

UTA Local Advisory Council Meeting

September 7, 2022



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

No comments were received through alternate means



Consent Agenda

- a. Approval of June 1, 2022, Local Advisory Council Meeting Minutes
- b. Board Policy Revisions



Recommended Action (by acclamation)

Motion to approve the consent agenda



CONSULTATION WITH THE BOARD OF TRUSTEES



Capital Projects

- a. Five-Year Capital Plan Update
- b. Davis-Salt Lake Community Connector



5-Year Capital Plan Update

UTA Local Advisory Council

September 7, 2022



Board Policy No. 2.1, Financial Management

5-Year Capital Plan must:

- be updated every year for inclusion in the annual budget process discussions
- be fiscally constrained
- maintain all assets in a state of good repair to protect the Authority's capital investments
- maintain safety and minimize future maintenance and replacement costs



5-Year Capital Plan: Goals

- Maintain a safe system that operates in a state of good repair
- Provide a plan consistent with the constraints of the projected capital budget
- Provide a plan that is deliverable
- Include service expansion projects consistent with UTA and Regional long-range transportation plans
- Leverage UTA funds with federal grants and partner funds



5-Year Capital Plan: Project Categories

- Safety and Security
- Asset Management (SGR) including Facilities and Vehicles
- Capital Construction
- Capital Development
- Information Technology
- Planning (Regional and Long Range)
- Property / TOD / Real Estate



5-Year Capital Plan: Evaluation Criteria

- Mitigates a safety risk
- Legal, regulatory, or contractual obligation
- Operationally required
- Enhances or expands core system/service performance
- Public support



Current 5-Year Capital Plan by Year (2022 through 2026)

Year	Proposed Budget	Grants	State/Local Partners	UTA Funds
2022	\$228,058,000	\$44,291,000	\$44,049,000	\$139,718,000
2023	\$360,248,000	\$71,548,000	\$95,842,000	\$141,478,000
2024	\$270,291,000	\$14,847,000	\$86,200,000	\$137,044,000
2025	\$238,654,000	\$7,340,000	\$110,217,000	\$113,597,000
2026	\$147,769,000	\$750,000	\$57,500,000	\$82,019,000
Total	\$1,245,020,000	\$138,776,000	\$393,808,000	\$613,856,000



Updates in 2023-2027 Capital Plan

- Budgets for two State Funded projects (FrontRunner Double Track and Point of the Mountain) will be reduced as UDOT will be leading those efforts
- Proposed increases in SGR projects over what was previously projected for 2023 due to increased formula funding and modernization focus
- Advance Light Rail Vehicle Replacement program by 3 to 5 years to take advantage of grant opportunity



Major Projects in 2023

- Ogden BRT (OGX) - \$17.4 M
- Depot District - \$12.0 M
- Midvalley BRT- \$25.8 M
- Public Partnership - \$10.0 M
- Fares System Replacement - \$17.2 M
- Traction Power Substation (TPSS) Rehab and Replacement - \$20.3M
- Replacement Buses - \$31.5 M



Next Steps

- The Draft 5-Year Capital Plan (2023 through 2027) will be presented to the UTA Board of Trustees for review and input in October
- The Draft Plan will then be presented to the Local Advisory Council on November 2 for review and approval and recommendation of final adoption by the Board of Trustees
- Final approval of 5-Year Capital Plan by UTA Board November 9
- First year of the 5-Year Capital Plan will be incorporated into UTA's proposed 2023 annual budget



Questions



Davis-Salt Lake Community Connector Update

UTA Local Advisory Council

September 7, 2022



Davis – Salt Lake Community Connector Background

- Previous transit studies have identified a need for a project
 - South Davis Transit Needs Assessment (2005, WFRC, MAG, Mayors, Envision Utah)
 - South Davis Alternatives Analysis (2008, UDOT and UTA)
 - Davis-SLC Community Connector Alternatives Analysis (2014)

COMMUNITY FEEDBACK SHOWED A DESIRE FOR:

- ✓ Connections between southern Davis County and Salt Lake City
- ✓ Connections from community locations to FrontRunner



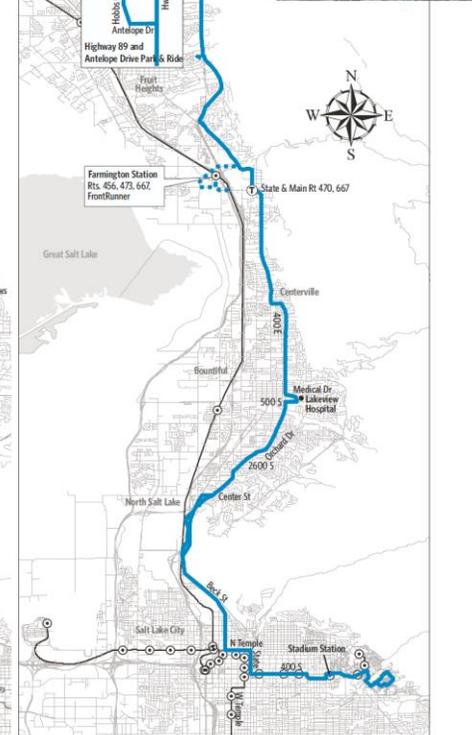
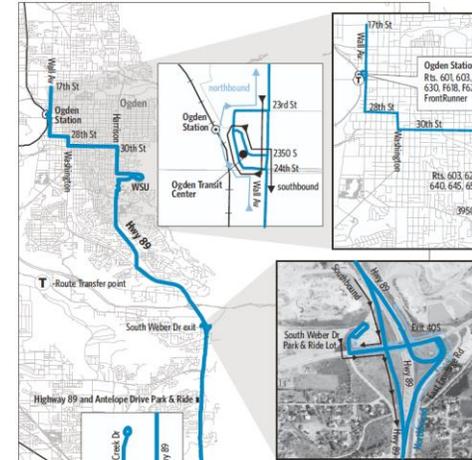
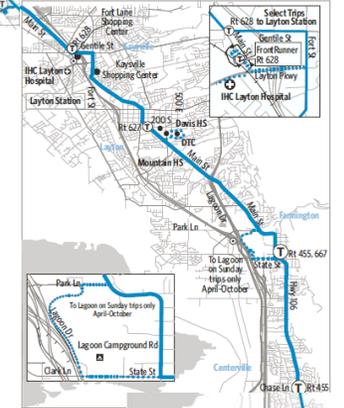
Davis-SLC Community Connector Project Objectives

- Build on the success of routes 455 and 470
- Improve speed and reliability
- Meet projected growth needs
- Address service gaps
- Resolve access and mobility barriers
- Revitalize neighborhoods and corridors
- Improve air quality
- Reach markets not currently served, increase ridership



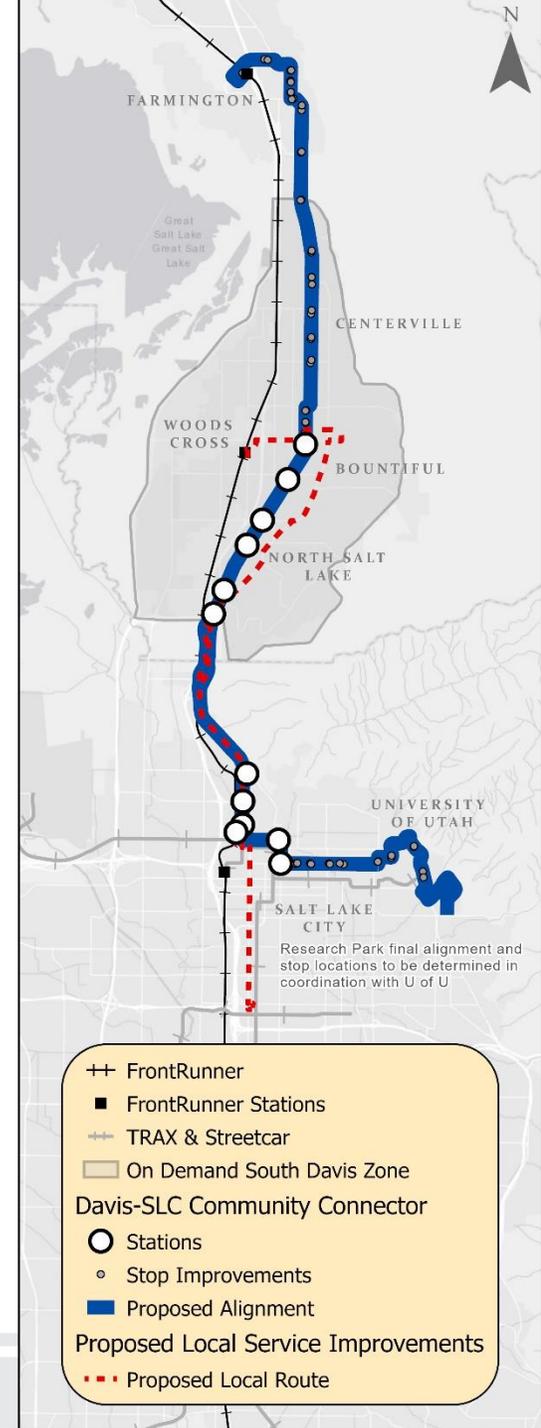
Existing Routes 455 and 470

- 455 connects with Research Park/U of U, Weber State University, and intermediate points, with service on U.S. 89
- 470 connects points between Salt Lake and Ogden, with service on Main Street
 - 2019 Ridership
 - 455: 1,500 daily riders
 - 470: 3,400 daily riders
 - 2022 Ridership
 - 455: 900 daily riders
 - 470: 2,300 daily riders

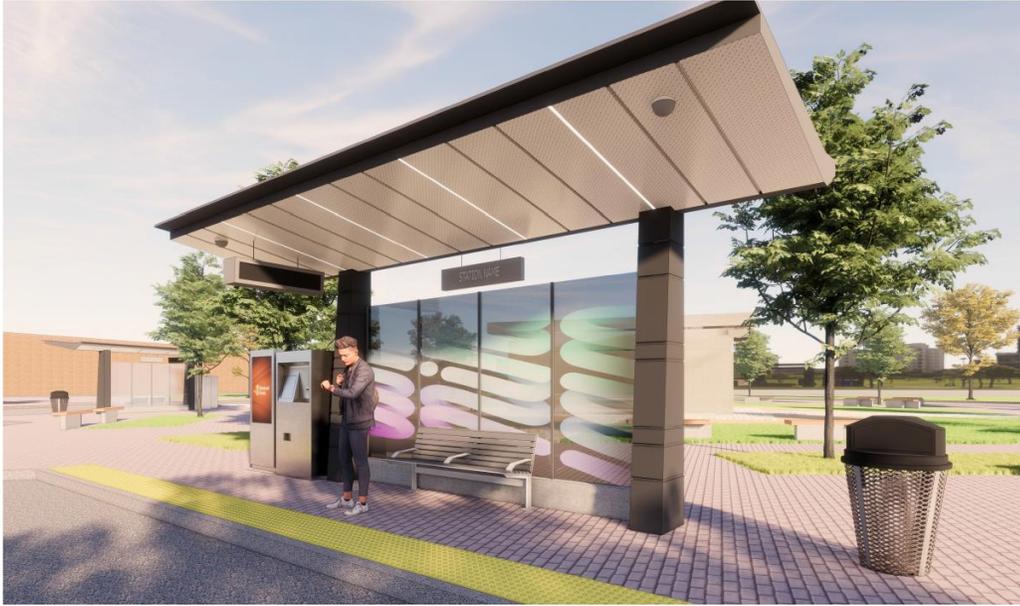


Proposed Project

- Based on technical analysis, coordination with stakeholders, and public outreach, it is recommended that the Davis-SLC Community Connector project connect Farmington to the University of Utah
 - The base portion of the project (500 South in Bountiful to 200 South in Salt Lake City) is recommended to have high-end BRT stations
 - On the extensions to Farmington and the University of Utah, there would be stop improvements rather than high-end stations and no other capital improvements
 - Microtransit now in service!
 - New local route also recommended



Stations vs. Stops



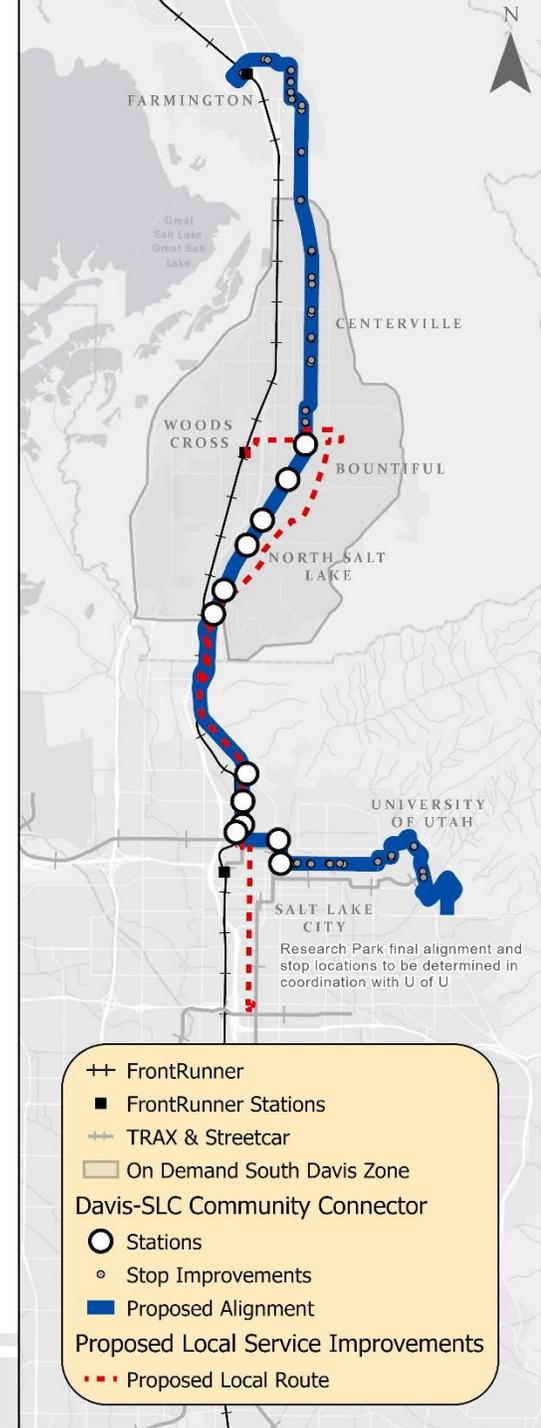
Farmington to Bountiful (500 South) Bus Stop Improvements

- Improved bus stops are proposed for the Davis-SLC Community Connector north of 500 South in Bountiful
 - Level III amenity levels (which include Pole, Sign, ADA Pad, Bench, Trash Can, 4' x 8' shelter)
 - the design based on city and UDOT comments
 - Prop 1 funding will support this effort
 - Improvements will be made ahead of the rest of the project, and used by 455 and 470 riders



Current Capital Cost Estimate

- \$75M 2025 Year of Expenditure (YOE)
 - Battery buses and charging infrastructure
 - Stations
 - Land
 - No exclusive lanes



Next Steps

- Present the project to the city councils to update the Locally Preferred Alternative
- Identify funding partners and prepare Funding Plan
- Prepare Capital Development Plan for the Project
 - Requires review and approval by Local Advisory Council and final adoption by Board of Trustees
- Request Entry into Project Development with Federal Transit Administration when the local match is in place



Questions/Comments

Project Contact:

Hal Johnson

HJohnson@rideuta.com

(801) 237-1905

Thank You



Service Update

- a. Zero Fare Transit Study Overview





September 2022

Regional Zero-Fare Study

Local Advisory Council

Presented by:
Julie Bjornstad (WFRC)

Study Context

- Regional Zero-Fare Study kicked-off in June 2022
- Project team: WFRC, MAG, UTA, UDOT, and consultant team led by Nelson\Nygaard
- Free Fare February: Positive outcomes related to ridership, safety, customer experience, and funding support
- Largest public and policymaker zero-fare concerns are related to funding and safety

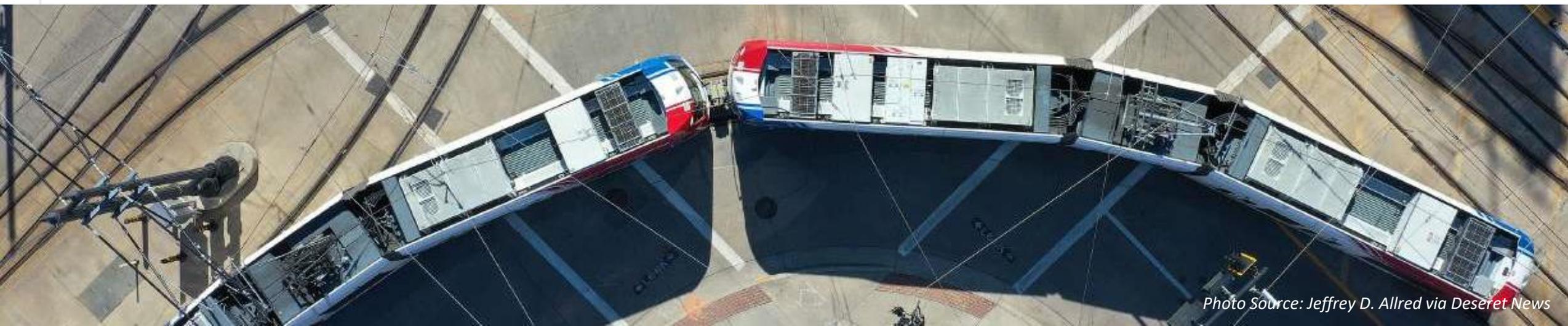


Photo Source: Jeffrey D. Allred via Deseret News

Study Goals



Evaluate the operational, financial, and community effects of zero-fare transit



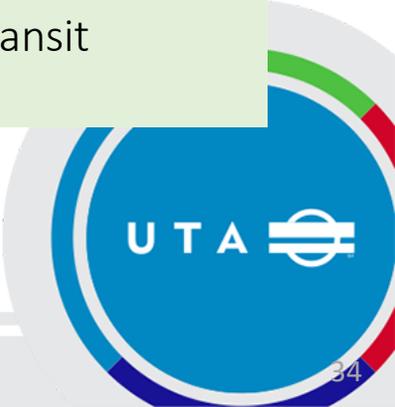
Gauge transit values of stakeholders from across the service area



Provide guidance around replacement funding for lost fare revenue



Objectively inform decision making processes around the future of zero-fare transit



Study Timeline



Opportunities and Challenges (June to August)

- Review UTA financial trends, rider profile, fare policy, and fare usage
- Complete literature review and produce case studies

***WE ARE
HERE***



Zero-Fare Evaluation (August to October)

- Identify zero-fare alternatives (e.g., systemwide, select services, select riders)
- Evaluate operational, financial, and community effects



Trade-Offs (October to November)

- Inform decisionmakers on the trade-offs of zero-fare alternatives



Final Documentation (November to December)

- Produce final report
- Deliver final presentation

Stakeholder Engagement
(August to October)



In Progress

- **Existing conditions analysis**
 - Review of UTA financial trends, rider profile, fare policy, and fare usage
- **State of the practice**
 - Complete literature review
 - Produce three case studies for agencies that have evaluated zero-fare
 - Sun Tran (Tucson, AZ)
 - METRO (Houston, TX)
 - KCATA (Kansas City, MO)
- **Stakeholder engagement**
 - Interview 12 “key persons”
 - Update policymakers and community member groups on study progress



Study Timeline



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Zero-Fare Evaluation (August to October)

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- Evaluate operational, financial, and community effects



Trade-Offs (October to November)

- Inform decisionmakers on the tradeoffs of zero-fare alternatives

**NEXT
STEPS**



Final Documentation (November to December)

- Produce final report
- Deliver final presentation

Stakeholder Engagement
(August to October)



Thank you!

Julie Bjornstad, *WFRC* | julieb@wfrc.org

Alex Beim, *UTA* | abeim@rideuta.com

Discussion

- a. Open Dialogue with the Board of Trustees



Open Dialogue with the Board of Trustees



REPORTS AND OTHER BUSINESS



Reports

- a. Executive Director Report
 - Grants Update
 - Ridership Report
 - Electrification Forum
- b. Audit Committee Report



Executive Director Report: Grants Update



Grants Update September 2022

Discretionary Grants Selected for Award	Award	Date
TTIF – 5600 W/Westside Express Bus	\$20.5M	4/28/2022
FTA Route Planning Restoration – Equity Index Study	\$300K	6/2/2022
FTA Areas of Persistent Poverty – Paratransit Forward	\$386K	6/23/2022
	TOTAL	\$21.2M



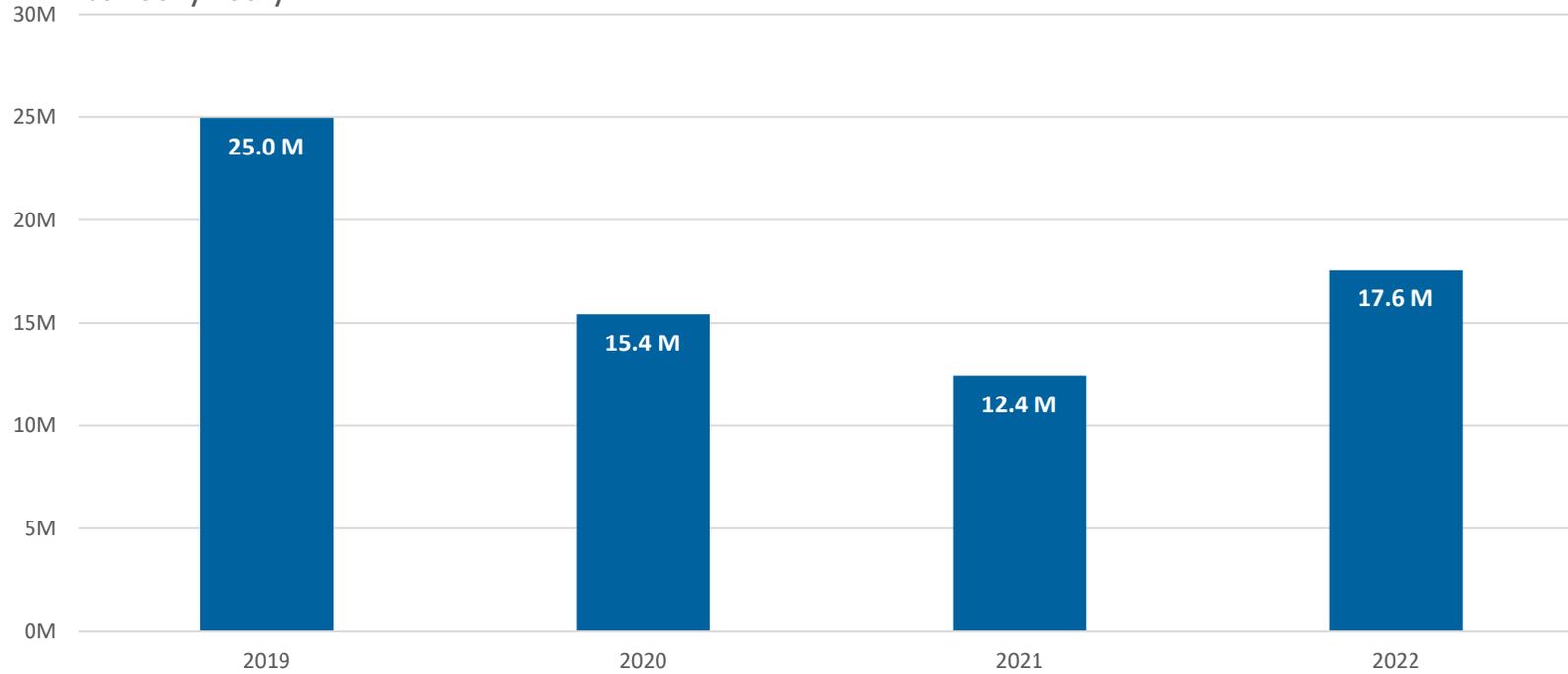
Executive Director Report: Ridership Report



Ridership Report

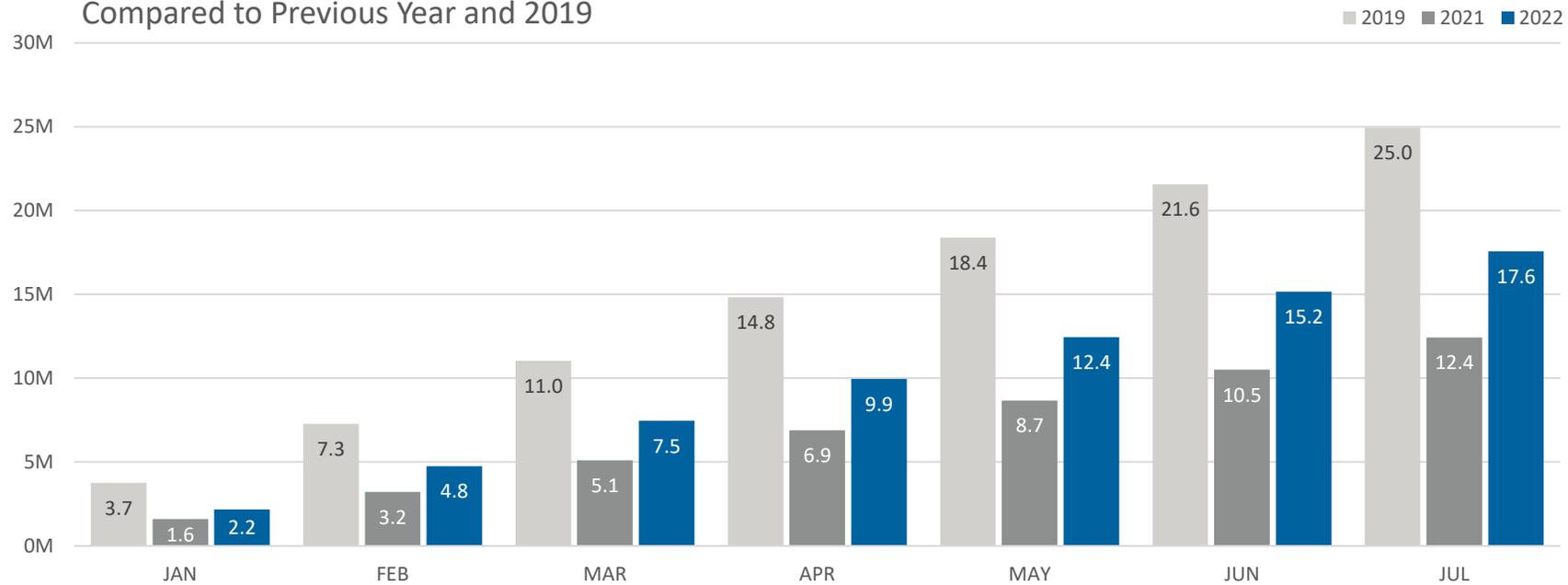
YTD Ridership by Year

January - July



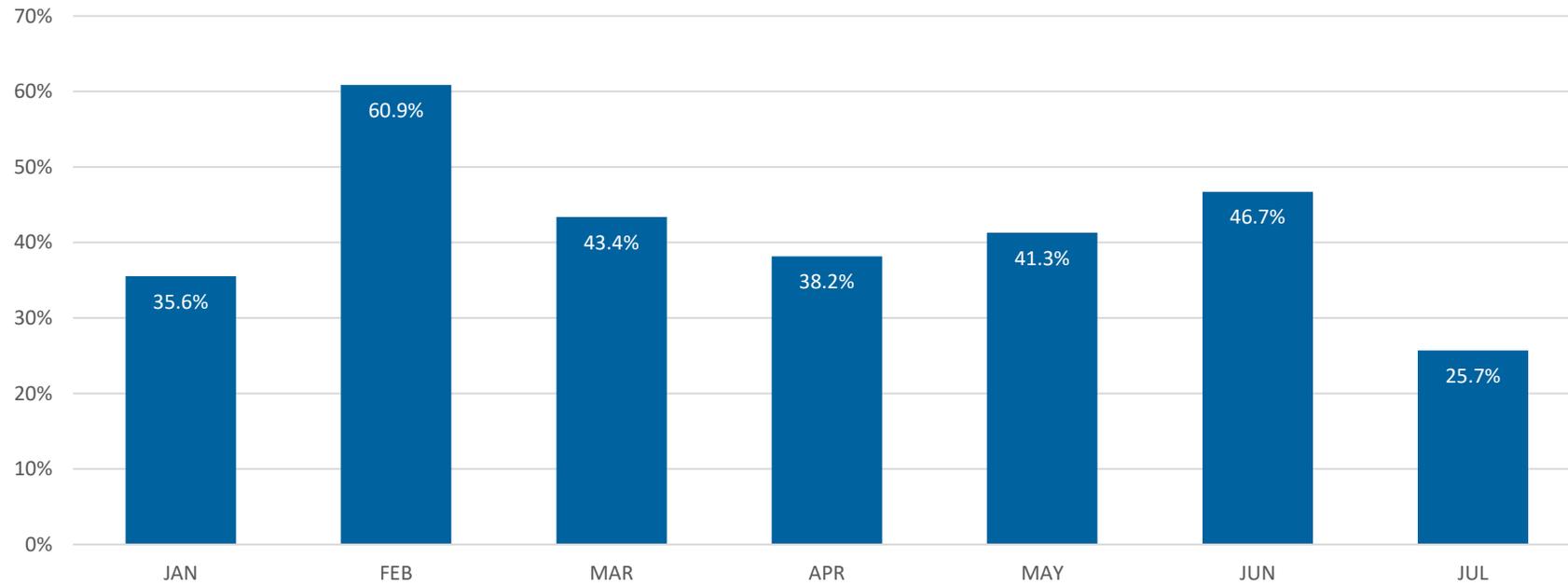
Ridership Report

Systemwide YTD Ridership by Month
Compared to Previous Year and 2019



Ridership Report

Monthly % Difference from Previous Year



Ridership Report

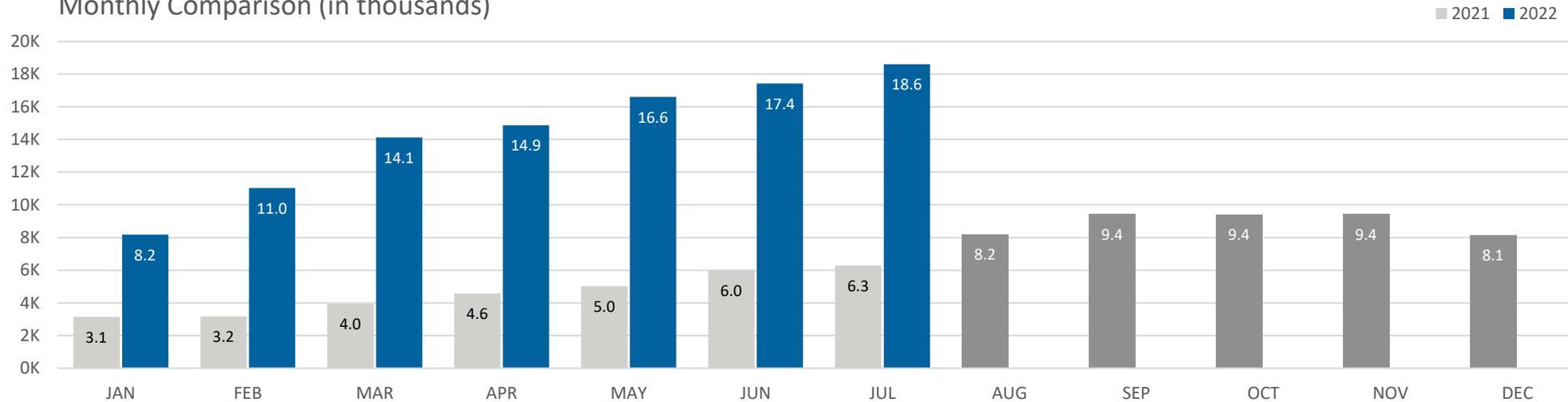
Mode	Jan - Jul 2021	Jan - Jul 2022	% Change
Bus System	6,594,929	8,644,073	31.1%
Paratransit	131,819	177,789	34.9%
Route Deviation	138,247	259,718	87.9%
Mobility Management	1,360	1,524	12.1%
Light Rail	4,086,403	5,969,900	46.1%
Streetcar (S-Line)	144,376	268,043	85.7%
Commuter Rail	985,164	1,735,703	76.2%
Vanpool	348,454	412,688	18.4%
UTA On Demand (VIA)	NA	100,810	NA
UTA System	12,430,752	17,570,247	41.3%

* UTA On Demand became an official transit mode in Aug 2021.



Ridership Report

UTA on Demand (Via) Microtranist
Monthly Comparison (in thousands)



Mode	Jan - Jul 2021	Jan - Jul 2022	% Change
UTA on Demand	32,151	100,810	213.6%

- UTA On Demand became an official UTA mode and replaced several Flex Routes in August 2021
- Salt Lake City West Side service began December 2021
- South Davis and Tooele service began August 2022



Questions?



Executive Director Report: Electrification Forum



Electrification Forum Power Up Utah

Keynote Speaker: Representative Blake Moore



Shape the Future of Utah's Electric Vehicle Infrastructure

September 23rd, 2022
9:00 am to 2:00 pm

Utah Transit Authority Headquarters
669 West 200 South, Salt Lake City

Welcome: Trustee Holbrook

9:00 am **Introduction / Why?**
Andrew Gruber (WFRC) & Jay Fox (UTA)

9:20 am **Setting the Table**

- **Laura Hanson:** State of Utah Energy and Innovation Plan
- **Regan Zane:** Utah State University Transportation Electrification Opportunities and Benefits

9:50 am **Break**

10:00 am **Round Table Discussion: Utah Innovation and Air Quality**

- Moderator: Jay Fox (UTA)**
- **James Campbell** (Rocky Mountain Power): Electric Vehicle Program and Fleet Electrification
 - **Lyle McMillian** (FHWA/UDOT): Electric Vehicle Infrastructure Programs
 - **Hal Johnson** (UTA): Fleet Electrification Plans & Projects
 - **Regan Zane** (Utah State University): Aspire Center
 - **Raffael Kuhn** (Stadler Rail): Vehicle Electrification
 - **Michael Shea** (Salt Lake County) and **Daniel Mendoza** (University of Utah): Salt Lake County Air Quality Monitoring Project

11:20 am **Walking Tour of Depot District Clean Fuels Tech Center (UTA)**

12:00 pm **Keynote/Lunch**

- **Introduction:** Jenny Wilson
- **Representative Blake Moore:** Conservative Climate Change Caucus

1:00 pm **The Policy and Business Case for Transportation Electrification**
Moderator: Tammie Bostick (Utah Clean Cities)

- **Derek Miller** (President and CEO of the Salt Lake Chamber)
- **Hanko Kiessner** (CEO, Packsize and Leaders for Clean Air)
- **Senator Kirk Cullimore** (District 9; Transportation, Public Utilities, Energy, and Technology Committee)
- **Representative Steve Handy** (District 16; Bipartisan Clean Air Caucus)
- **Representative Angela Romero** (District 26; Public Utilities, Energy, and Technology Interim Committee)
- **Senator Ann Millner** (District 18; Senate Transportation, Public Utilities, Energy, and Technology Committee)
- **Senator Stuart Adams** (District 22; Member of Envision Utah Clean Air Action Team)
- **Senator Wayne Harper** (District 6; Transportation Interim Committee)

2:00 pm **Wrap up**
Andrew Gruber (WFRC) & Jay Fox (UTA)

UTA



Audit Committee Report



Other Business

- a. Next Meeting: Wednesday, November 2, 2022, at 1:00 p.m.



Adjourn

