

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





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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

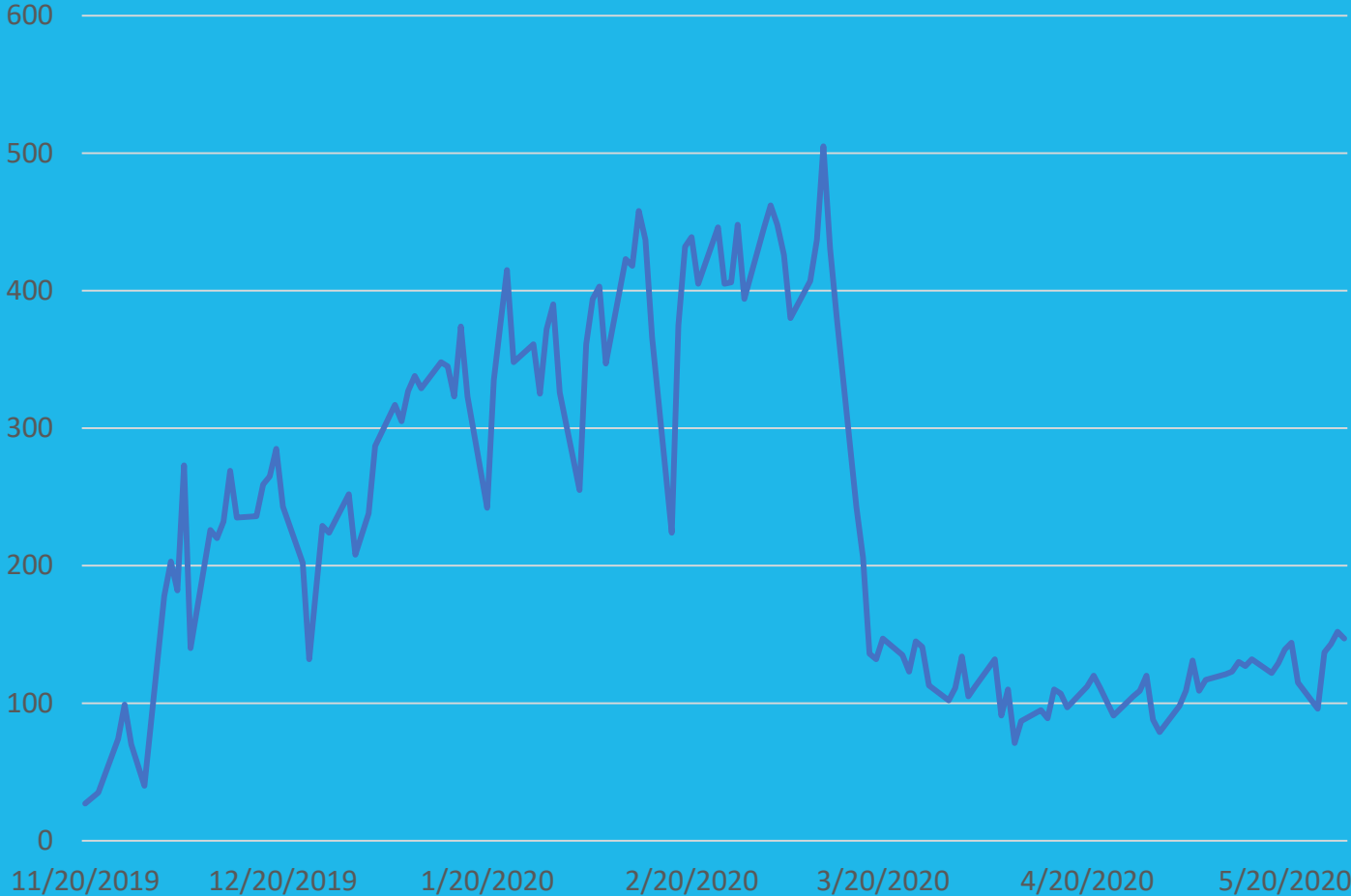
COVID-19

- 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

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

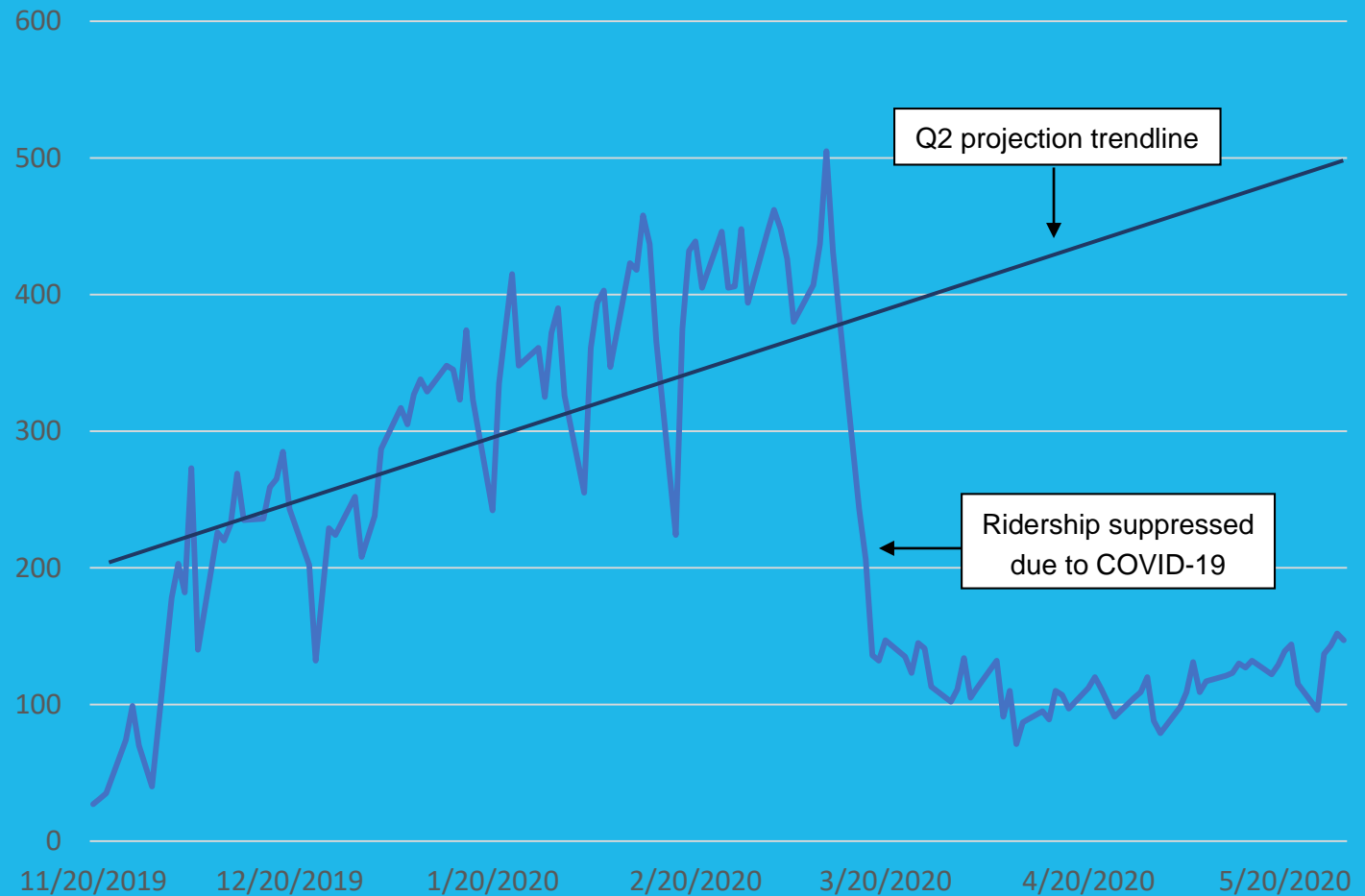
Daily Ridership



Projected Ridership and Performance

	Goal	Q1 Actual	Q2 Actual	Q2 Projected
Avg. Weekday	350 - 450	316	169	450 - 500
Utilization	2.5 - 4.5	1.88	1.02	2.5 - 2.7
Avg. Wait Time	< 15 Min.	11	10	12 - 13
Cost Per Rider	< \$13.08	\$19.10	\$34.30	\$12.00 - \$13.00

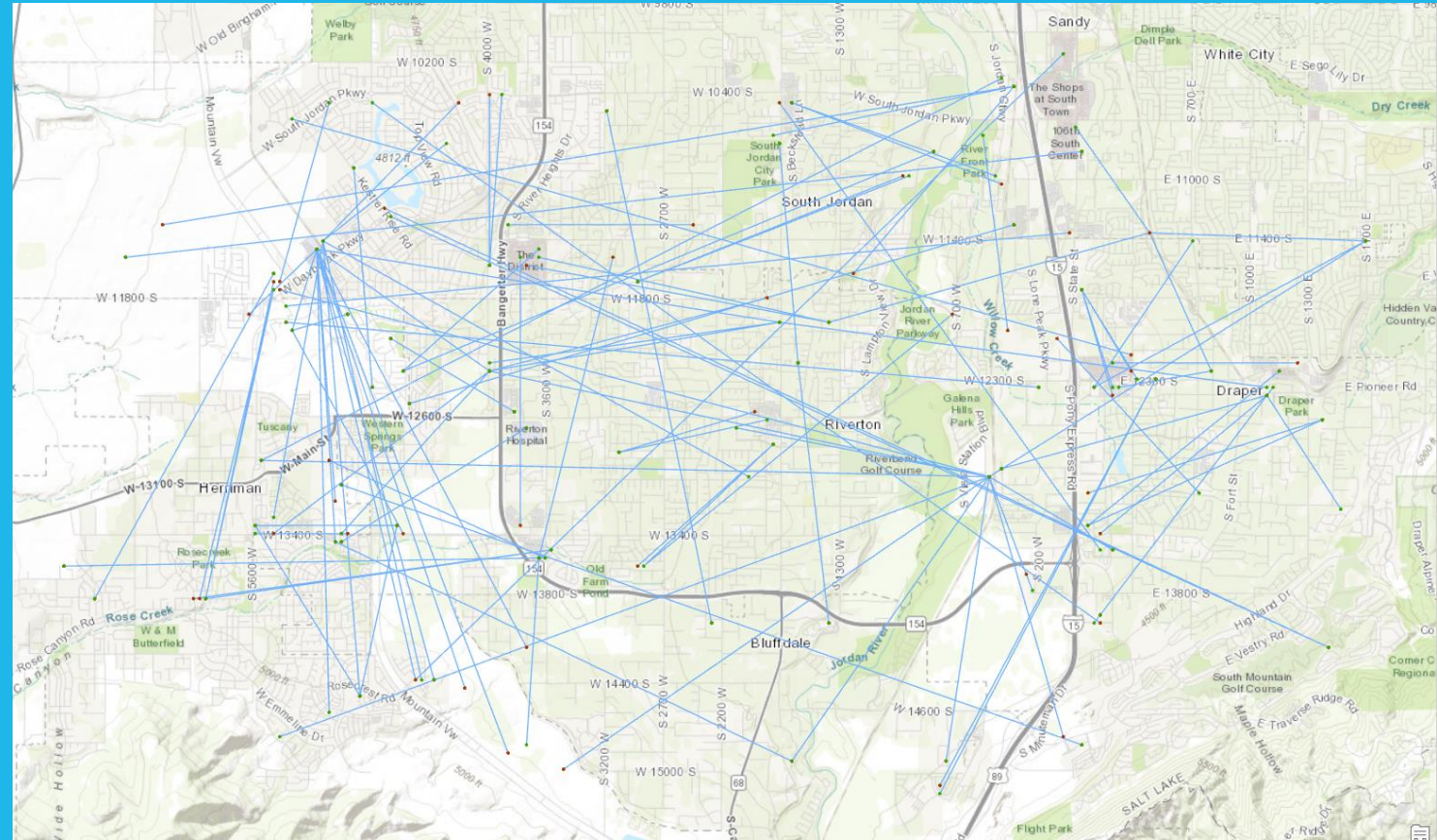
Projected Daily Ridership



Top Pick Up and Drop Off Locations

	Pick Up	Drop Off
1	TRAX, Daybreak Parkway	TRAX, Daybreak Parkway
2	FrontRunner, Draper	FrontRunner, Draper
3	TRAX, Draper Town Center	TRAX, Crescent View
4	TRAX, Crescent View	Local Business (South Jordan)
5	Local Business (Riverton)	TRAX, Draper Town Center
6	Local Business (Riverton)	FrontRunner, South Jordan
7	Local Business (Riverton)	Local Business (South Jordan)
8	FrontRunner, South Jordan	Residential Apartment (Draper)
9	Residential Apartment (Draper)	Local Business (Riverton)
10	TRAX, Kimball's Lane	Local Business (South Jordan)

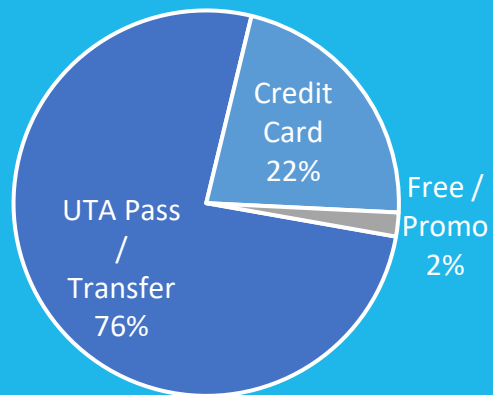
Improved Mobility



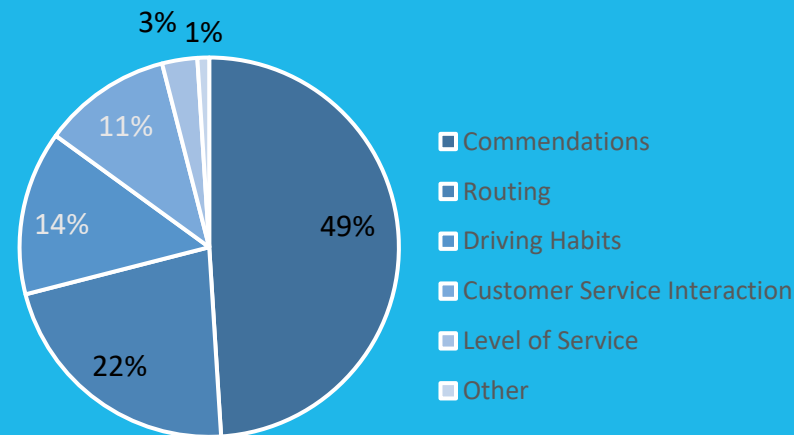
Customer Experience

	Goal	Q1	March	April	May	Q2
Avg. Cust. Rating	4.8	4.8	4.8	4.8	4.8	4.8
Avg. Wait Time	< 15 Min.	11	11	8	9	10
On Time Pick Up	95%	93%	94%	96%	93%	94%

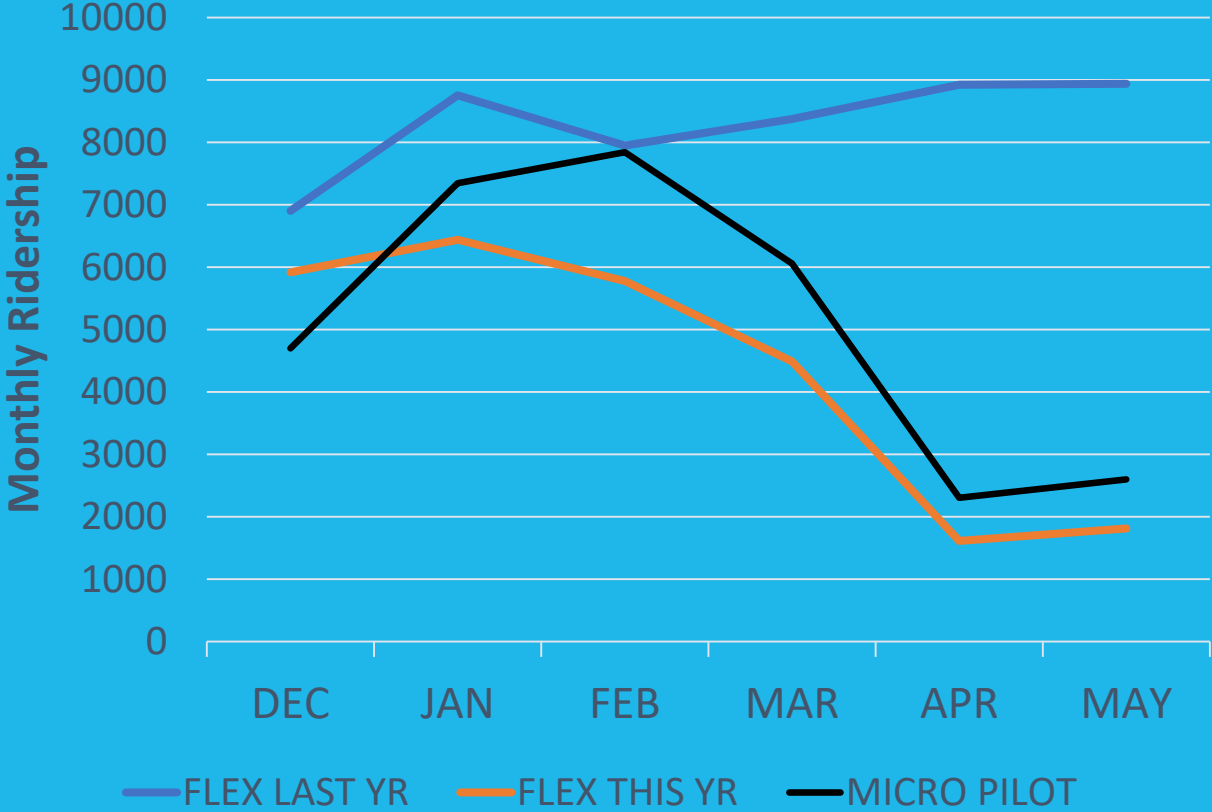
Fare Payment by Type



Customer Comments



Flex Route Performance



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



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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.



Improved beyond pre-covid levels	Restored to pre-covid levels			Partial restoration of Service	Hold at reduced levels		Suspend until alternatives are determined	
33	2	519	805	612	3	473	2X	608
35	4	F522	806	626	11	F504	35M	616
72	6	525	807	627	17	F514	307	809
201	9	551	822	701 (Blue)	41	F518	313	864
217	21	F578	831	703 (Red)	45	F546	320	
509	39	601	841	704 (Green)	47	F547	354	
520	F94	603	850	720 (S-Line)	54	F556	F402	
821	200	606	862	750 (FR)	62	F570	456	
871	209	F618	902	830 (UVX)	205	F590	460	
	213	F620	919		220	604	461	
	218	628	920		223	F605	462	
	240	630	953		227	613	463	
	451	F638			232	625	471	
	F453	640			248	645	472	
	455	650			F400	833	526	
	470	667			454	834	F534	



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



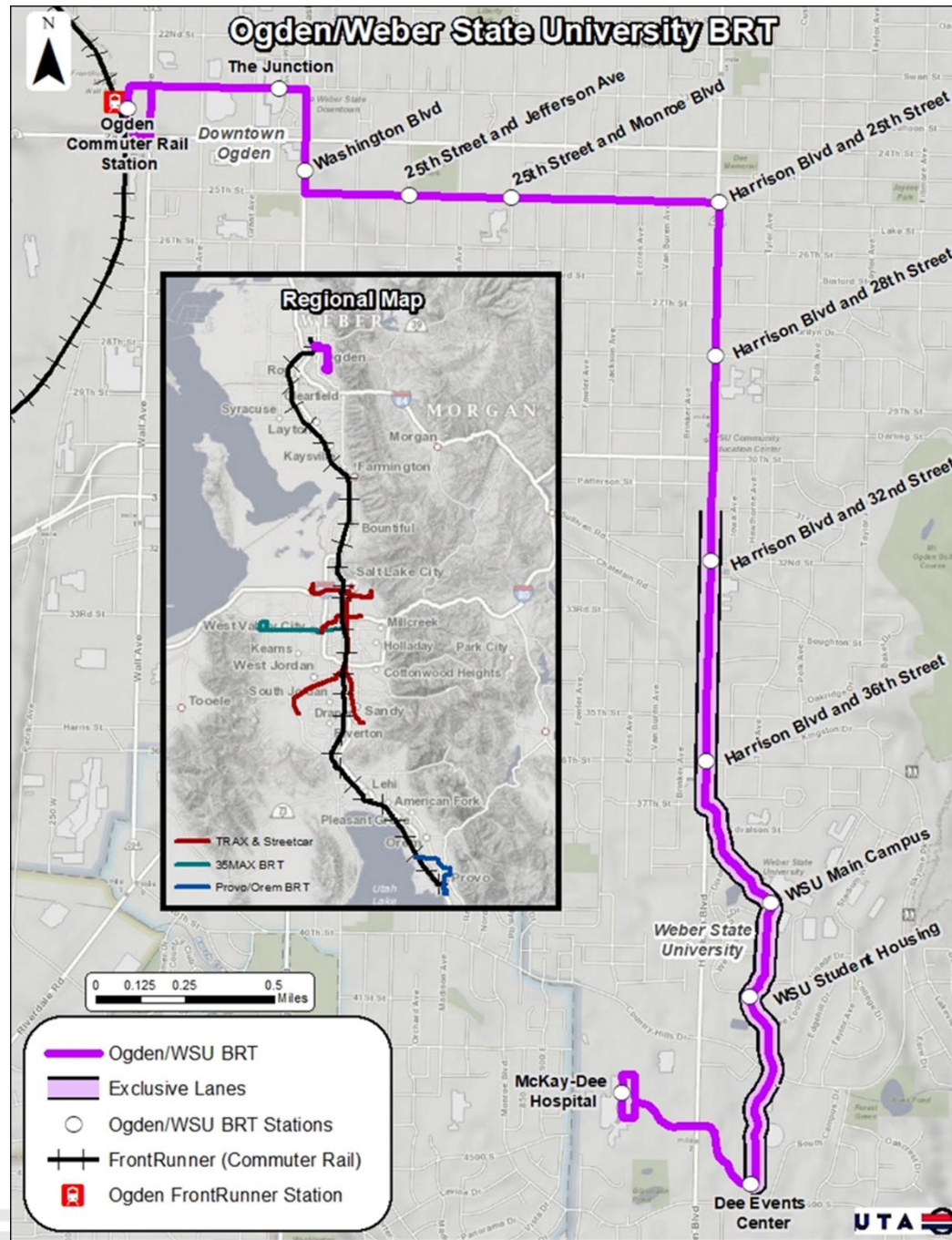
Corridor Studies/Projects

- **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

Committed	WFRC (CMAQ & STP): \$7,500,000
	Weber County: \$7,500,000
	WSU (ROW donation): \$3,600,000
	Ogden City: \$4,100,000
	UDOT: \$50,000
	UTA: \$8,000,000
Anticipated	TTIF: \$4,429,000
	FTA Small Starts Grant: \$75,075,000
	Rocky Mountain Power: \$500,000
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

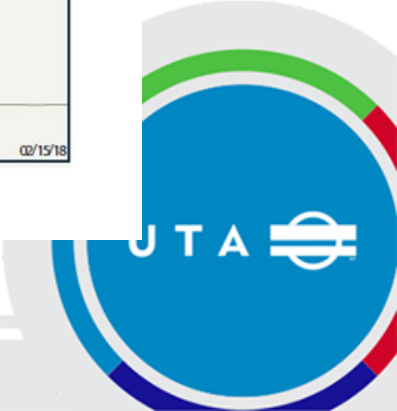
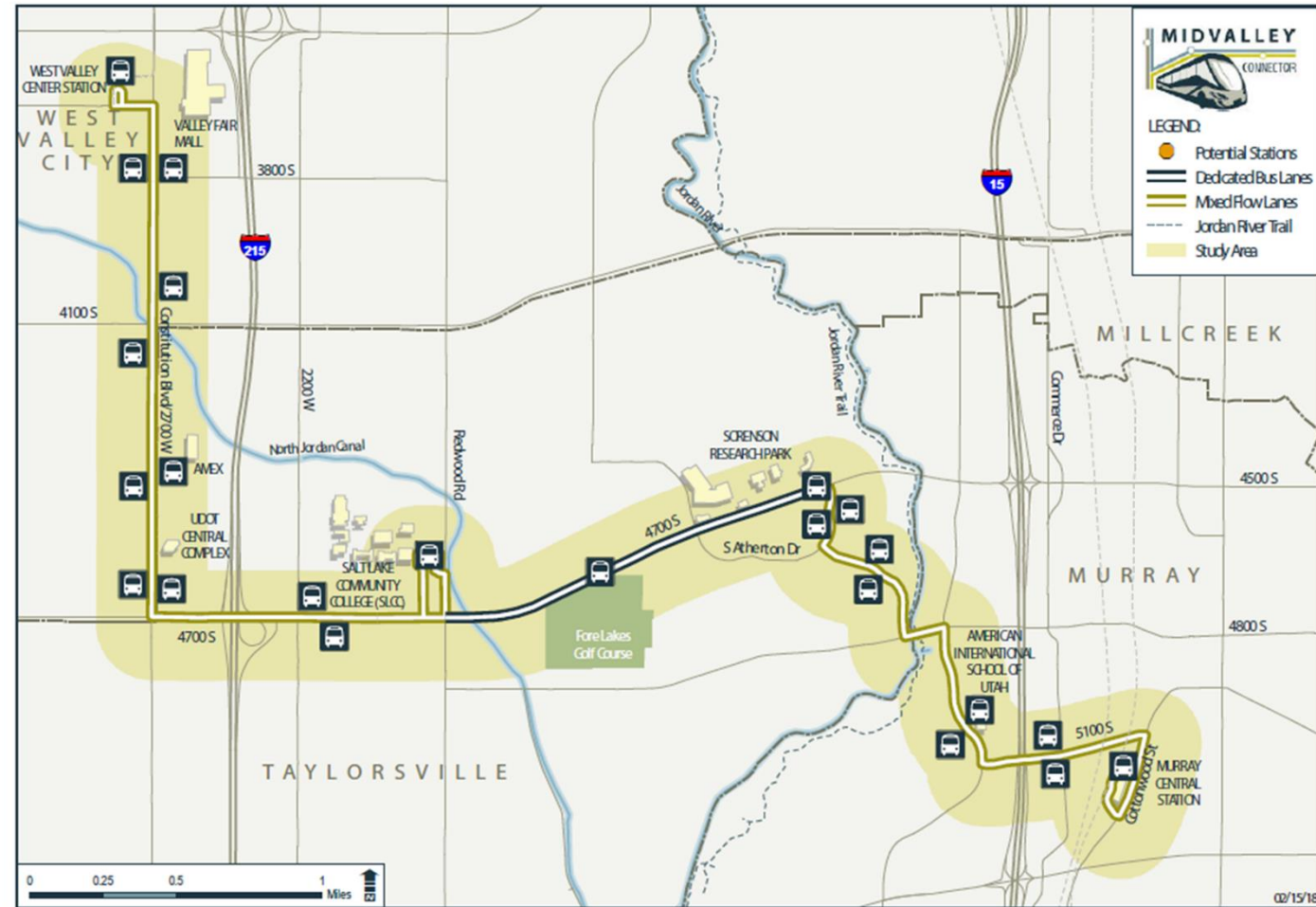
Next Steps: Finalize LPA and start Design



MIDVALLEY CONNECTOR ALIGNMENT: OVERALL STUDY AREA

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



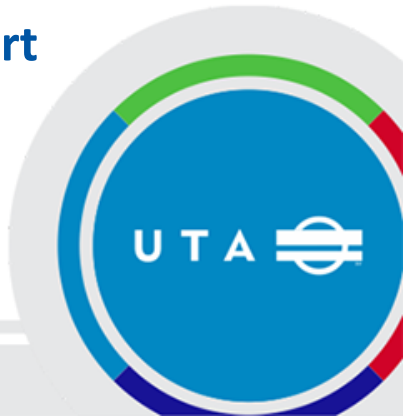
Southwest Salt Lake County Transit

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

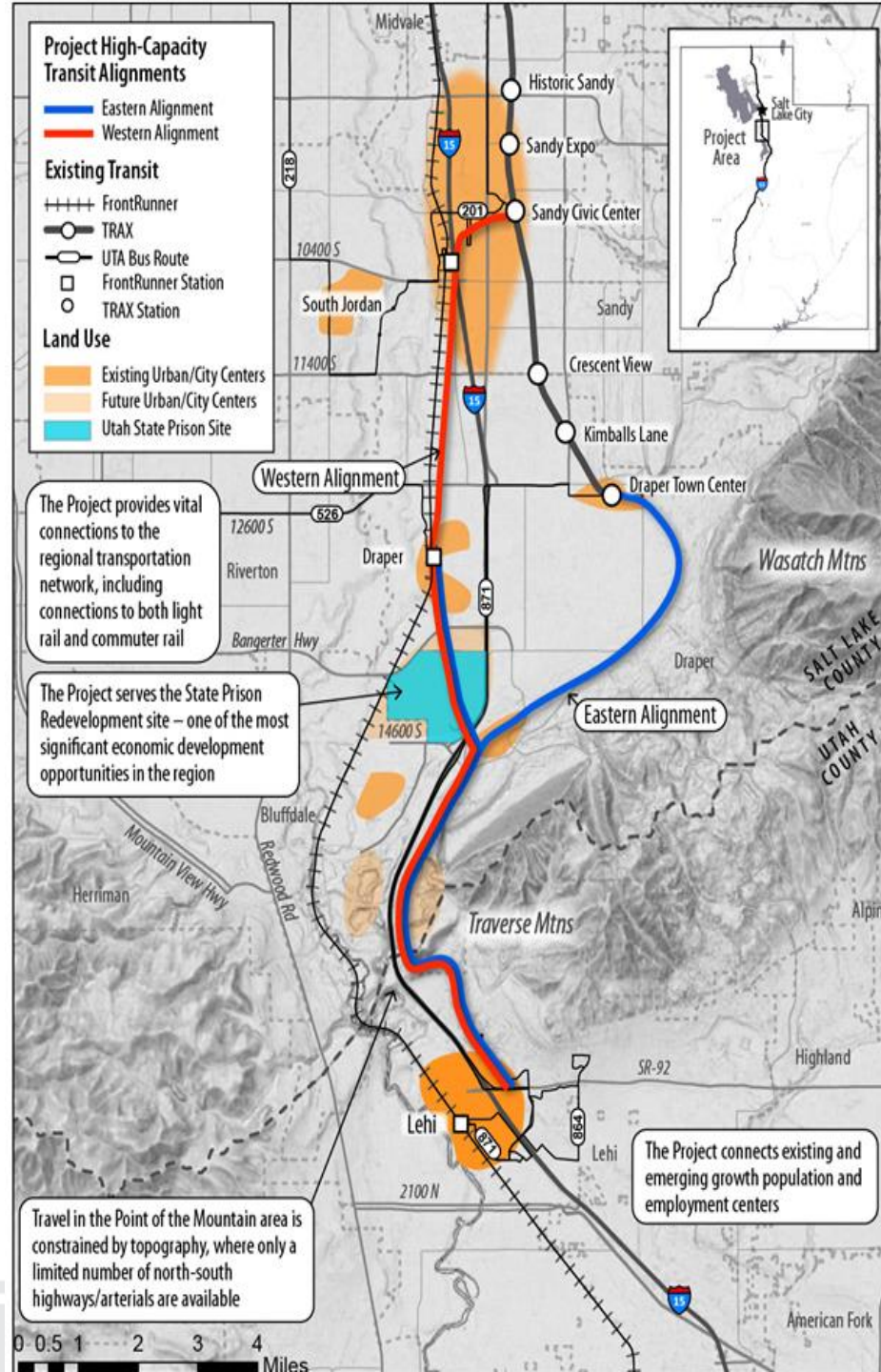
Potential Funding Sources: TBD depending on transit options to be considered

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

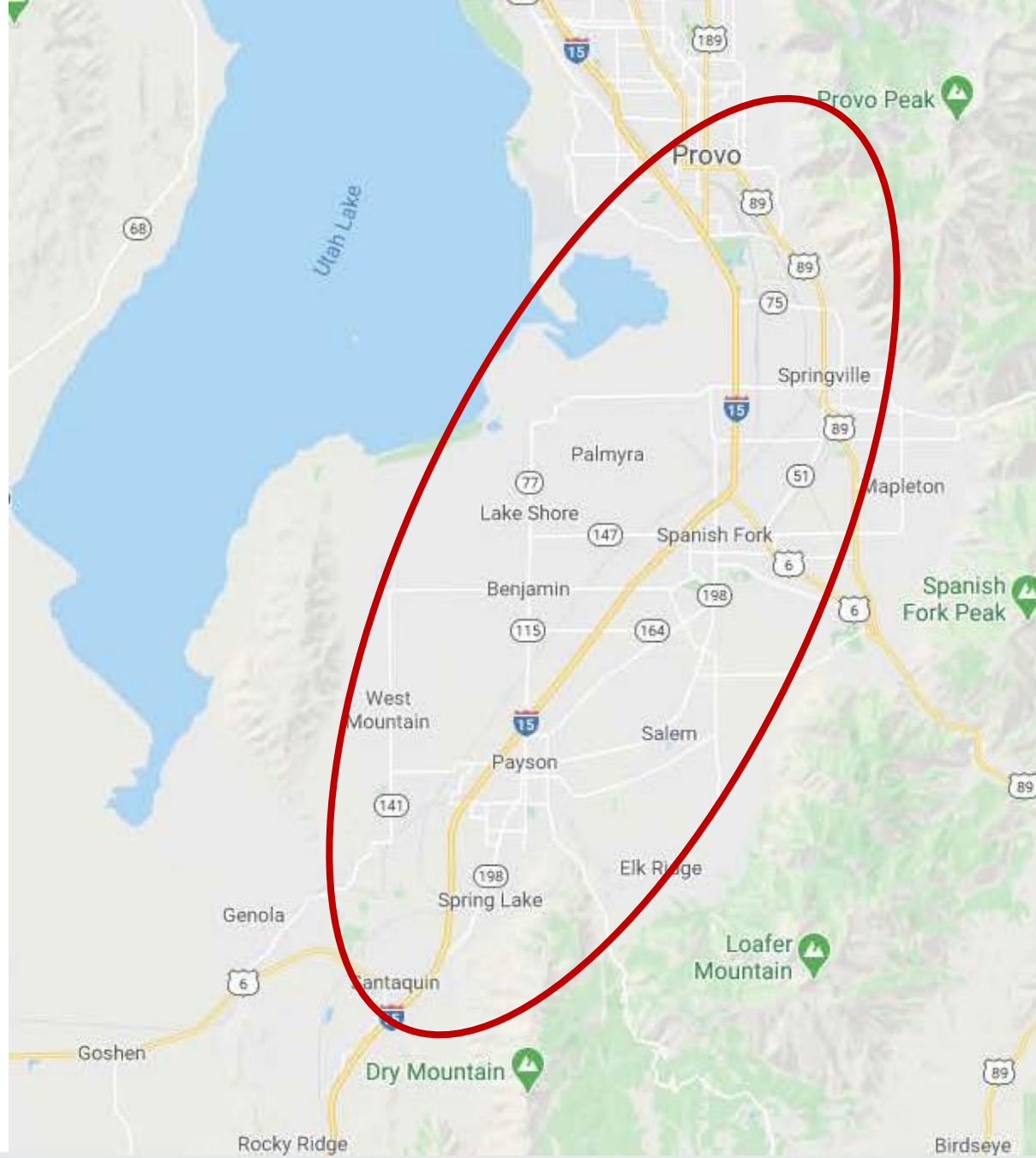
Potential Funding Sources: FTA Small Starts, TTIF, local partners

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

