36B* in total funding



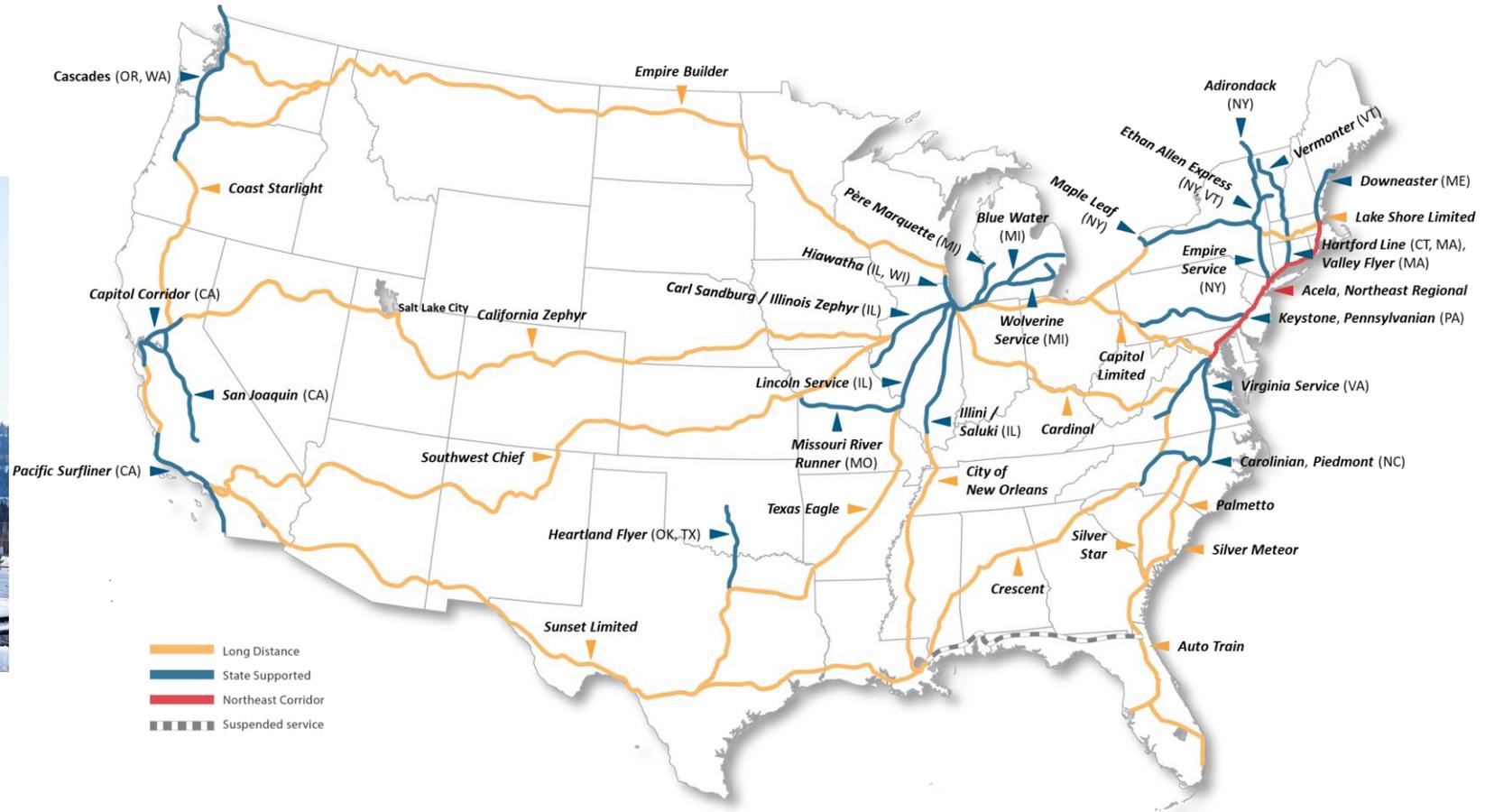
* Authorized funds represent an up to amount that require annual appropriations to set funding levels for each fiscal year.

** \$34.5 billion for grant programs; additional \$1.5 billion is authorized for FRA operations and R&D – not included in this graphic. Grants for Restoration & Enhancement (advance appropriations portion) are funded through “takedowns” from Amtrak NN account; not included in totals to avoid double-counting.

Desert Wind and Pioneer Routes

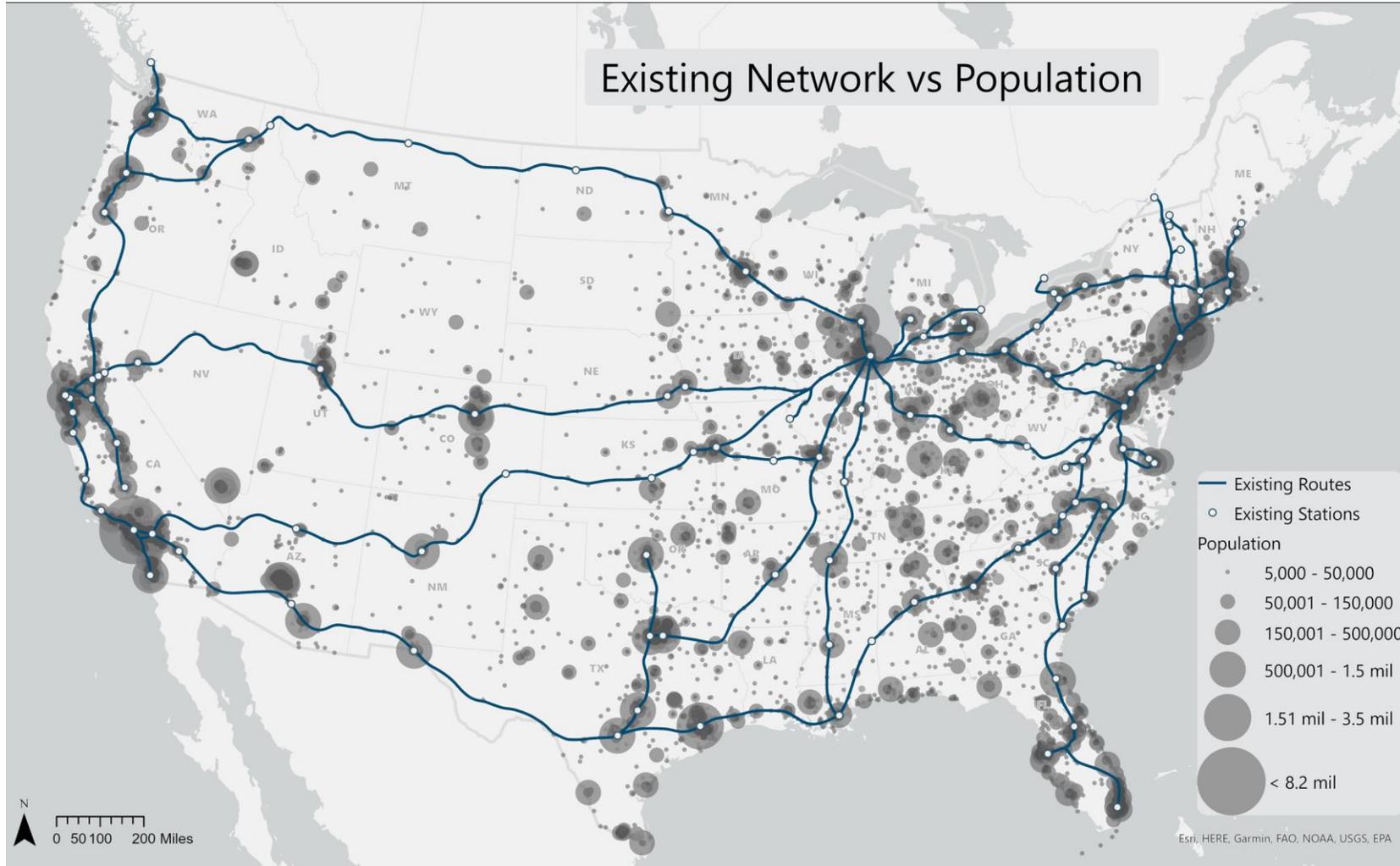


2022 Amtrak System Map



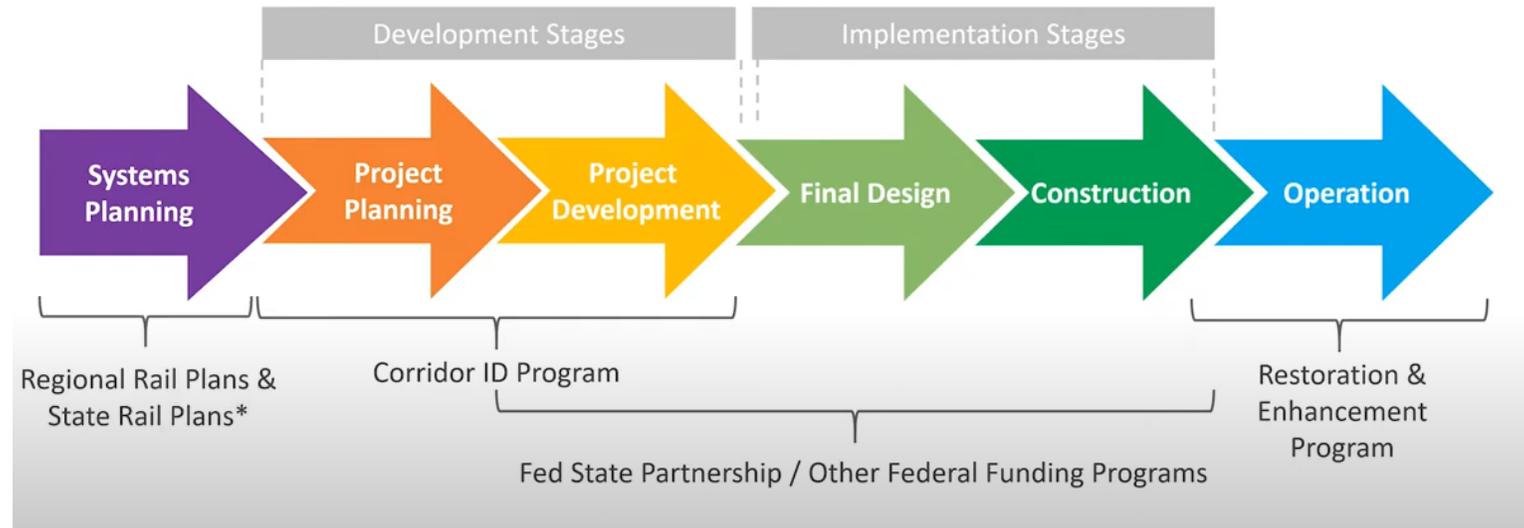
N.B. — If a State-Supported route and Long-Distance route serve the same segment, that segment is shown as State-Supported (blue). If the NEC and either a State-Supported or Long-Distance route serve the same segment, that segment is shown as NEC (red). Termini of Long-Distance routes are given on a later slide.

Existing Network vs. Population



FRA Corridor Identification and Development Program

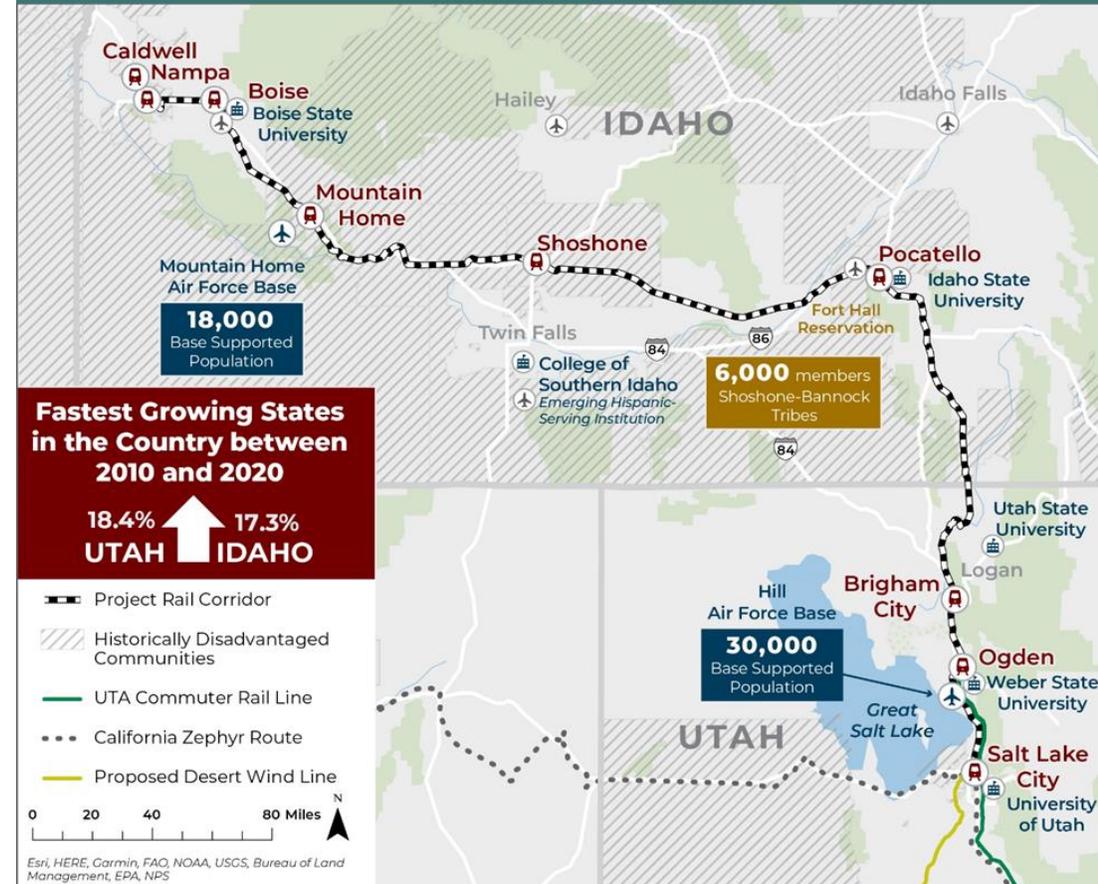
- Corridor ID creates a foundational framework for identifying and developing new or improved intercity passenger rail services



Pioneer Corridor (Boise to SLC)

- This project will restore a key segment of Amtrak's former Pioneer Line between two of the fastest-growing cities in the U.S., located in the two fastest-growing states in the U.S., while serving rural and disadvantaged communities in the Mountain West that currently lack access to the intercity rail network or many other transportation options
- The Idaho Transportation Department, in partnership with the City of Boise, UDOT, and UTA, submitted the application

The Pioneer Corridor Restoration Project: Connecting Boise & Salt Lake City



KEY PROJECT BENEFITS

- 1 Connecting the Fastest Growing Regions in the US to the Intercity Rail Network
- 2 Providing Access to Regional Higher Education, Recreation, and Economic Opportunities
- 3 Delivering Equitable Rail Service for Rural Communities and Disadvantaged Populations
- 4 Advancing a Collaborative, Committed Partnership

CORRIDOR FACTS

CORRIDOR LENGTH 435 Miles <small>335 in Idaho/100 in Utah</small>	100-MILE CORRIDOR 4,098,504 <small>Total Population</small>
TOTAL TRIPS - 2022 2.3+ Million	FIVE MAJOR STATE UNIVERSITIES 100K+ Students
HISTORICALLY DISADVANTAGED COMMUNITIES 750K Population within the 100 Mile Corridor	

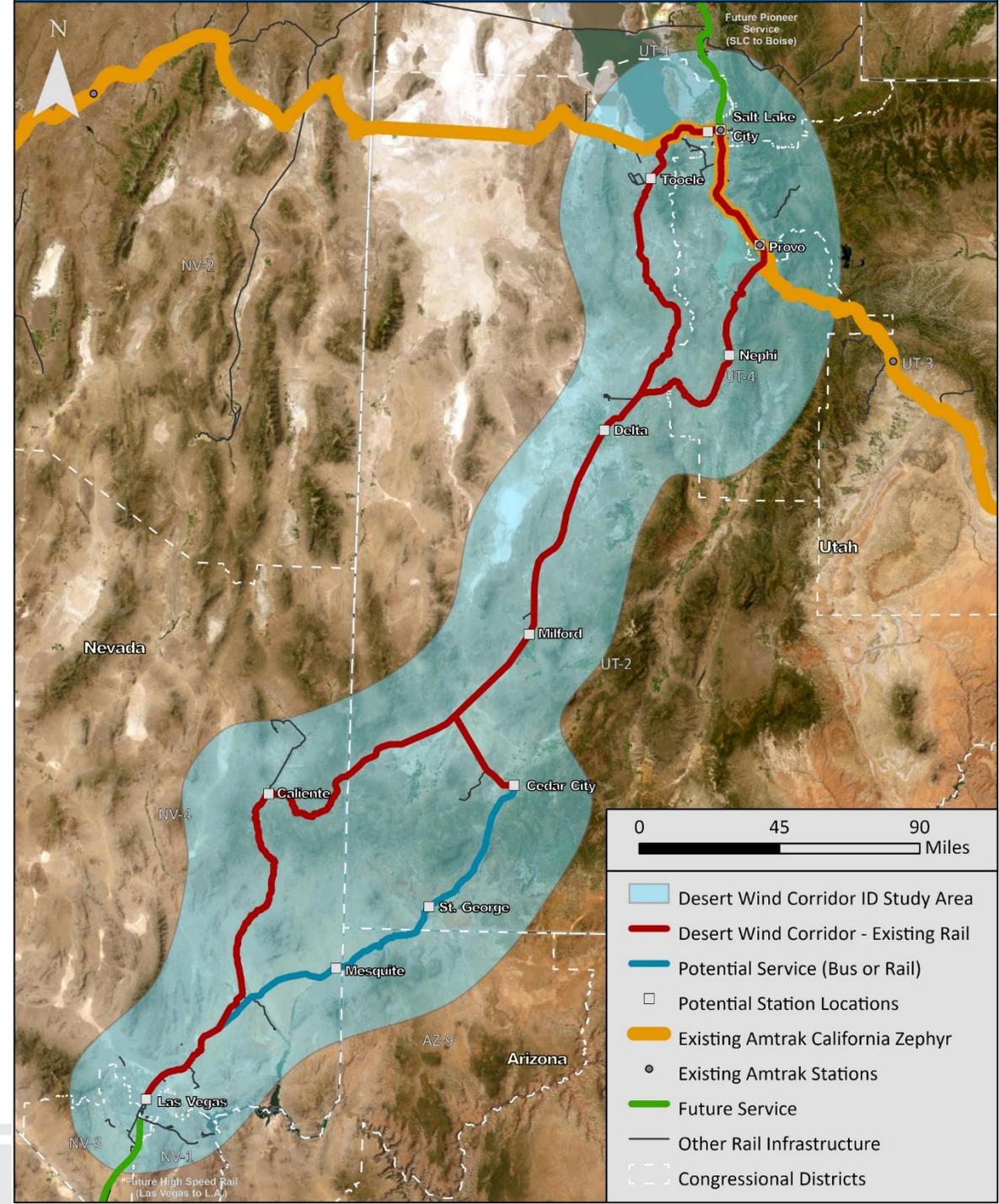


Desert Wind Corridor (SLC to Las Vegas)

- The proposed Desert Wind (SLC to Las Vegas) service restoration parallels the I-15 corridor between Las Vegas and Salt Lake City
 - This service would connect some of the Nation’s fastest-growing regions in Utah and Nevada
 - The need for multi-modal connections between Las Vegas and Salt Lake City has been highlighted in previous studies
 - Through the Corridor ID program, the proposed service would be evaluated further to refine the alignment, stations, and operational characteristics

- UDOT, in partnership with UTA and the Nevada Department of Transportation, submitted the application

Agenda Item 9.b.

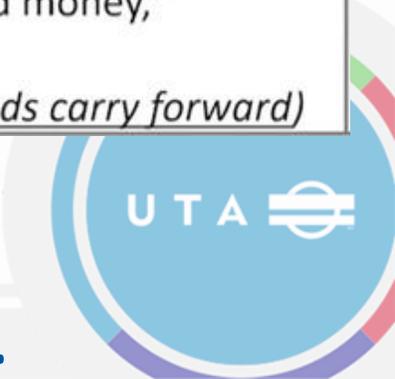


Next Steps

- FRA is anticipated to select projects for inclusion for the Corridor ID program in November
 - Projects advanced forward will begin step 1 of the program
- UTA is working with the project partners to develop a strategy for next steps
- Continued coordination on FRA’s Amtrak Daily Long-Distance Service Study

Project Planning Step 1: SDP Scoping & Program Initiation

Key Activities	<ul style="list-style-type: none"> • Sponsor creates the capacity necessary to undertake the service planning effort • Sponsor develops scope, schedule, and budget for planning effort
Prerequisites	<ul style="list-style-type: none"> • Selection of Corridor
Binding Commitment	Delivery of scope and cost estimate for SDP
Funding	~\$500k “seed money,” 0% match <i>(Unspent funds carry forward)</i>



Questions?



Open Dialogue with the Board of Trustees



REPORTS AND OTHER BUSINESS



REPORTS

- a. Executive Director Report
 - Operator Recruitment
- b. Audit Committee Report



Executive Director Report: Operator Recruitment



Bus Operator Hiring Success

**Progress Update
to the
UTA Local Advisory Council**



A Better Approach

- Strategic
- Responsive
- Realistic



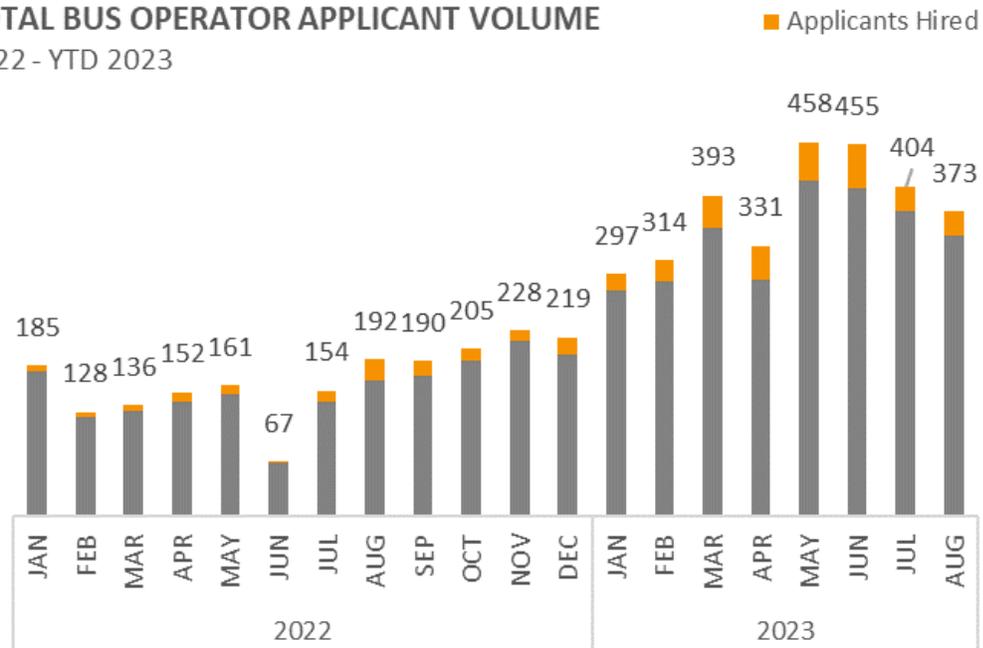
Program Improvements

- Innovative hiring strategy and processes
- Successful candidates find:
 - Updated offer package and working conditions
 - Streamlined onboarding, training

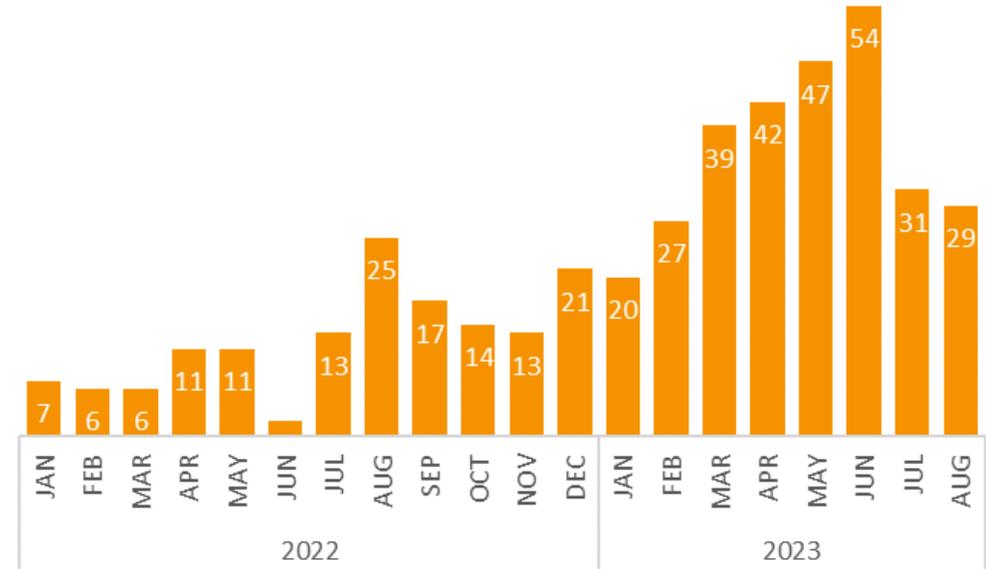


Hiring Process Results

TOTAL BUS OPERATOR APPLICANT VOLUME
2022 - YTD 2023



TOTAL BUS OPERATOR TRAINEE HIRES
2022 - YTD 2023

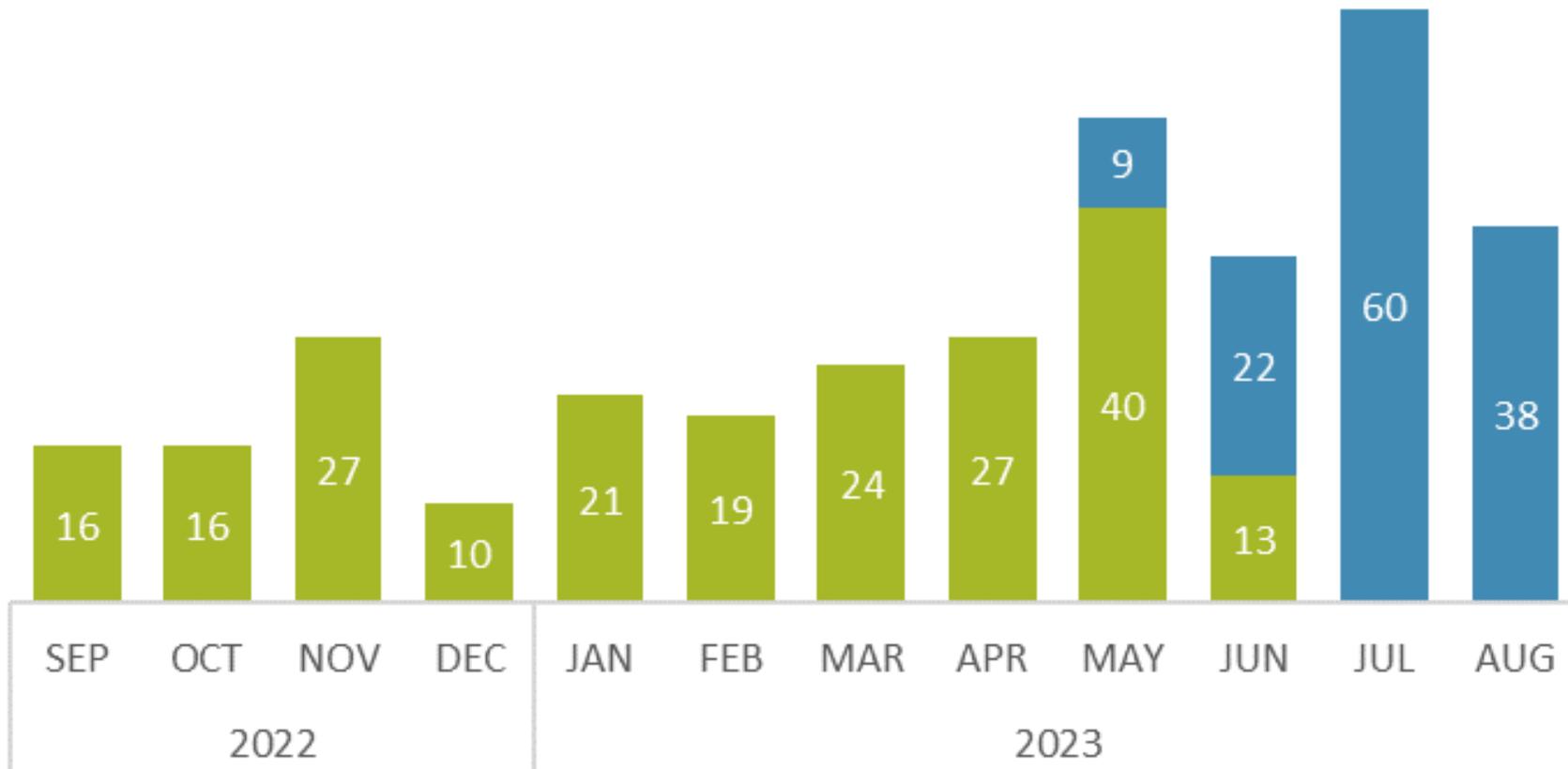


Training and Graduation Success

BUS OPERATOR TRAINEES GRADUATED

BY MONTH OF ORIGINAL HIRE, PREVIOUS 12 MONTHS

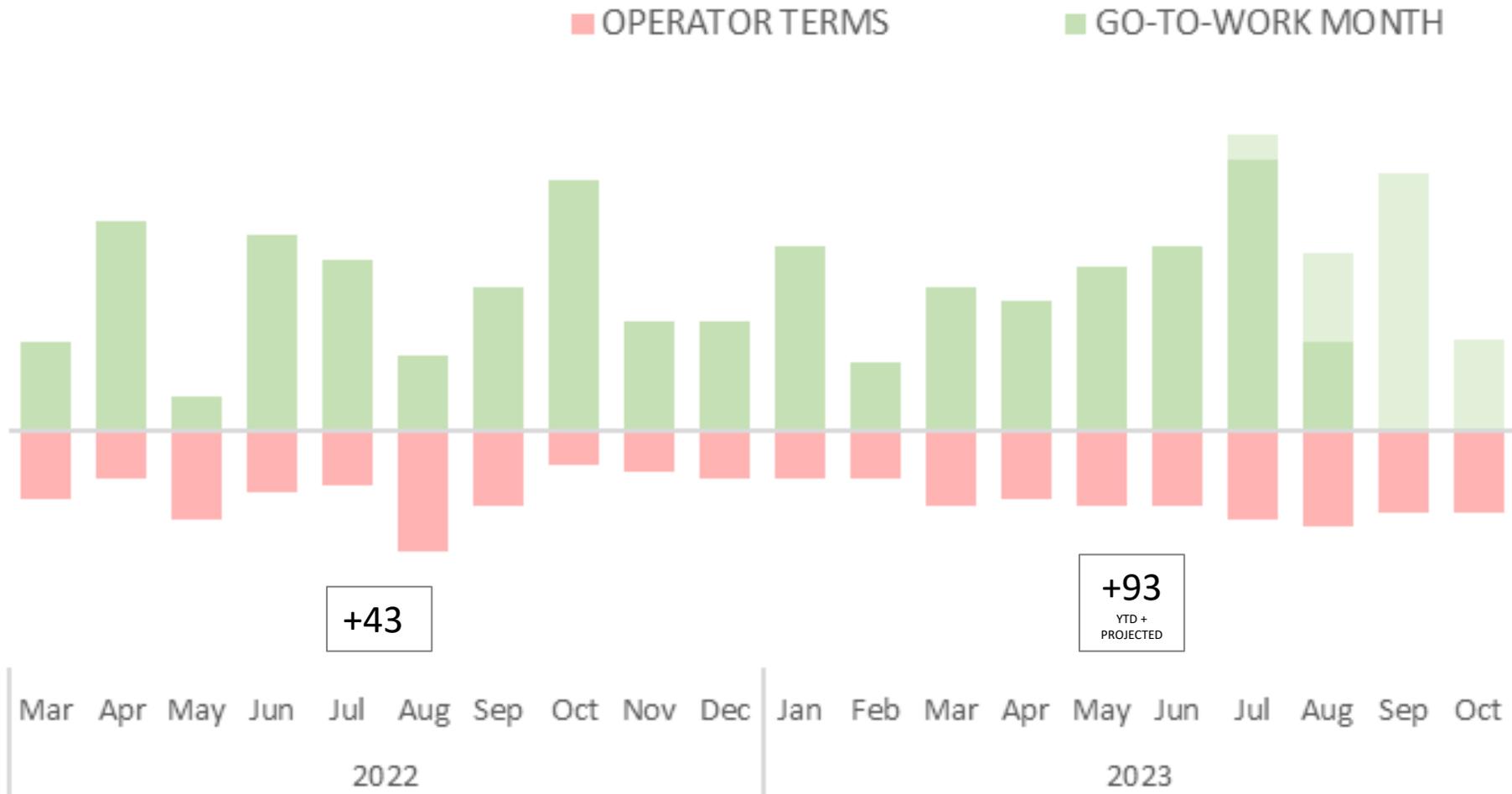
■ Graduated ■ In training



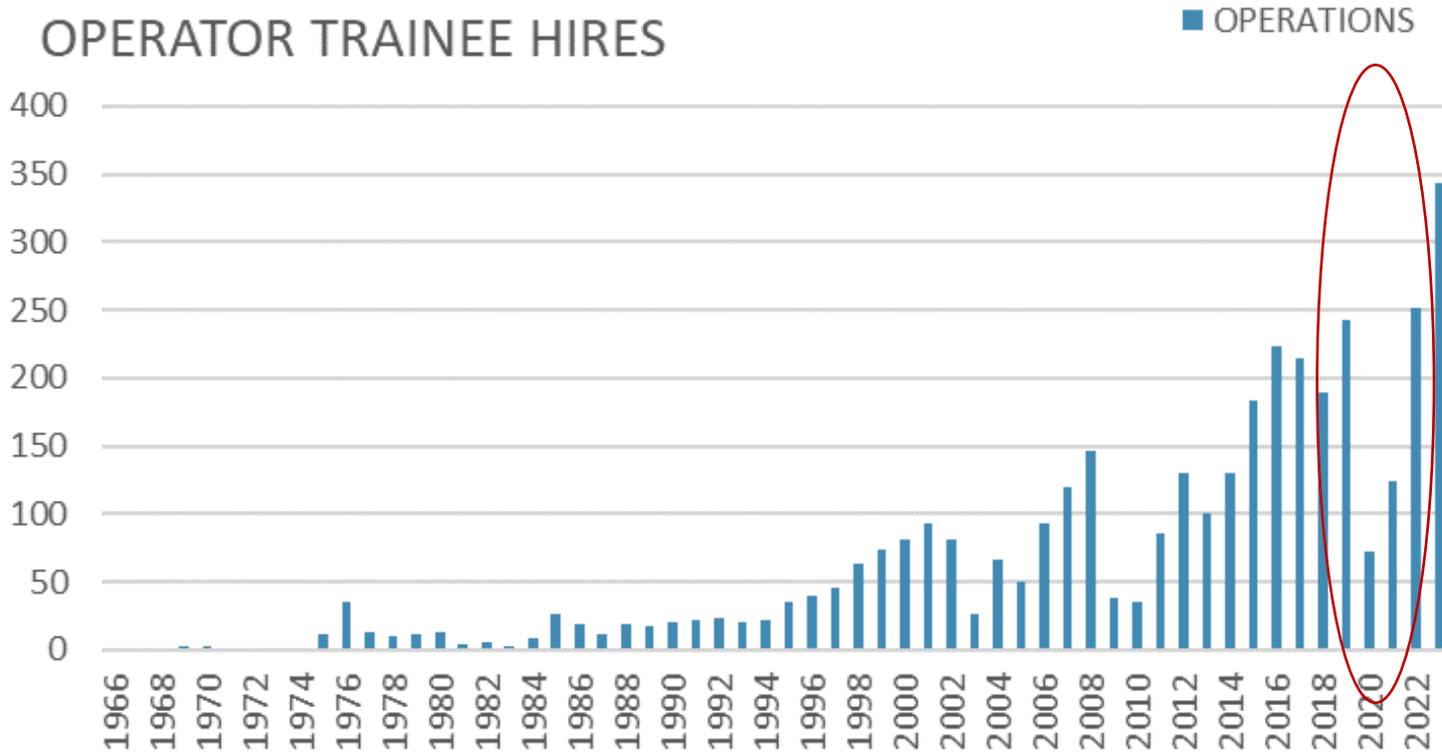
Operator Onboarding and Retention

NET GAIN, UTA BUS OPERATIONS

2022 - YTD 2023 GTW VS TERMINATIONS (INCLUDING PROJECTIONS)



OPERATOR TRAINEE HIRES



As of September 2023, UTA has hired more people than any previous TOTAL year.

This is because of the agency campaign to hire operators.

The gap in hiring in 2020 and 2021 is still being felt.



Audit Committee Report



OTHER BUSINESS



**Next Meeting: Wednesday,
November 29, 2023, at 1:00 p.m.**



ADJOURN

