

# UTA Local Advisory Council Meeting

June 2, 2021



# Call to Order and Opening Remarks

Electronic Meeting Determination Statement



# 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 and telephone

Any comments received were distributed to the local advisory council before the meeting and will be attached as an appendix to the meeting minutes



# Consent Agenda

- a. Approval of February 17, 2021 Local Advisory Council Meeting Minutes
- b. Approval of March 24, 2021 Local Advisory Council Transit-Oriented Development (TOD) Work Session Minutes



# Recommended Action (by acclamation)

Motion to approve the consent agenda



# Capital Development Update

- a. 2021 Legislative Appropriations for UTA Capital Projects
- b. Point of the Mountain Transit Study Locally Preferred Alternative (LPA) Update



# 2021 Legislative Appropriations for UTA Capital Projects



# State Funding Appropriations from HB433



## ***From one-time general funds – \$101.6M*** (that goes into the TTIF) **for public transit projects:**

- \$100M for double-tracking strategic sections of the FrontRunner commuter rail system
- 1.6M for a rail station in the city of Vineyard

## ***From bonding for transportation – \$232M*** **for public transit projects:**

- \$200M for double-tracking strategic sections of the FrontRunner commuter rail system
- \$12M for construction and improvements to the S-Line streetcar facilities in Salt Lake
- \$11M for bus rapid transit (BRT) in the Salt Lake Midvalley area
- \$5M for an environmental study at the Point of the Mountain area
- \$4M for a UTA and Sharp-Tintic railroad consolidation project in Utah County

# FrontRunner Forward

**Project:** Implement strategic double-tracking, vehicle technologies and safety improvements to allow for enhanced speed, frequency, capacity, and reliability of FrontRunner service.

## 2021 Activities:

- Operations modeling and simulations to determine what double tracking and vehicle technologies would be needed to improve the service
- Program Manager to assist with strategic planning, conceptual design, cost estimates, impact analysis, and stakeholder engagement to help keep the program moving forward
  - Begin conceptual engineering and environmental documentation for critical double tracking areas.
  - Begin a Strategic Business Plan to help guide FRF long-term investments and funding plan.



# Vineyard FrontRunner Station & Northern Utah County Double Tracking



## Project:

- New Vineyard FrontRunner Station
- A 1.8-mile section of double-track north of the new Station allowing oncoming trains to “pass” each other without having to wait at the station.

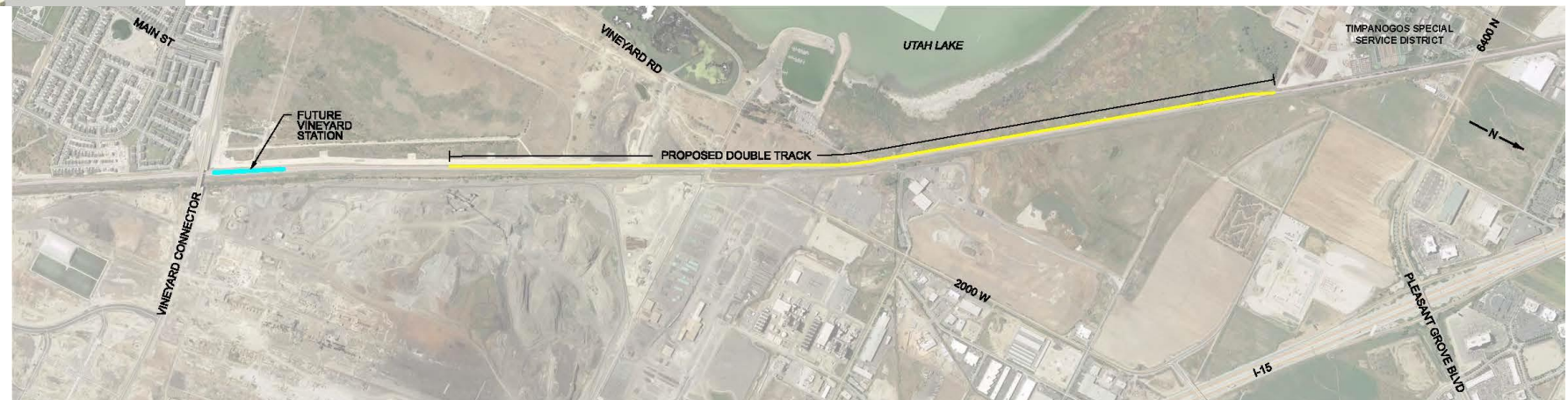


## 2021 Activities:

- May 2021: Pre-Construction / Groundbreaking / Construction begins
- Summer/Fall 2021: Construction – both Station & Double-Track
- December 2021: Anticipated Opening

**Additional \$1.6M**

**from the State legislature for the new Station.**



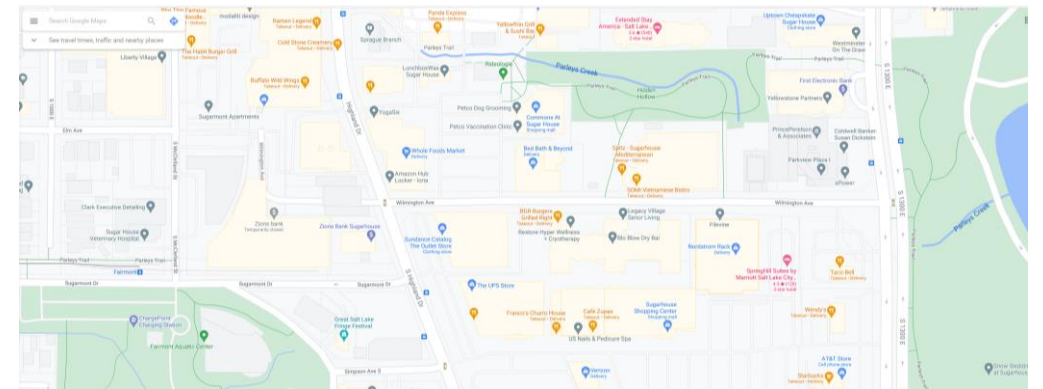
# S-Line Streetcar Extension



**Project:** Extend the S-Line further into the heart of Sugar House, offering a reliable and robust alternative mode of transportation to users and community for front door access to surrounding amenities and regional urban trails, Parleys Trail and McClellan Trail

## 2021 Activities:

- Community outreach and engagement by coordinated efforts
- Study alignment and station location options



**\$12 million from the State legislature for the S-line extension.**



# Midvalley Connector



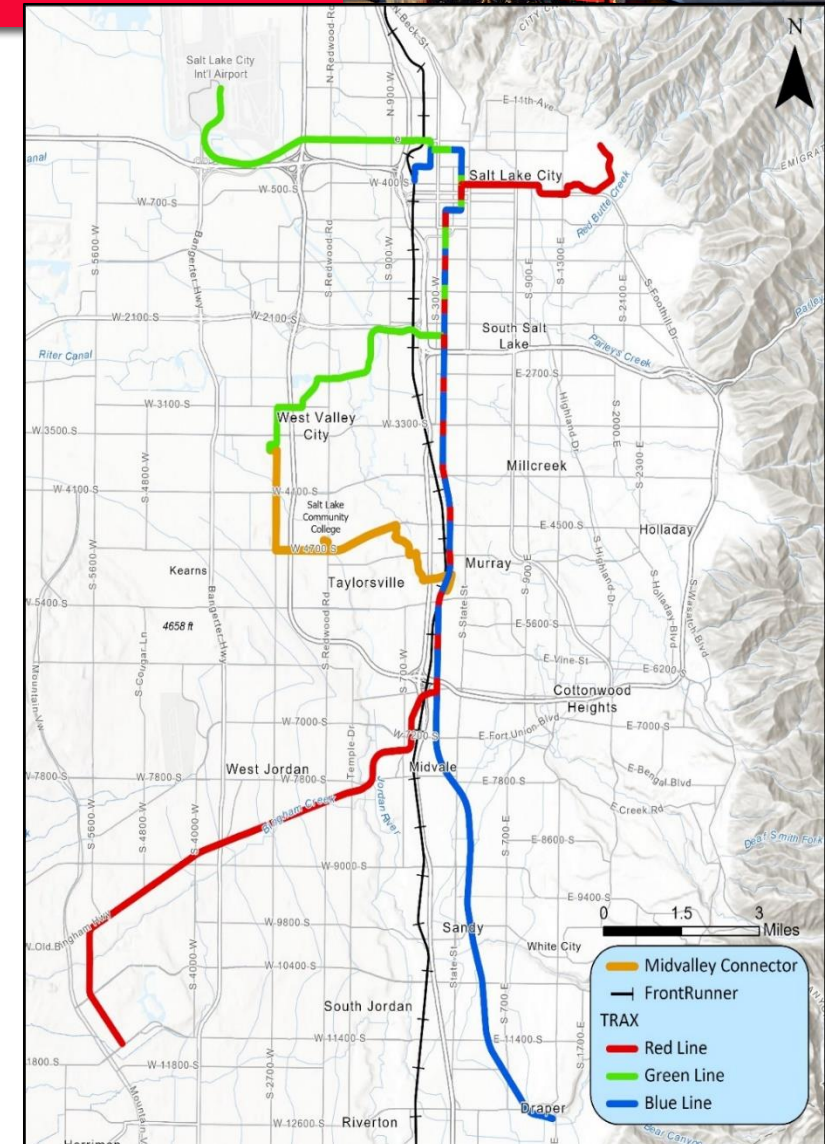
## Project:

- Connects FrontRunner, Red Line, Blue Line to Salt Lake Community College and the Green Line
- 7-mile line includes 15 stations and 1.4 miles of center-running, exclusive BRT lanes

## 2021 Activities:

- FTA approved for entry into the Capital Investment Grants program
- Environmental document being prepared for submittal
- Memorandum of Understanding to solidify partner roles in the project is under development

**Additional \$11 M  
from the State legislature for  
Mid-Valley Connector.**



# Point of the Mountain Environmental Analysis

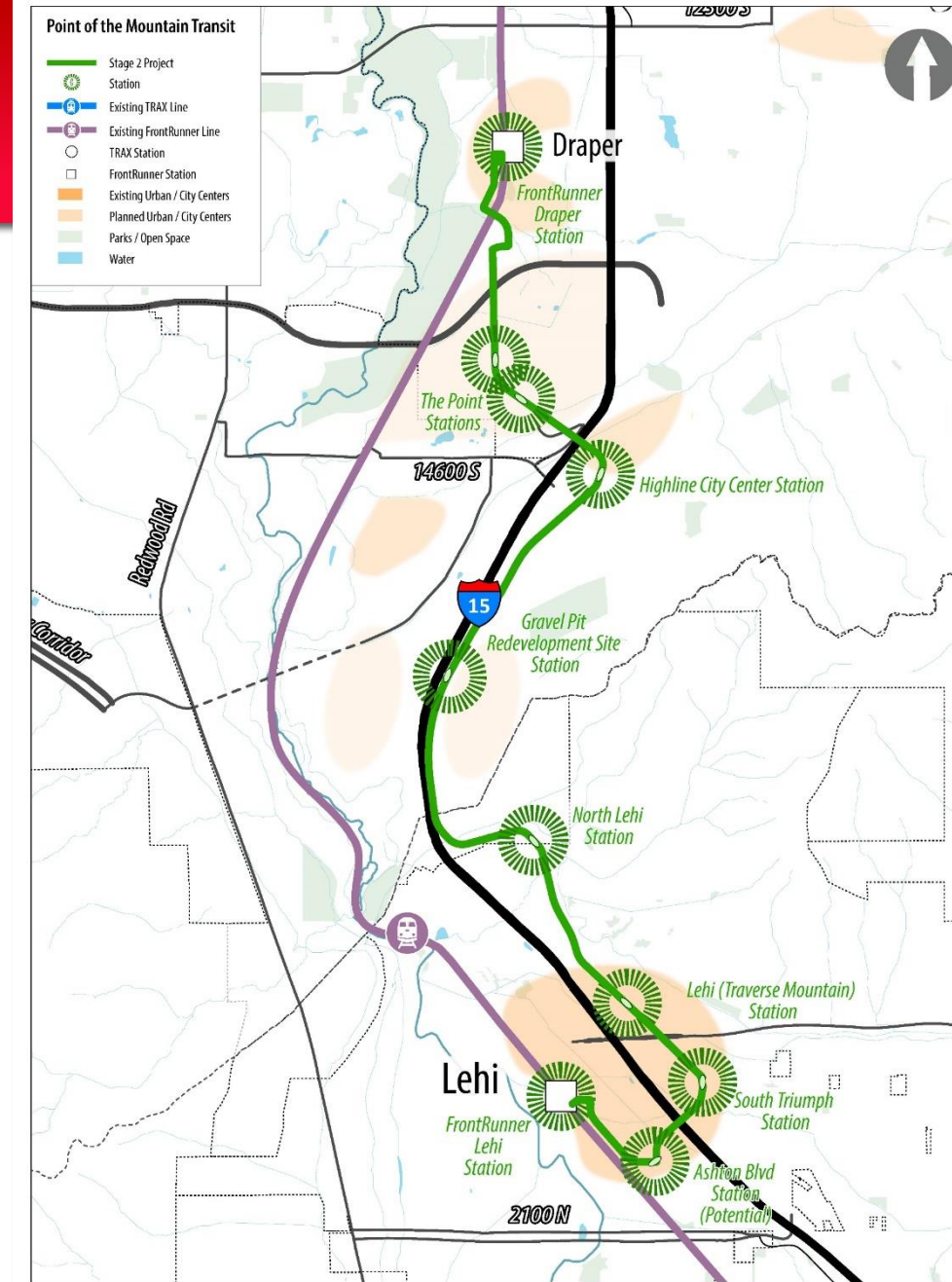
## Project:

- Bus Rapid Transit, operating between the FrontRunner Draper Station and the FrontRunner Lehi Station, has been identified as the preferred alternative.
- The system will cross The Point development and utilize the UTA ROW from the Highline Station at 14600 South to the South Triumph Station in Lehi.
- The project is now moving into environmental analysis and conceptual engineering.

## 2021 Activities:

- Preferred Alternative Refinements
- Begin Conceptual Engineering
- Begin Environmental Review

**\$5 million**  
from the State legislature  
for environmental and  
design for the Point of the  
Mountain



# Sharp-Tintic Rail Consolidation



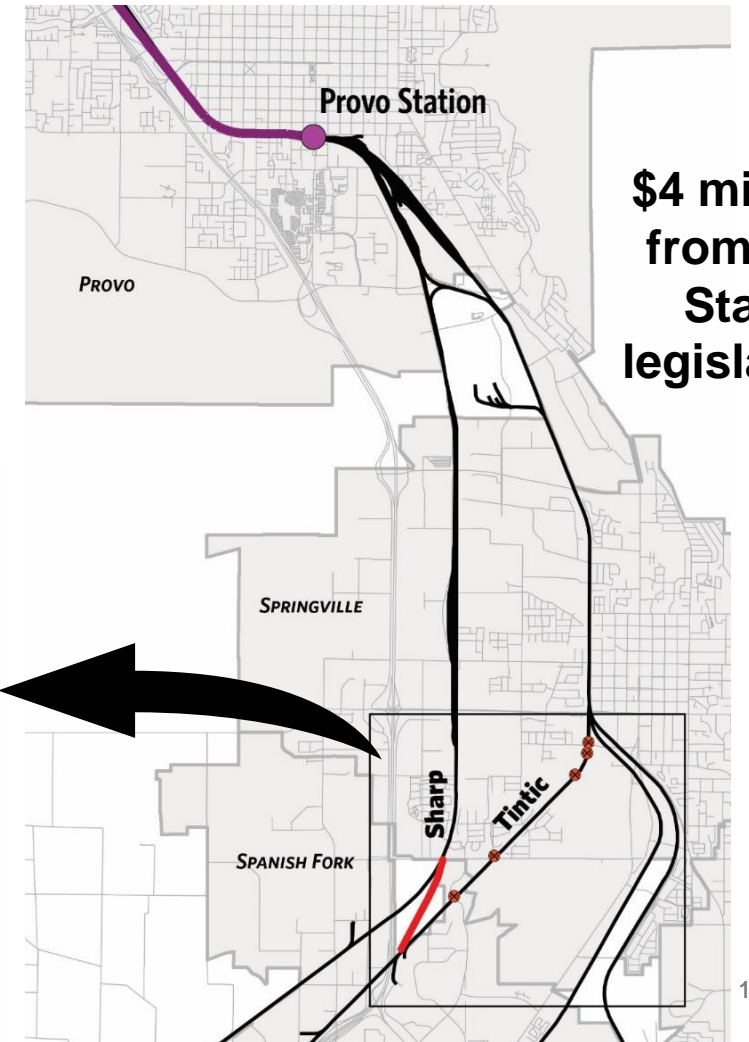
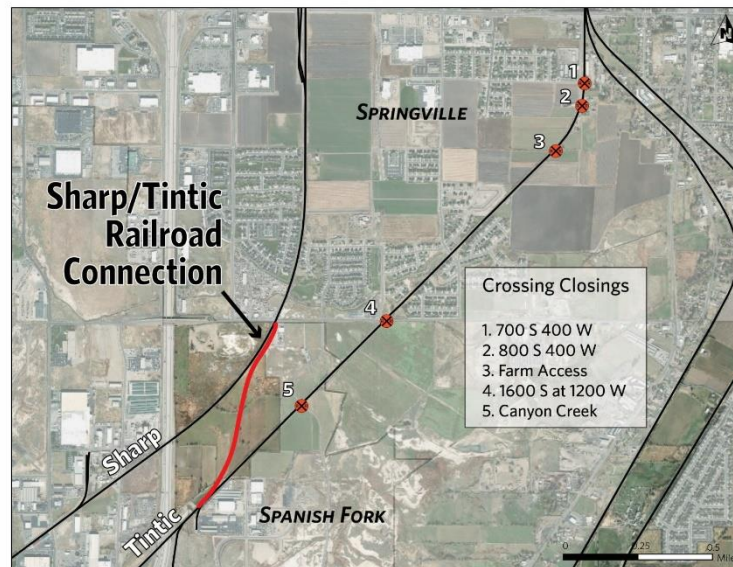
## Project:

UTA owns portions of the Sharp Subdivision and the Tintic Railroad corridors, however, there is no connection between the two. This project will:

- Eliminate five at-grade crossings
- Facilitate future development in Springville and Spanish Fork
- Allow for future UTA expansion to the south

## 2021 Activities:

- Coordination w/ Cities
- Finalize Environmental
- Begin Design / UP Coordination



# **Point of the Mountain Transit Study Locally Preferred Alternative (LPA) Update**



Point of the  
Mountain  
Transit



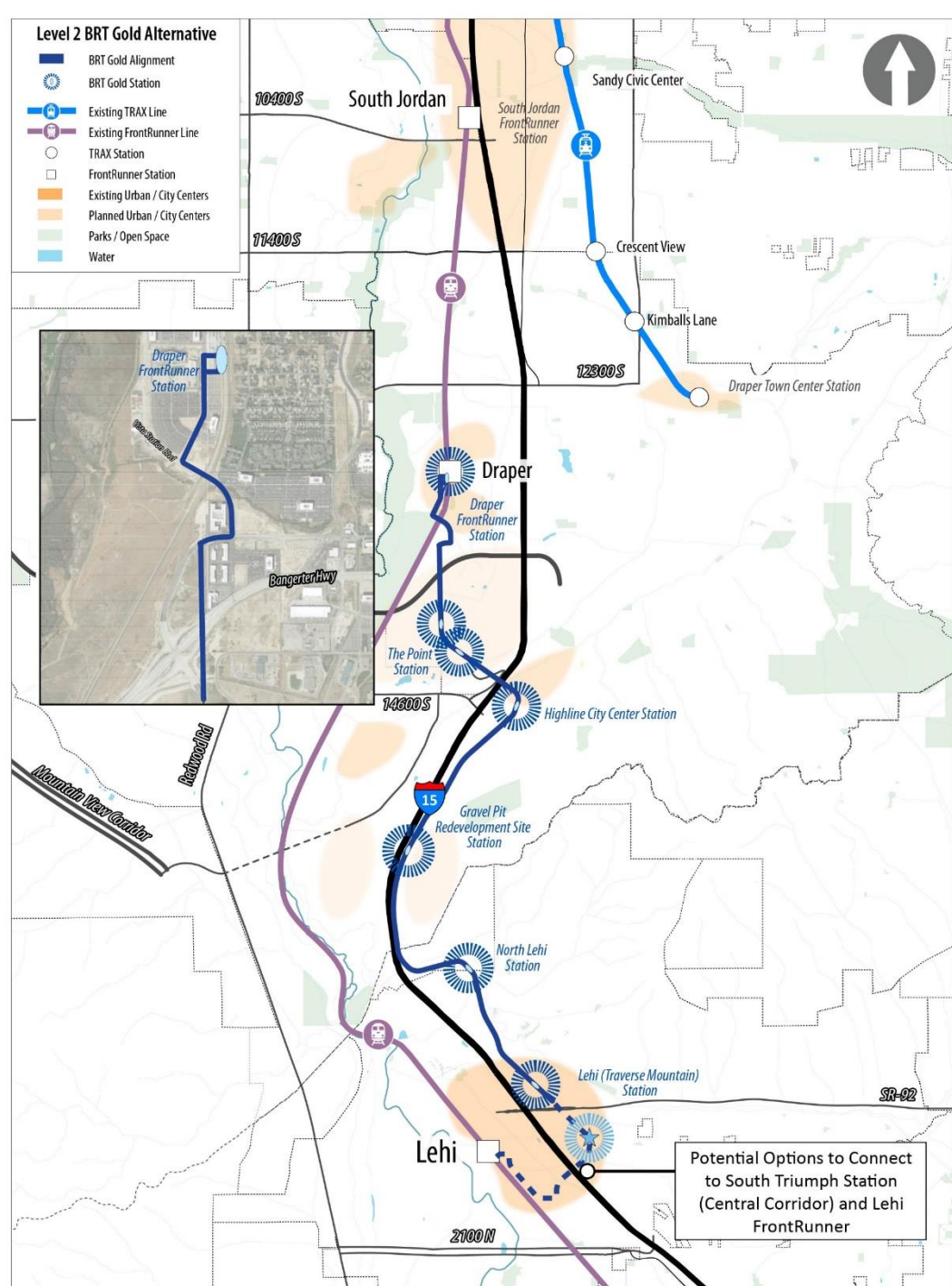
# Overview

## ➤ Project purpose

High-capacity transit connection between southern Salt Lake County and northern Utah County with connections to existing and emerging development areas



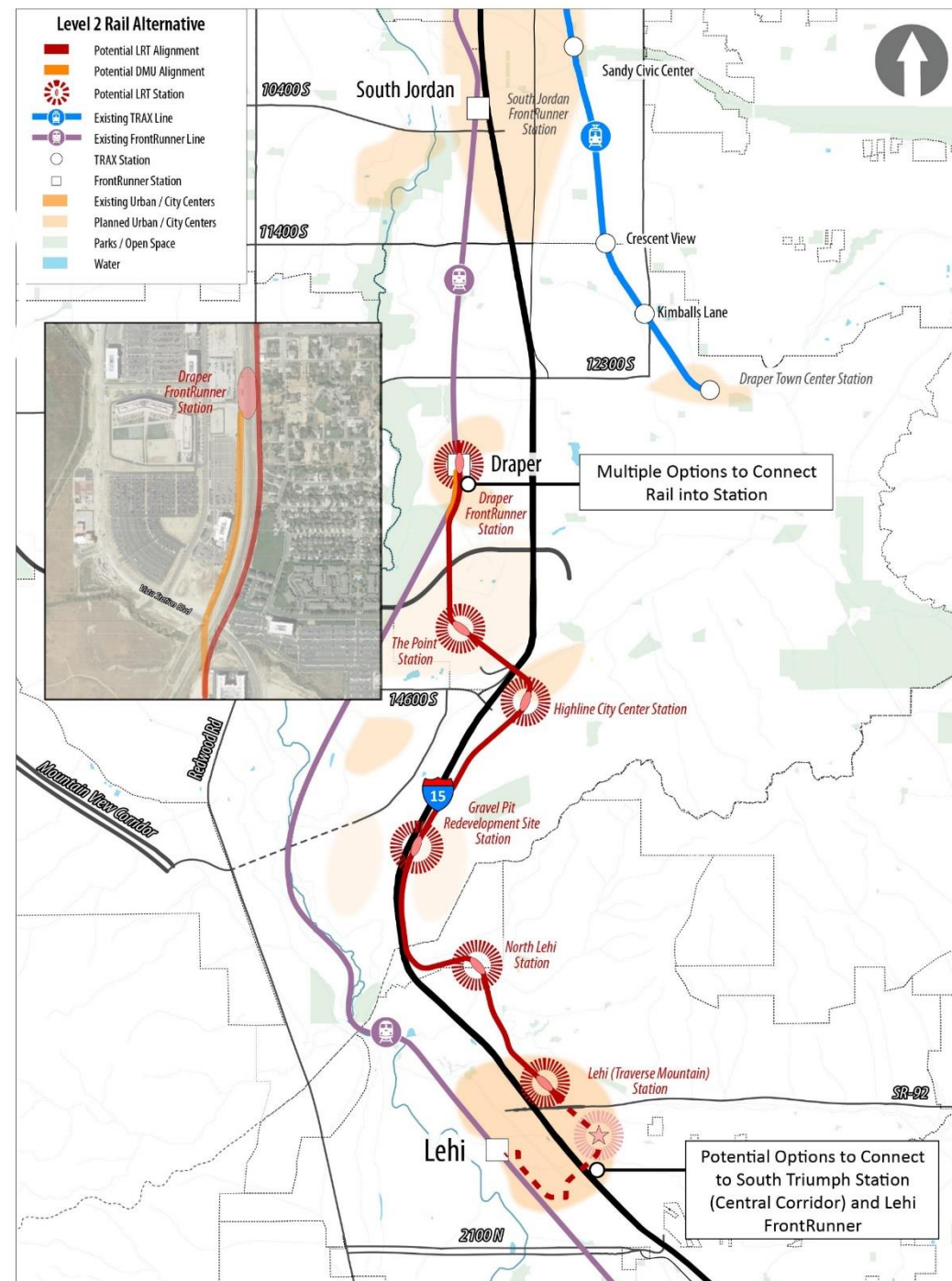
# Level 2 Alternatives - BRT



Cleveland Healthline BRT

- High-quality “gold standard” BRT
- Nearly 90% exclusive operations with distinctive guideway
- 6 to 7 stations with enhanced area amenities, option for 2 more to south

# Level 2 Alternatives - Rail



TEXRail DMU



UTA TRAX LRT

- Two technologies considered: Diesel Multiple Unit (DMU) and Light Rail Transit (LRT)
- Nearly 95% exclusive operations in an independent rail line
- 6 stations with enhanced area amenities, with option for 2 to the south
- Connected to Satellite maintenance facility nearby



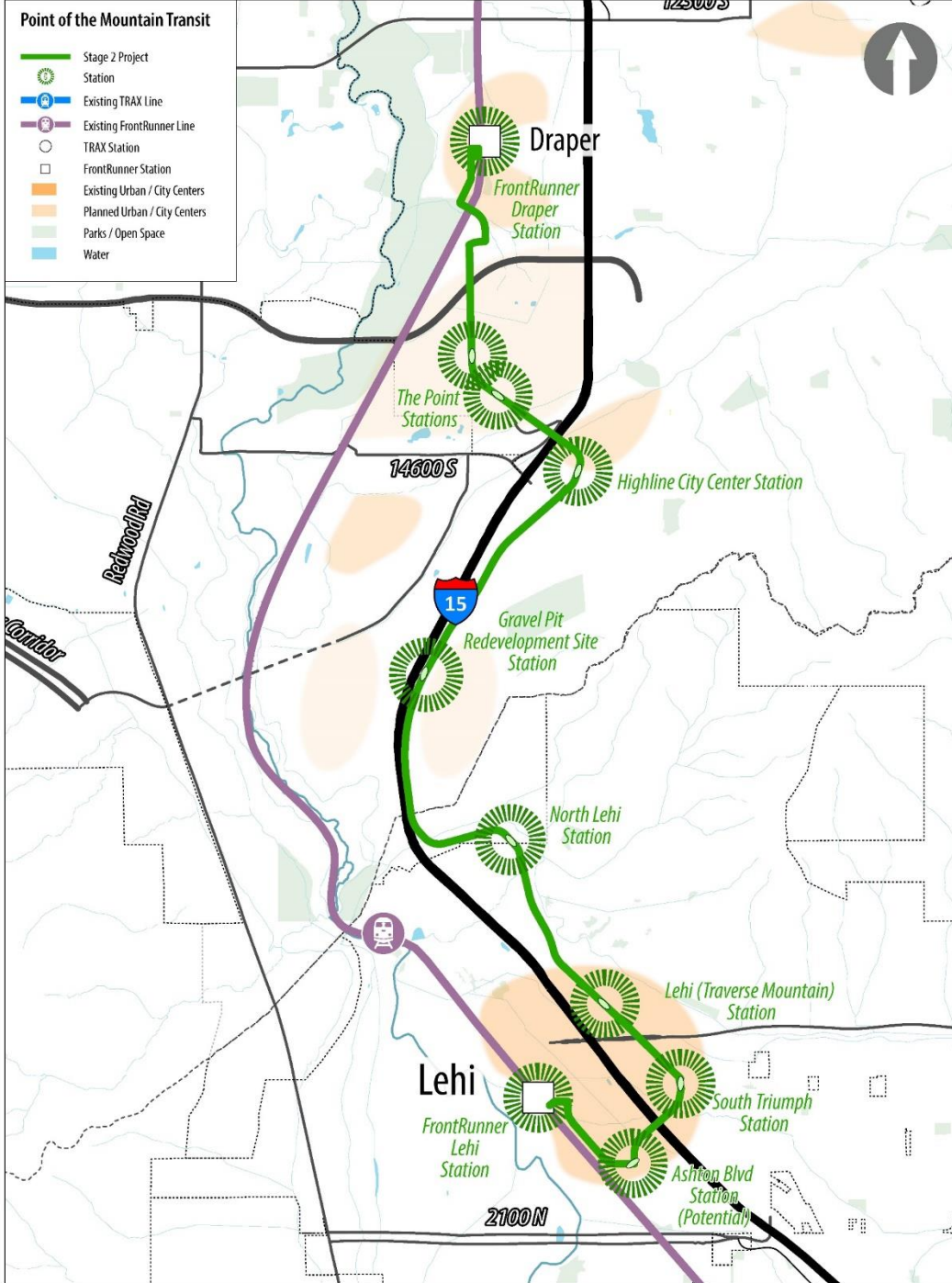
Level 2  
Alternatives  
–  
Similarities

## Steering Committee Recommendation Based On:

- Cost
  - BRT is approximately half the cost of rail
- Construction and Operational Complexity
  - BRT is easier to construct and operate than rail
- Timing and Implementation
  - BRT is faster to implement than rail

# Preferred Alternative

- High-quality (“gold-standard”) BRT
- Connects FrontRunner Draper to Lehi FrontRunner
- Connects The Point and other emerging economic development areas
- Up to 10 stations



# LPA Approval/ Adoption



**Spring 2023  
Near Completion of  
Environmental**

UTA Prepares Capital Project Plan,  
MPO Amends RTP for LPA,  
UTA Local Advisory Council  
Approves LPA,  
UTA Board of Trustees Adopts LPA



# Funding

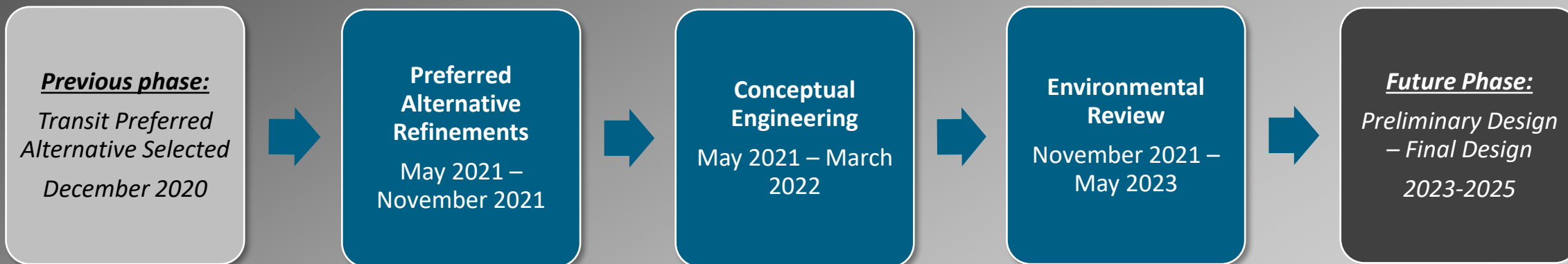
## ➤ Funding

- \$750K 2020 Legislative appropriation – TTIF
- \$5M 2021 Legislative appropriation - TTIF
- \$500K UTA 2021 funds
- \$2M STBG Funds - WFRC Trans Com recommended

# Next Phase Timeline

## ➤ Next Phase:

- Preferred Alternative Refinements
  - ❖ Bangerter and I-15 Crossings
  - ❖ South Triumph to FrontRunner Lehi Connection
- Conceptual Engineering of full alignment
- Environmental review





Any Questions?

# Budget Consultation

- a. Consultation on Amendment 1 to the Authority's 2021 Budget



# **Consultation on Amendment 1 to the Authority's 2021 Budget**



# PROPOSED 2021 CAPITAL BUDGET AMENDMENT

Project	Current budget	Additional Request	Amended Budget	Source of Funds
FrontRunner Forward	\$2,500,000	\$2,500,000	\$5,000,000	State appropriation
Building Remodel /Reconfig	\$100,000	\$365,000	\$465,000	Carryover/Fund Balance
Safety General Projects	\$100,000	\$77,000	\$177,000	Fund Balance
Corridor Fencing	\$50,000	\$50,000	\$100,000	Fund Balance
Non-Rev Service Vehicles	\$1,500,000	\$480,000	\$1,980,000	Fund Balance
Capital Contingency	\$1,570,500	\$429,500	\$2,000,000	Fund Balance
Box Elder ROW Preservation	\$1,000,000	\$2,700,000	\$3,700,000	Box Elder 2 <sup>nd</sup> quarter sales tax
S-Line Extension	\$0	\$600,000	\$600,000	State appropriation
5600 West	\$0	\$150,000	\$150,000	TTIF/Fed Grant
<b>Total</b>	<b>\$6,820,500</b>	<b>\$7,351,500</b>	<b>\$14,172,000</b>	



# Transit-Oriented Development (TOD) Update

- a. Resolution AR2021-06-01 Approving the Updated Station Area Plan for Ogden Central Station



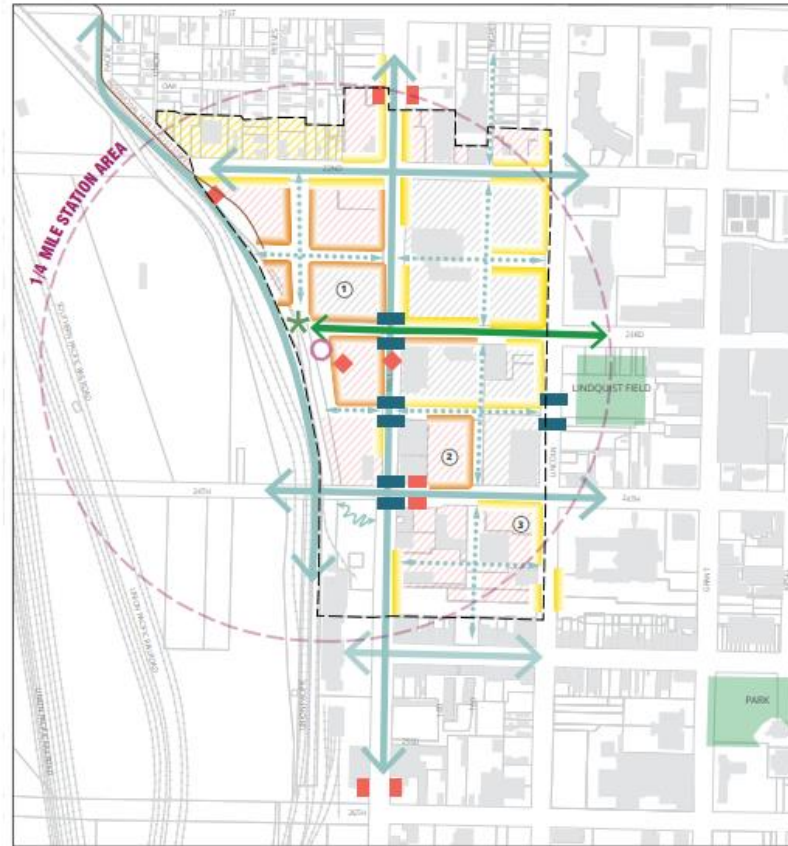
# Background

## Ogden Onboard

- Initiated in 2018, MIG
- Part of the Ogden BRT Corridor Analysis
- Ogden Station included in corridor analysis as one of four development nodes

## Make Ogden

- Initiated in 2019, Design Workshop
- Establishes a comprehensive vision for Downtown Ogden



# Purpose of the Amendment



## Premises

- Reconciles recommendations made in Ogden Onboard and Make Ogden
- Identifies major infrastructural improvements
- Provides more detailed vision for the FrontRunner station
- Provides implementation plan, including phasing schedule, stakeholder responsibilities, funding sources, etc



# Overall Vision

## Union Station Campus

- Preserved / renovated Union Station building
- Gateway to 25<sup>th</sup> Street

## Transit Plaza

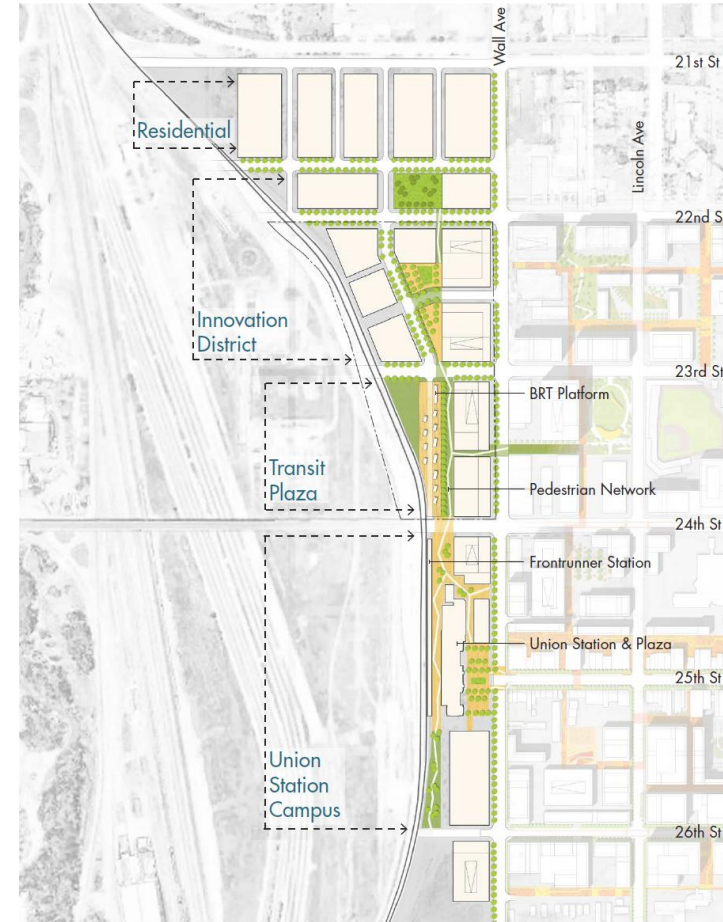
- Reconfigured bus loop / BRT platform
- High-intensity land uses

## Innovation District

- Dense mixture of residential, office, and maker space

## Residential

- Residential to support neighborhood activity



# Circulation Plan

## Street Connections

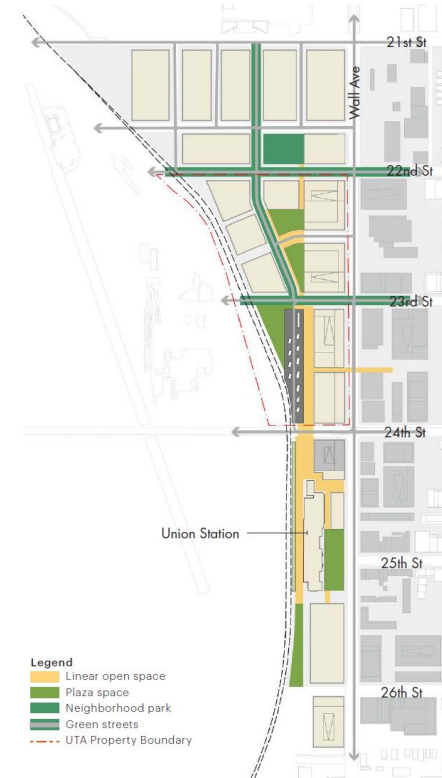
- Traffic calming along Wall Street
- Framing of smaller, walkable blocks within development
- Additional west-bound connections

## Active Transportation

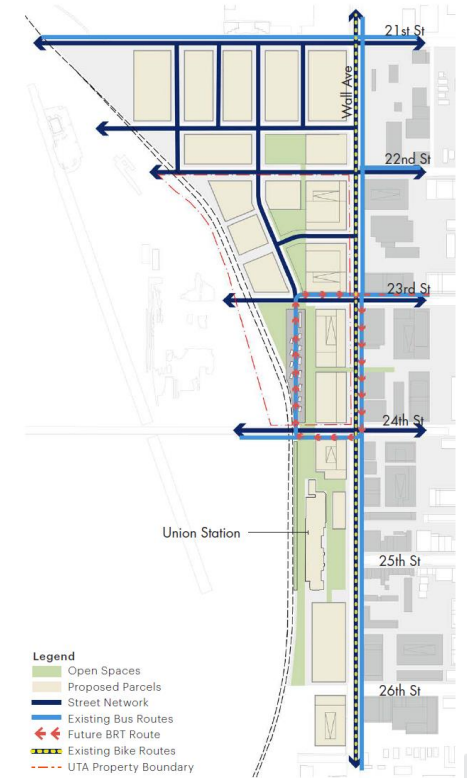
- Strong pedestrian crossings along Wall St.
- Pedestrian connections within overall neighborhood & individual blocks

## Public Transportation

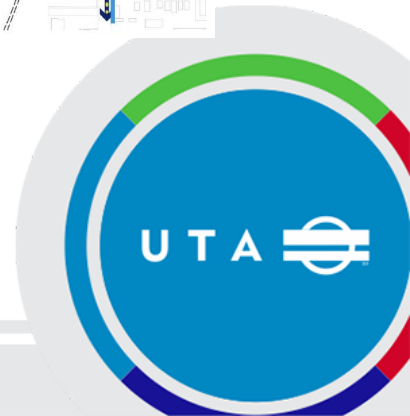
- Preserves and expands options for existing and future bus routes



**Legend**  
 Linear open space  
 Plaza space  
 Neighborhood park  
 Green streets  
 UTA Property Boundary



**Legend**  
 Open Spaces  
 Proposed Parcels  
 Street Network  
 Existing Bus Routes  
 Future BRT Route  
 Existing Bike Routes  
 UTA Property Boundary



# Parking & Transit Plan

## Park & Ride Facilities

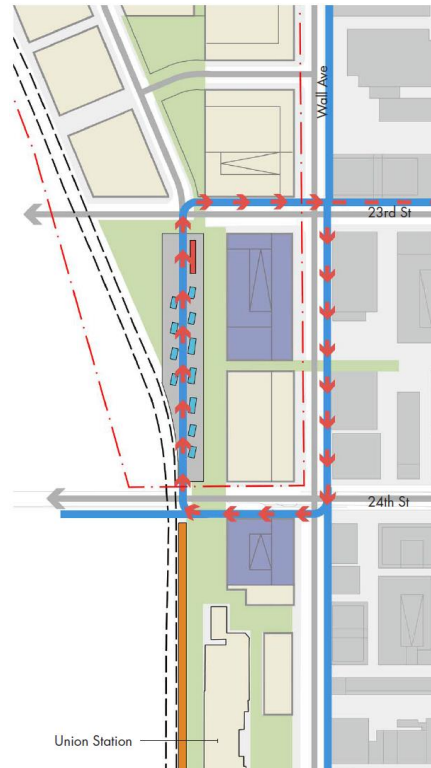
- 400 dedicated transit stalls in southern parking structure with expansion option
- Parking overseen by Ogden City

## Bus Loop Reconfiguration

- Squaring and consolidation of bus staging areas
- Incorporation of BRT platform and other related infrastructure, as approved by FTA

## Frontrunner Platform

- Potential relocation of FrontRunner platform adjacent to Union Station



# Implementation Plan

## Phase I

- Shared (southern) parking structure, containing primary park & ride facilities

## Phase II

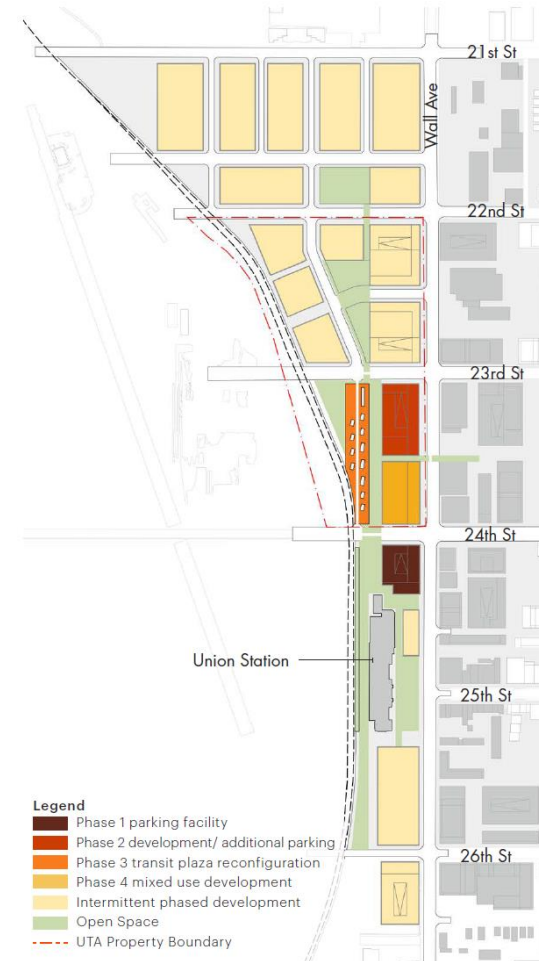
- Shared (northern) parking facility, containing overflow park & ride facilities

## Phase III

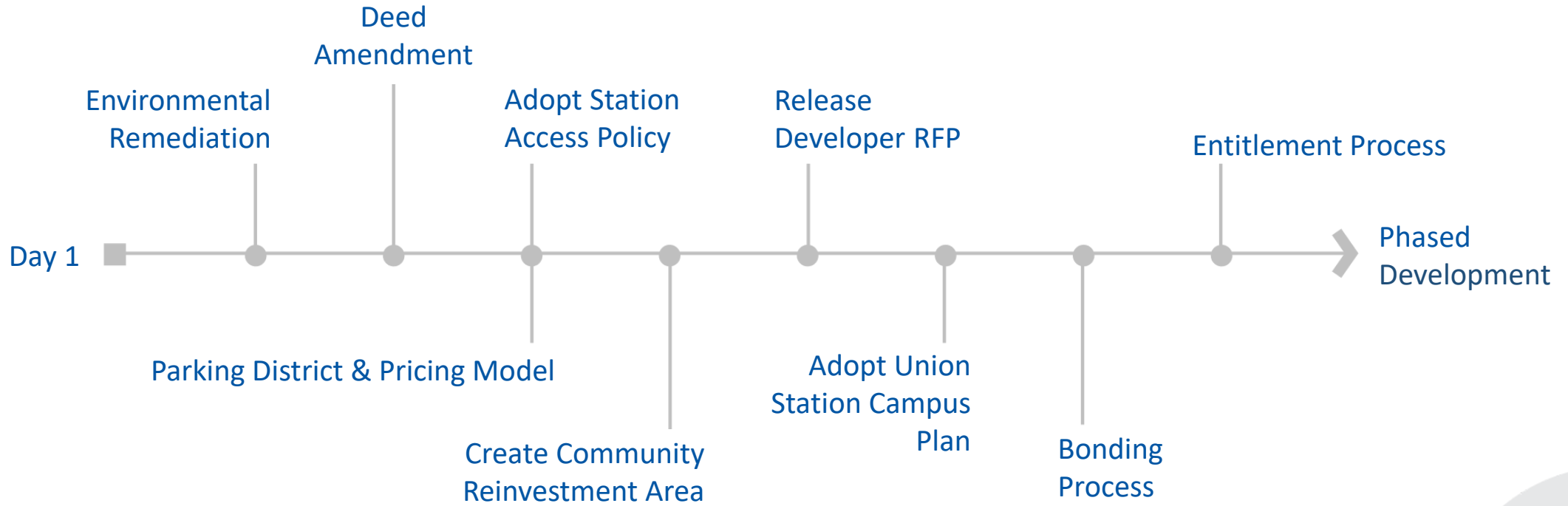
- Bus loop reconfiguration
- Transit plaza and intermodal connections

## Phase IV

- Mixed-use commercial / residential development



# Critical Path



# Questions



# **Recommended Action (by acclamation)**

Motion to approve Resolution AR2021-06-01

Approving the Updated Station Area Plan for Ogden Central Station



# Service Update

- a. August 2021 Change Day



# August 2021 Change Day



# South Salt Lake County Microtransit Pilot

- Launched November 2019
- Demonstrated as a viable and successful mode of public transportation
- On track to meet all pilot goals prior to the pandemic
- Accessible service
- Affordable and convenient service
- Nearly 30% of all trips shared prior to the pandemic
- Integrated EFC and FAREPAY payment
- Over 50% of all trips connected to transit prior to the pandemic
- Virtual bus stop on every corner
- Successful public private partnership
- Recommend permanent service August 2021 Change Day



# Flex Route Modifications

- Convert 3 fixed bus routes to Flex Routes
- Redistribute approximately 16,800 annual Flex Route hours from the microtransit area
- Improve and expand service coverage through other Flex Routes



# Proposed Service and Route Changes

Route Change	Current Service Levels	August Service	Weekday	Saturday
F504	60 min (WKD/SAT)	Microtransit	6 am – 9 pm	
F518	60 min (WKD Only)	Microtransit	6 am – 9 pm	
F534	Suspended	Microtransit	6 am – 9 pm	
F546	60 min (WKD Only)	Microtransit	6 am – 9 pm	
F547	60 min (WKD Only)	Microtransit	6 am – 9 pm	
F514	60 min (WKD/SAT)	F514	30 min	60 min
11	60 min (WKD Only)	F11	30 min	60 min
525	60 min (WKD/SAT)	F202	30 min	60 min
525	60 min (WKD/SAT)	F525	30 min	60 min
232	60 min (WKD Only)	F232	30 min	60 min



# Proposed Route/Schedule Changes

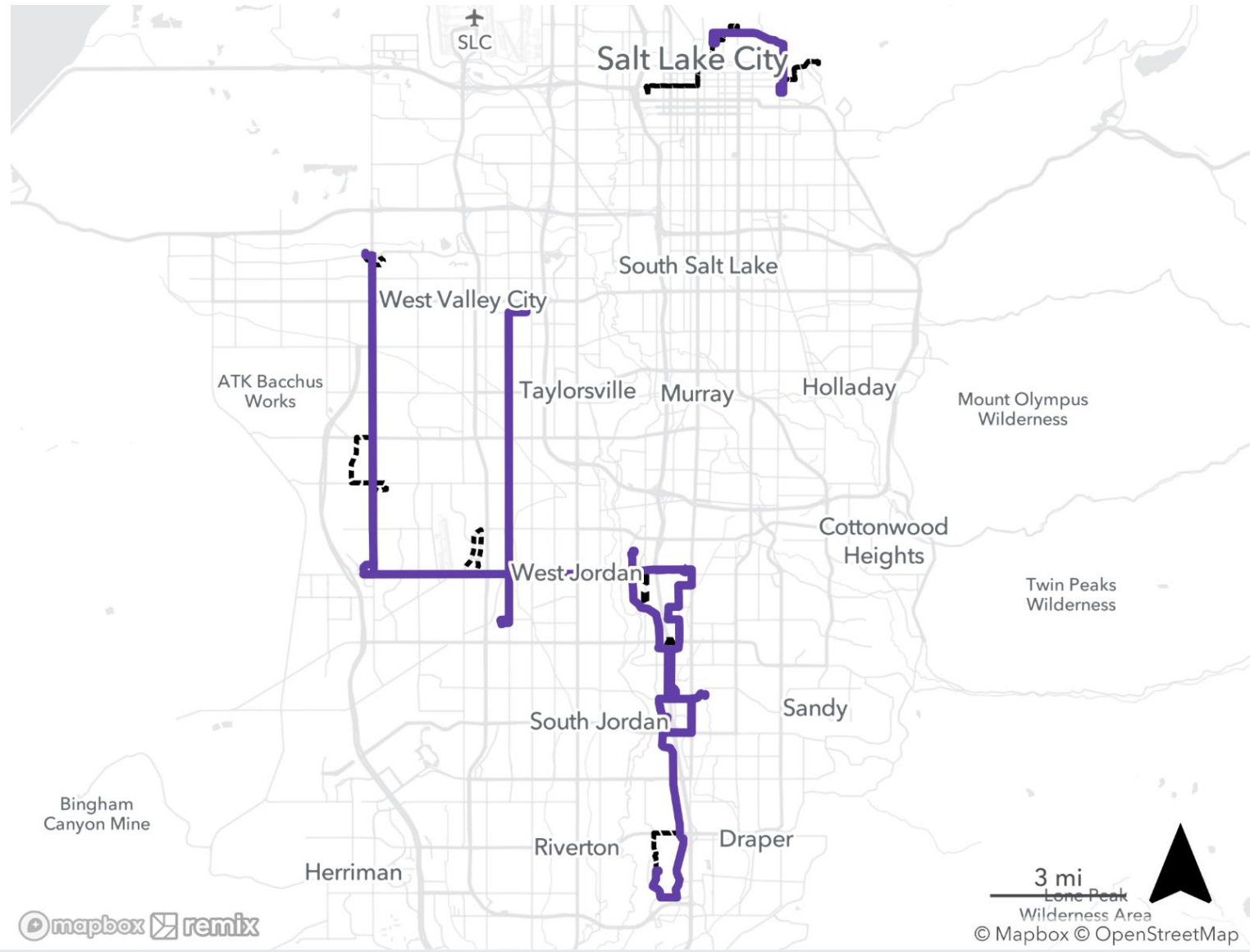
Route	Weekday	Saturday	Sunday
F556	30 min	60 min	
F578	30 min	60 min	
871	30 min peak, 60 min off-peak (match FrontRunner)	60 min	60 min



# Proposed Microtransit Service Area Changes



# Proposed Fixed and Flex Route Changes

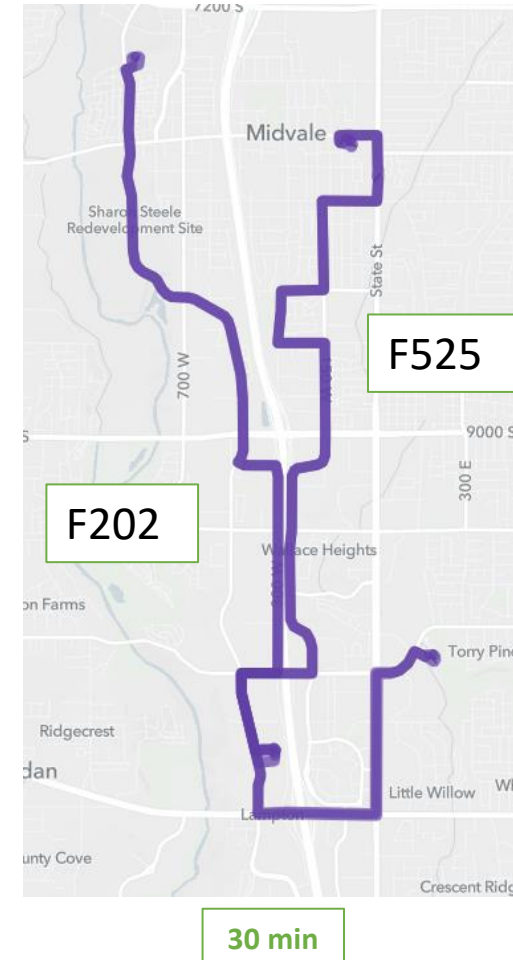
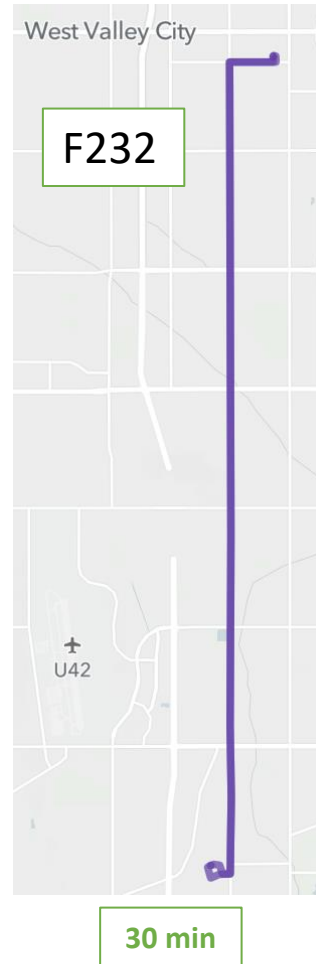
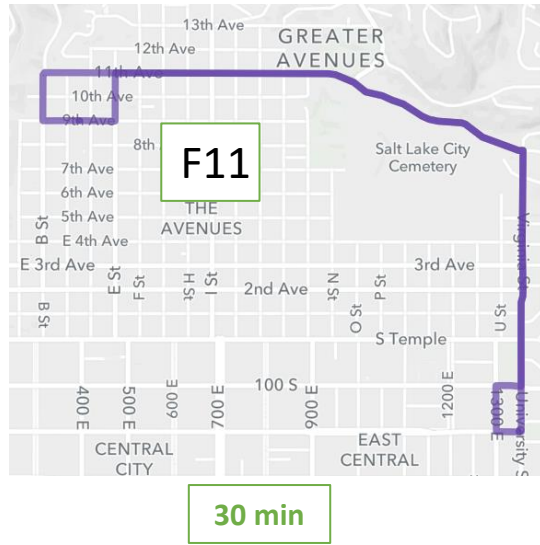


mapbox remix

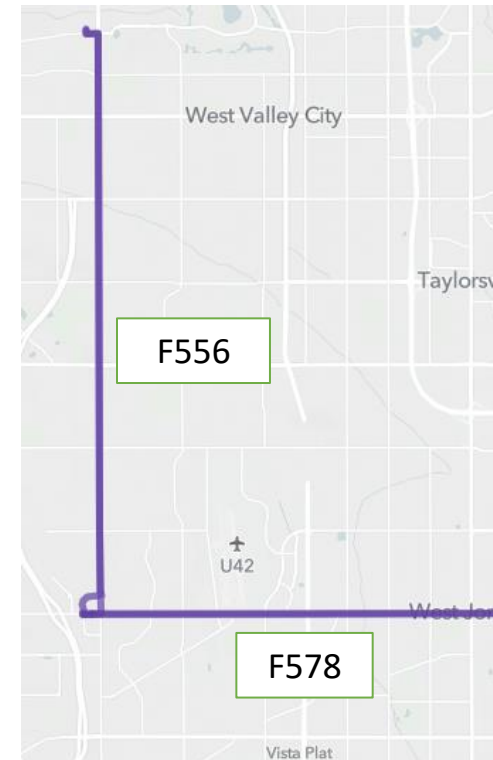
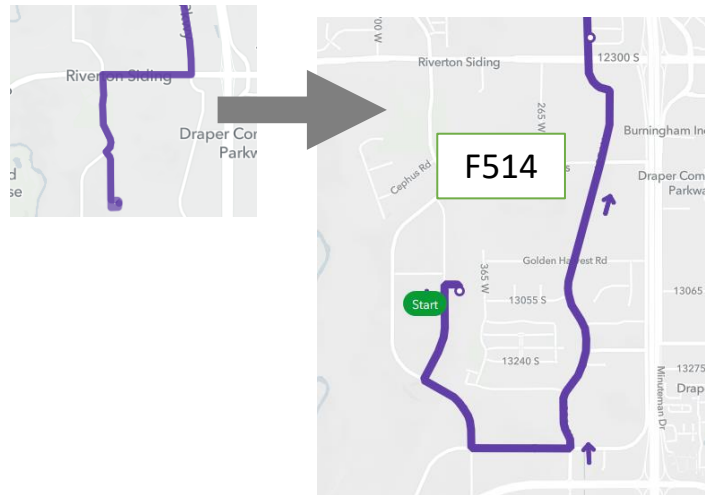
3 mi  
Lone Peak  
Wilderness Area  
© Mapbox © OpenStreetMap



# Proposed Fixed and Flex Route Changes



# Proposed Fixed and Flex Route Changes



# Proposed Fixed and Flex Route Changes

	Estimated Annual Cost
Microtransit Service	No Change (included in 2021 budget)
New Flex Service	\$1,617,000
Discontinued Flex Service	(\$898,000)
Fixed Route Cost	(\$607,000)
Net Agency Cost	\$112,000



# Public Engagement

- Pilot phase engagement efforts
  - Public surveys
  - Stakeholder engagement
  - Other feedback
- Change Day public process
  - April 28-May 28
  - Public comment & public hearing
  - Additional opportunities for the community to learn about and engage with the proposed changes



# Discussion

- a. 2021 Safety and Security Presentation
- b. Open Dialogue with the Board of Trustees



# 2021 Safety and Security Presentation



# Overview

- UTA Police Department Staffing
- 2019/2020 Statistics
- Local Coordination
- Key Events
- Emergency Management Incidents
- Emergency Management Activities



# UTA Police Department Staffing

- **84.5 FTE**

- Chief (1)
- Office Staff (3.5)
- Detective Sergeant (1)
- Detectives (6)
- Fare Inspectors (3)
- Captain (2)
- Lieutenants (4)
- Sergeants (10)
- Officers (54)



## Salt Lake County

- 8 Sergeants
- 42 Officers

## Utah/Tooele County

- 1 Sergeant
- 8 Officers

## Davis/Weber/Box Elder County

- 1 Sergeant
- 4 Officers



# 2019/2020 Person & Property Crimes



- **Salt Lake County**

- 2019 Person Crimes: **191** Property Crimes: **2,336** Society Crimes: **1,940** Other Crimes: **1,147**
- 2020 Person Crimes: **158** Property Crimes: **1,595** Society Crimes: **1,528** Other Crimes: **691**

- **Utah/Tooele County**

- 2019 Person Crimes: **7** Property Crimes: **131** Society Crimes: **111** Other Crimes: **73**
- 2020 Person Crimes: **11** Property Crimes: **115** Society Crimes: **73** Other Crimes: **59**

- **Davis/Weber/Box Elder Counties**

- 2019 Person Crimes: **18** Property Crimes: **371** Society Crimes: **289** Other Crimes: **252**
- 2020 Person Crimes: **13** Property Crimes: **240** Society Crimes: **282** Other Crimes: **149**



# Monthly Collaboration Meetings

- Salt Lake County Valley Police Chief's Alliance (VPA)
- Salt Lake Valley Law Enforcement Administrators and Directors (LEADS)
- Chief's Meeting Utah County
- Chief's Meetings in Davis/Weber Counties
- All other meetings or joint calls as necessary pertaining to situations, intelligence, etc.



# Key Events

- **Salt Lake County**

- Utilized CODE RED notification software for all police agencies in Salt Lake County
- Enabled receiving and sending “real time” intel during protests/marches
- Provided means to share intel with agencies in adjoining counties

- **Utah County**

- Regular contact with businesses along UVX Line
- Educate owners/managers on reporting procedures
- Collaborate with local municipalities to alleviate issues

- **Davis/Weber Counties**

- Worked directly with local and federal agencies to identify, track and apprehend a known terrorist
- Participated in multi-agency training operation in Layton
- Utilized UTA bomb dogs to assist partner agencies throughout our service area



# Emergency Management 2020

- **EOC Level 1 Activations**
  - COVID-19 response
  - 5.7 Magna Earthquake response
  - Statewide protests and marches
  - Weather/High Winds incident
  - Vice-Presidential Debate
- **Level 2 Activations**
  - Yearlong COVID-19 response
  - District Attorney case briefing
  - 2020 Presidential Election



# Emergency Management Activities

- Participated in Utah State Emergency Response Team drills
- Updated Plans
  - Emergency Preparedness Plan (EPP)
  - Emergency Operations Plan (EOP)
  - Continuity of Operations Plan (COOP)
- Liaised with state/local municipalities to maintain situational awareness
- Conducted Active Threat full scale exercises
- Ensured CFR 239.103 compliance
- No exercises in 2020 due to COVID-19



# Questions?



# Open Dialogue with the Board of Trustees



# Reports

- a. Agency Report
- b. Audit Committee Report

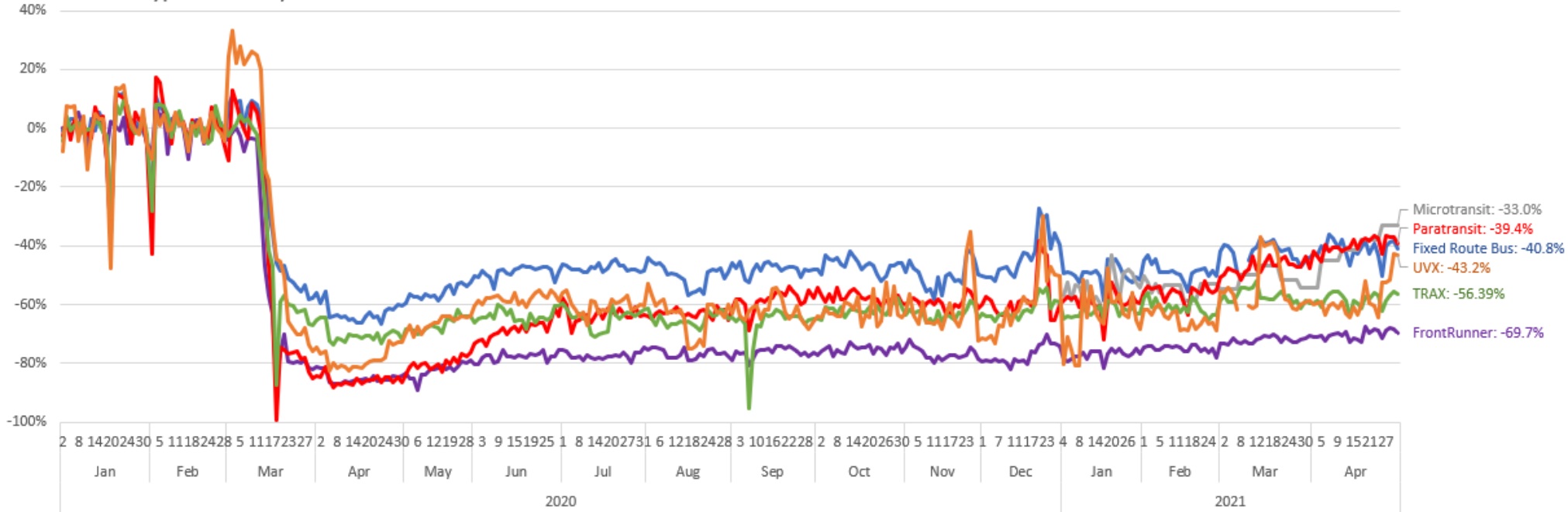


# Agency Report: Ridership



# Ridership Report

Daily Ridership by Mode - % Difference from Normal Ridership  
Service Type: Weekday

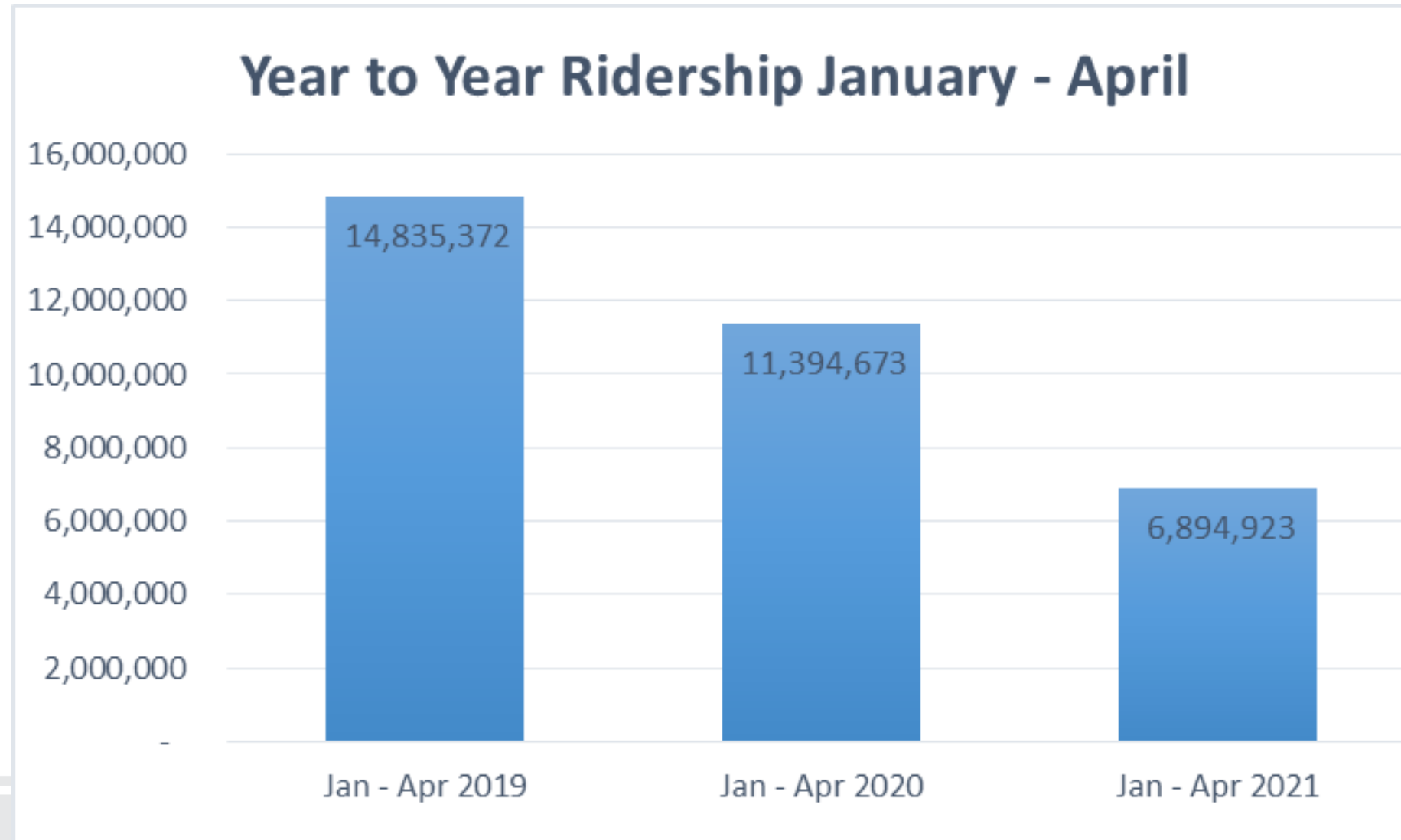


\* All ridership is taken from unadjusted, preliminary data and is subject to change.

\*\* Dates with holidays in the current or previous years have been removed.

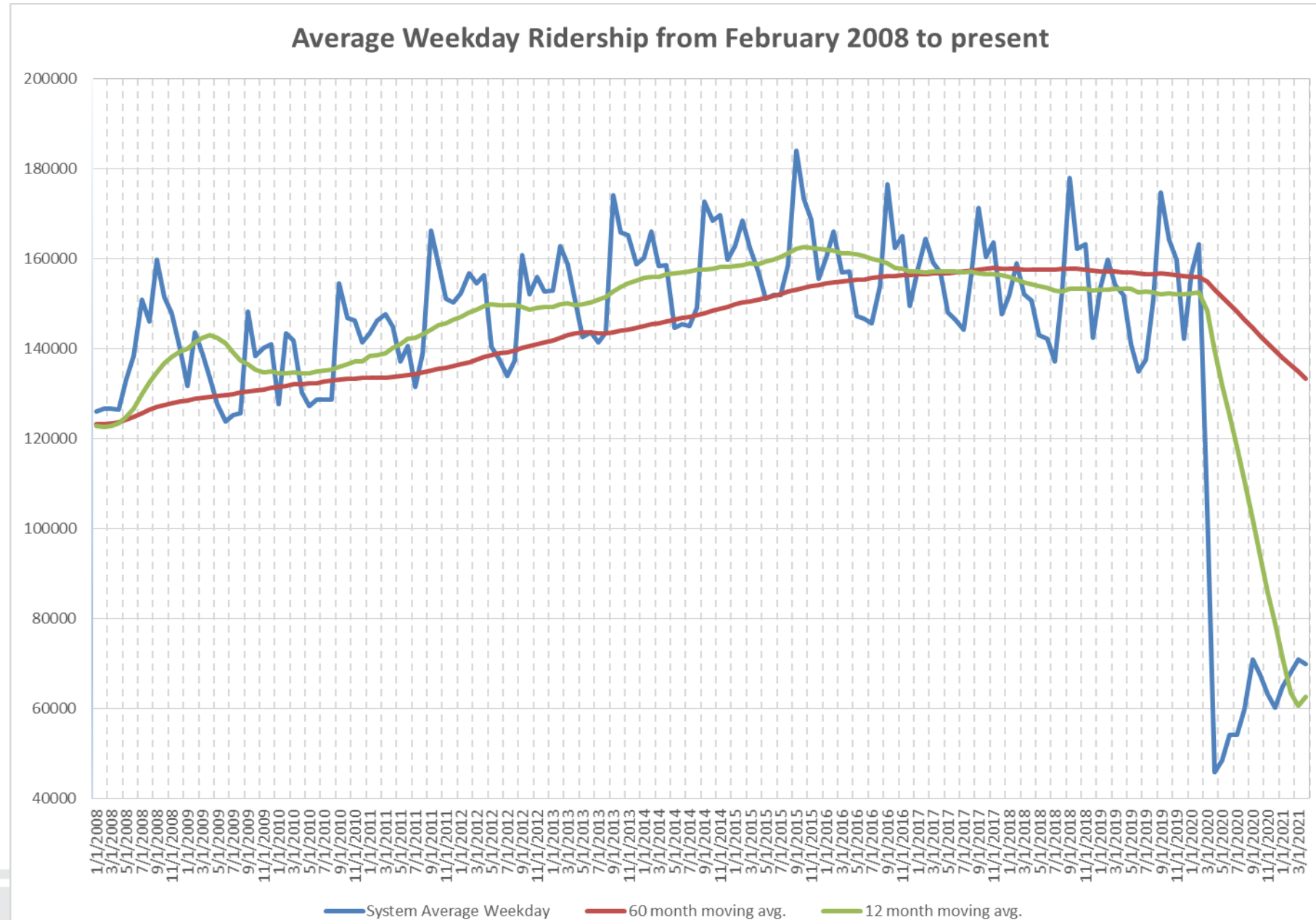


# Ridership Report





# Ridership Report

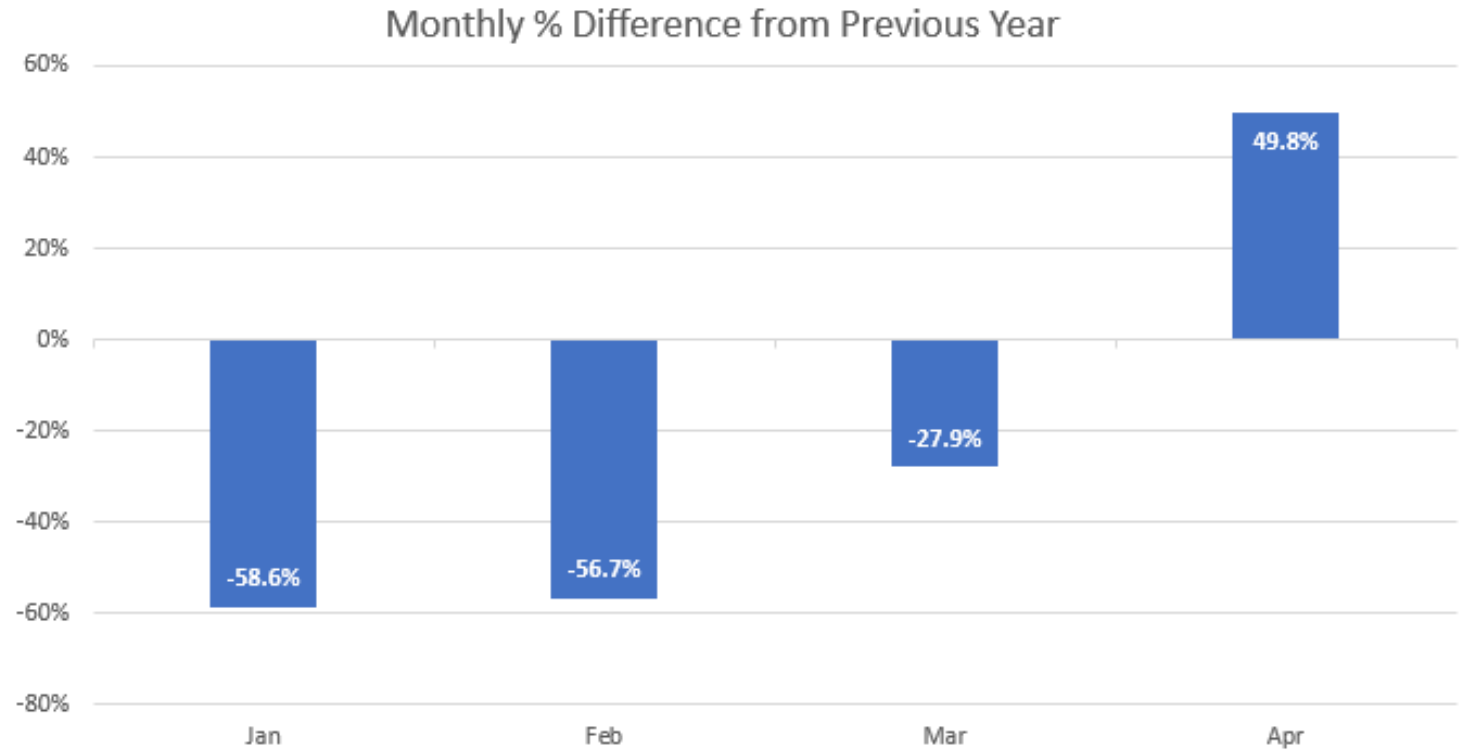


# Ridership Report

Mode	Jan - Apr 2020	Jan - Apr 2021	% Change
Bus System	5,581,233	3,746,929	-32.9%
Paratransit	91,069	65,805	-27.7%
Route Deviations	102,034	72,820	-28.6%
Mobility Management	818	815	-0.4%
Light Rail	3,967,492	2,216,987	-44.1%
S-Line	125,672	80,491	-36.0%
Commuter Rail	1,153,130	502,105	-56.5%
Vanpool	373,226	208,971	-44.0%
<b>UTA System</b>	<b>11,394,673</b>	<b>6,894,923</b>	<b>-39.5%</b>



# Ridership Report



# Ridership Report

UTAH TRANSIT AUTHORITY



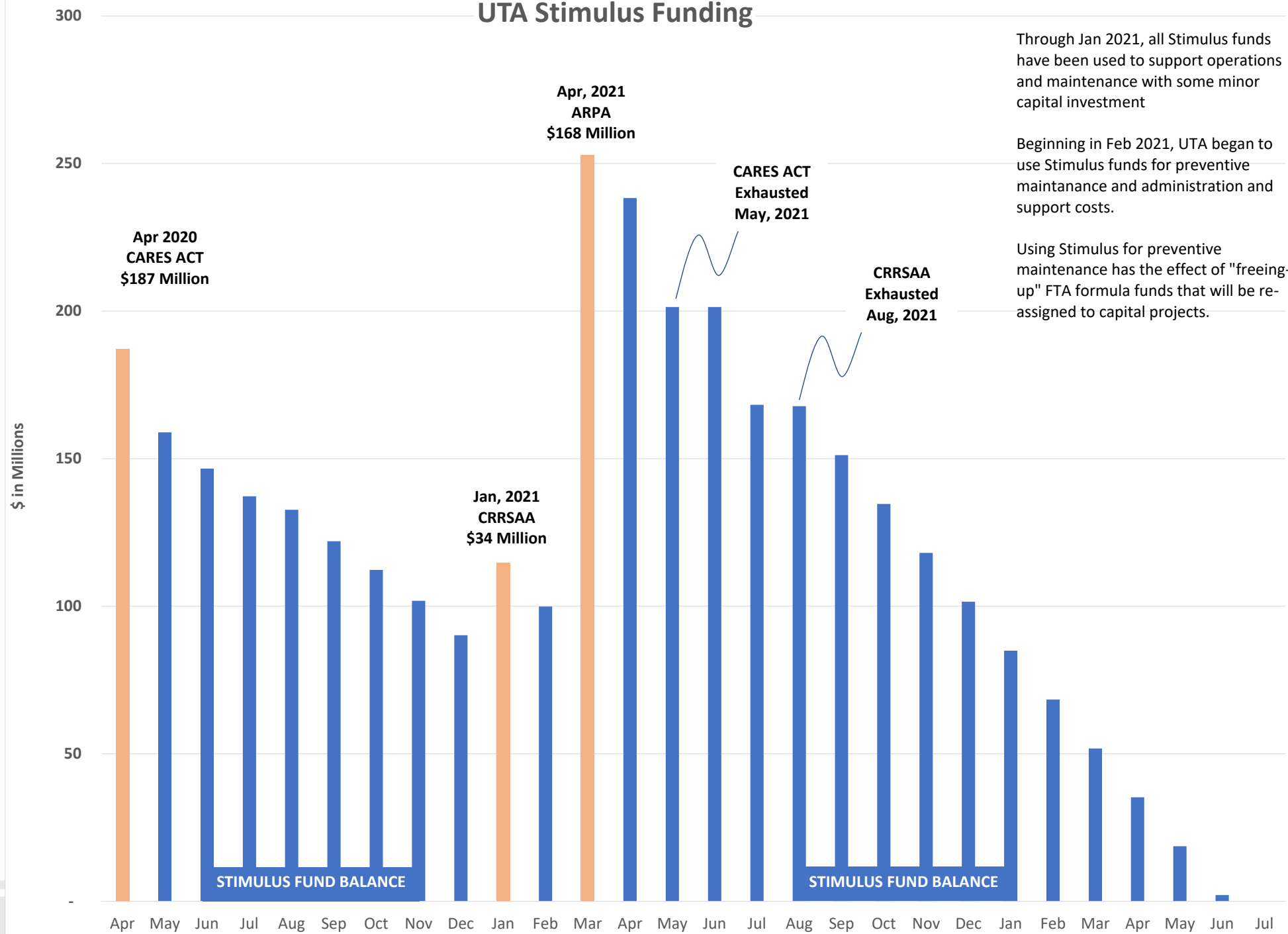
# Questions?



# Agency Report: Stimulus Funding



# UTA Stimulus Funding



# Questions?



# Audit Committee Report



# Other Business

- a. Revised Meeting Dates for Fall 2021



**Adjourn**



**Break**

