

UTA Board of Trustees Meeting

March 6, 2019



Call to Order and Opening Remarks



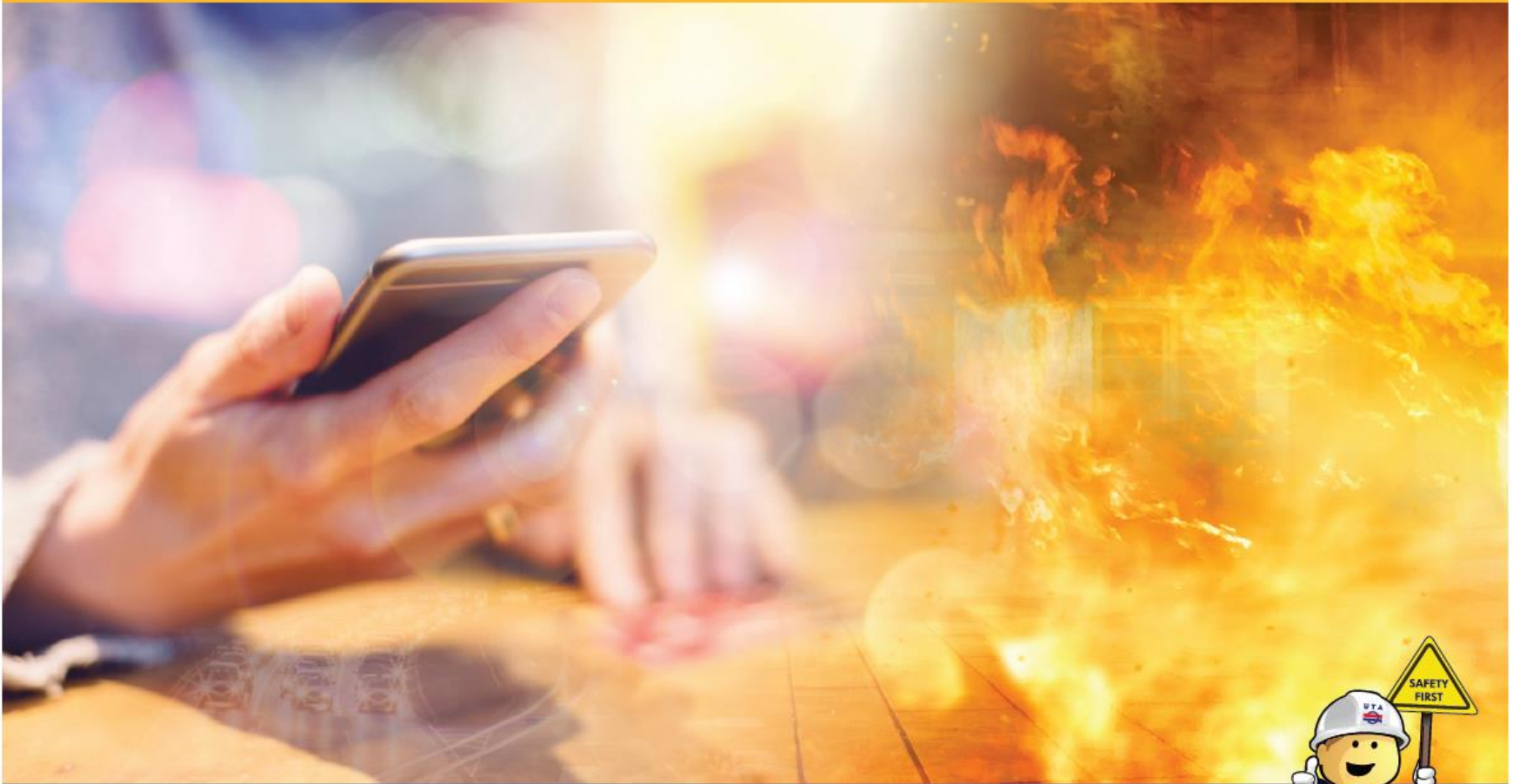
Pledge of Allegiance



Safety First Minute



**In case of fire, exit the building
before tweeting about it!**



Public Comment Period



Public Comment Guidelines

- Each comment will be limited to two minutes per citizen or five minutes per group representative
- No handouts allowed



Approval of February 27, 2019 Board Meeting Minutes

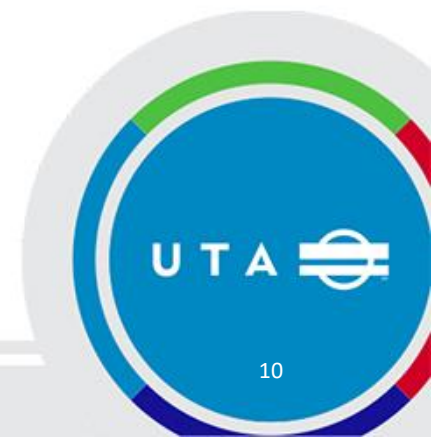


Recommended Action (by acclamation)

Motion to approve



Agency Report



R2019-03-01 Authorizing Execution of the Interlocal Agreement Between Salt Lake County and the Utah Transit Authority for Free Fare Days



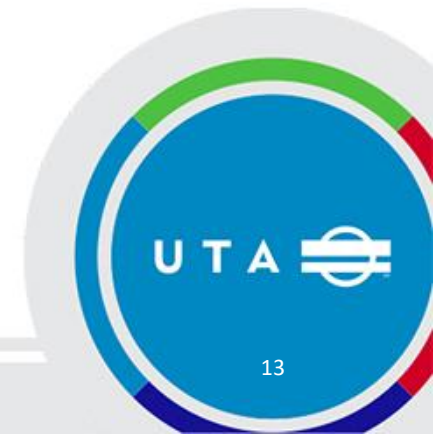
Recommended Action (by roll call)

Motion to approve R2019-03-01:

Authorizing Execution of the Interlocal Agreement Between Salt Lake
County and the Utah Transit Authority for Free Fare Days



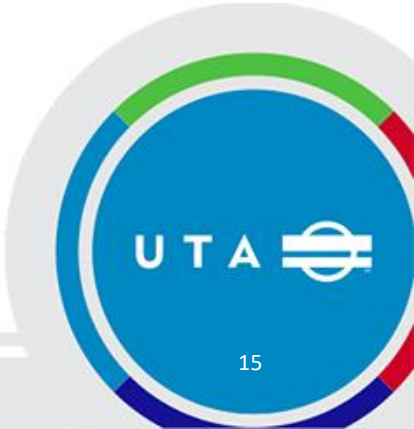
Discussion Items



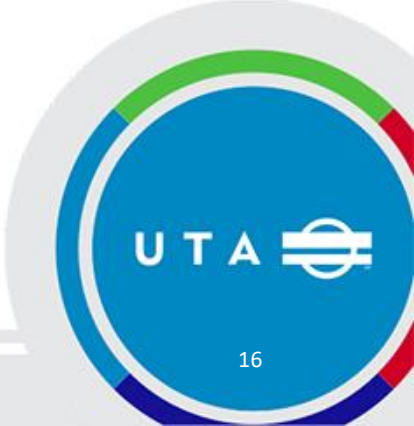
Government Relations and Legislative Priorities Update



Central Wasatch Commission Presentation



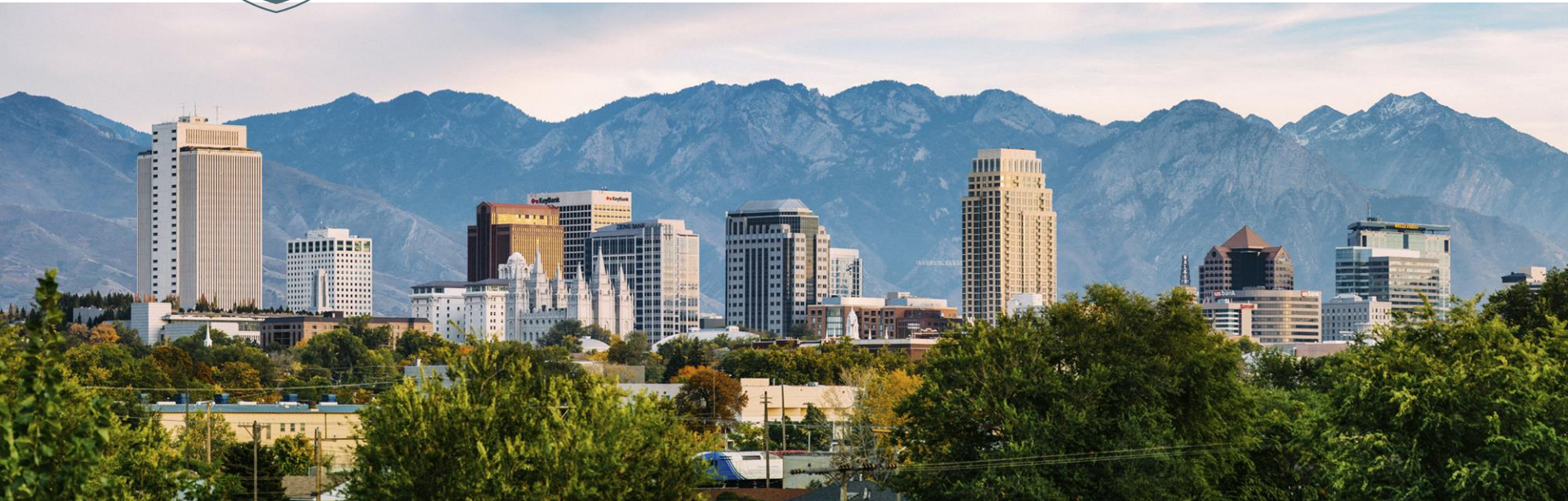
Future of FrontRunner (Part 1 of 3)





WASATCH FRONT CENTRAL CORRIDOR STUDY

2050

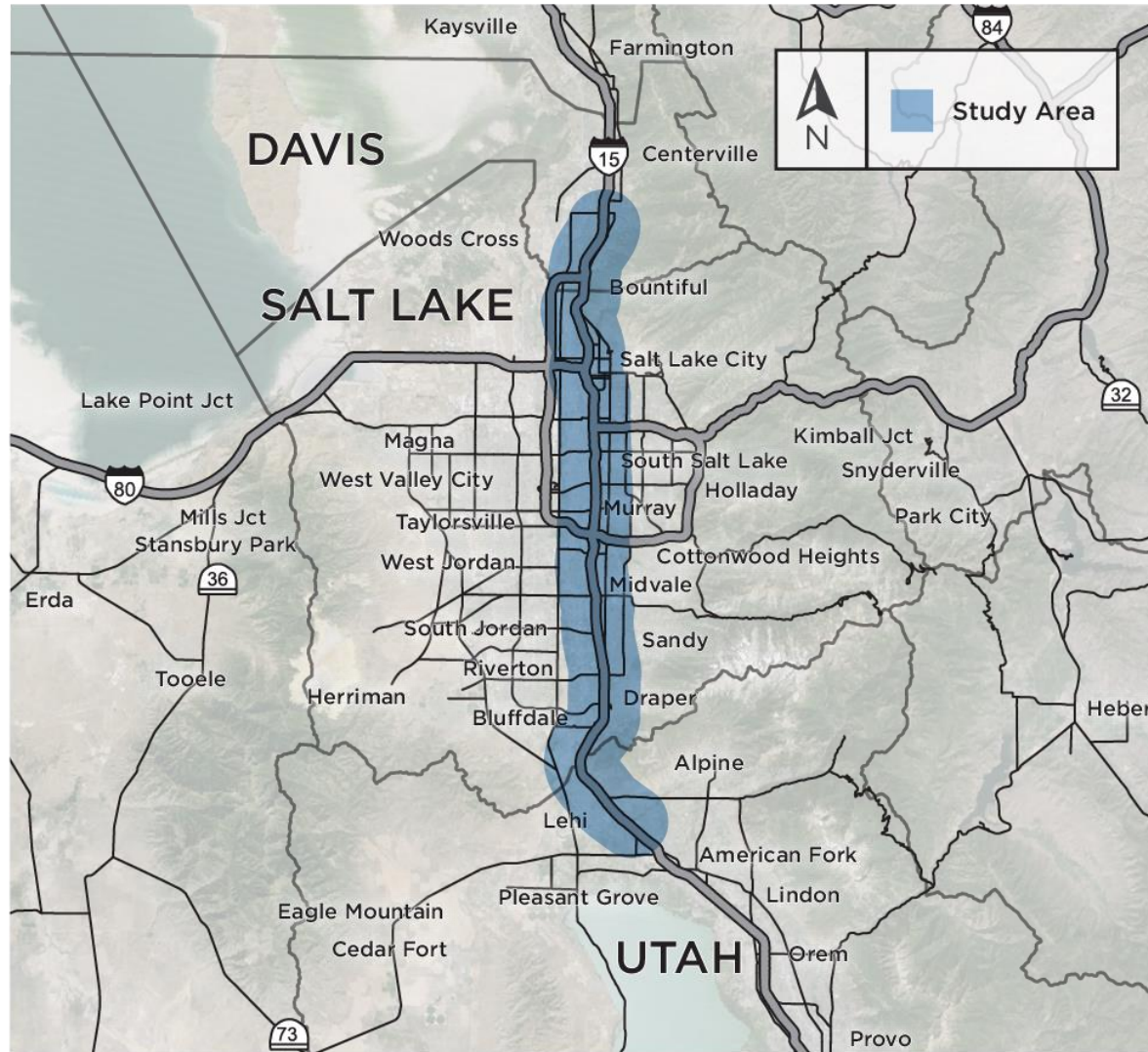


Planning Differently

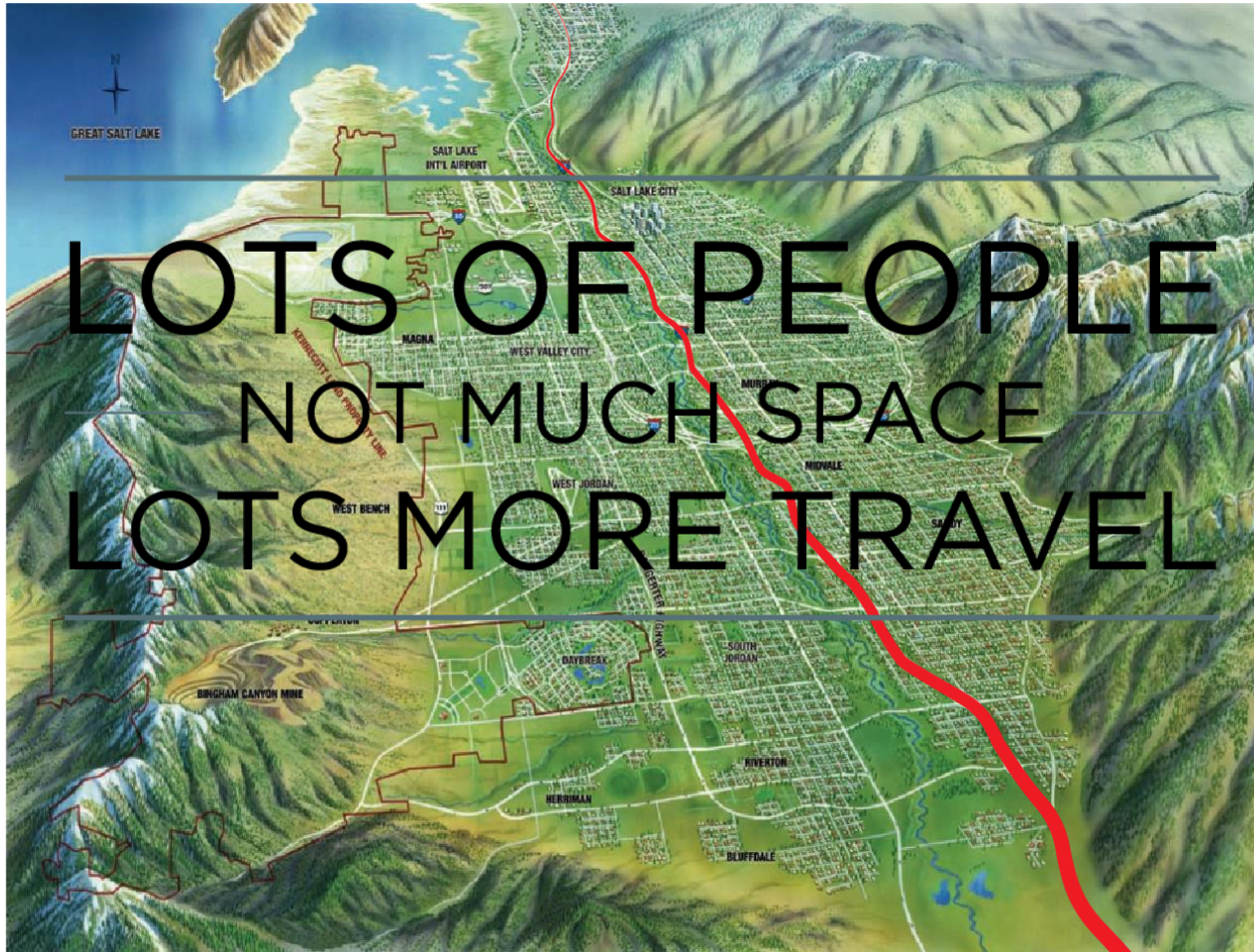
The Partnership



Study Limits

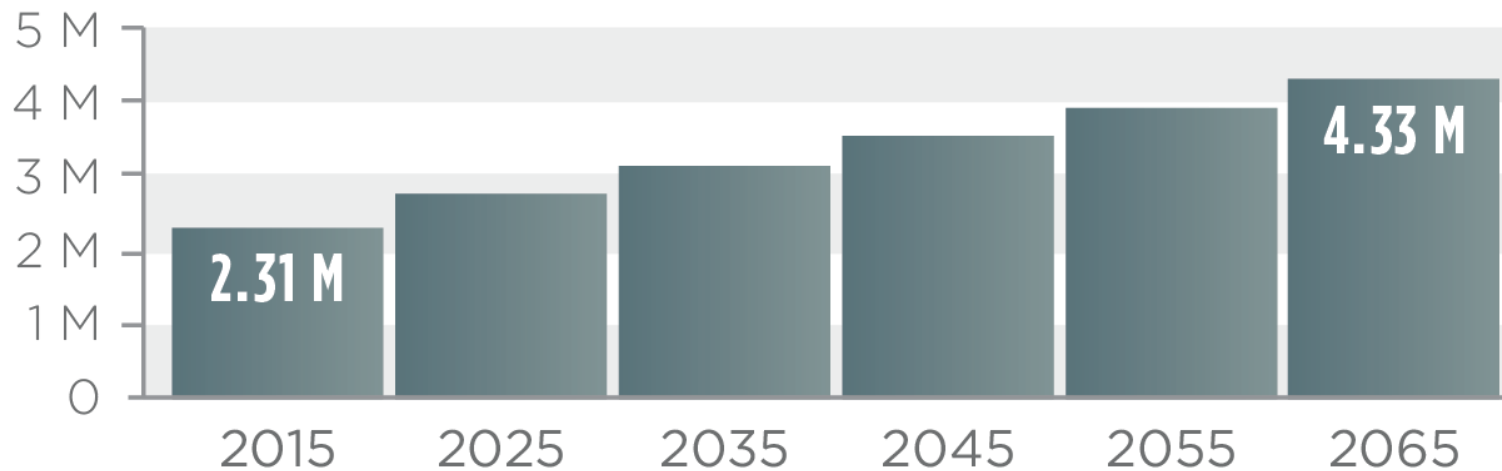


The Challenge



The Challenge

WASATCH FRONT POPULATION GROWTH

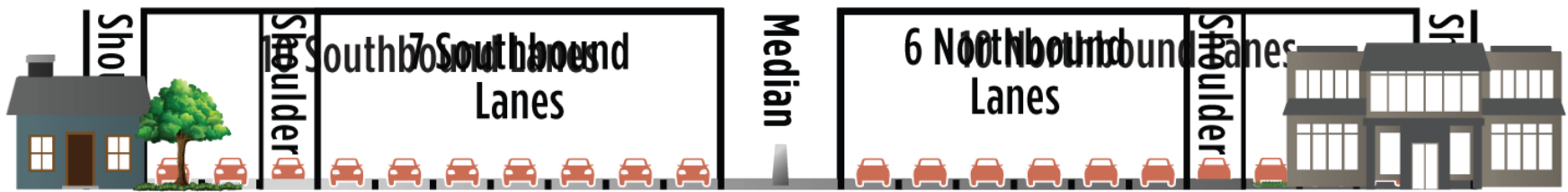


Counties Included: Box Elder, Davis, Salt Lake, Utah, Weber

Source: Kem C. Gardner Policy Institute, The University of Utah; Utah's Long-Term Demographic and Economic Projections Summary; Research Brief, July 2017

Planning Differently

I-15 Lanes Needed by 2050 are 7200 Southbound Lanes if 200 Southbound Lanes Only Solution Considered



Transportation Goals



**IMPROVE
SAFETY**



**INCREASE PERSON
THROUGHPUT**



**IMPROVE TRAVEL
TIME RELIABILITY**



**INCREASE ACCESSIBILITY
TO JOBS & EDUCATION**



**IMPROVE AIR
QUALITY**



**IMPROVE ECONOMIC
OUTCOMES**

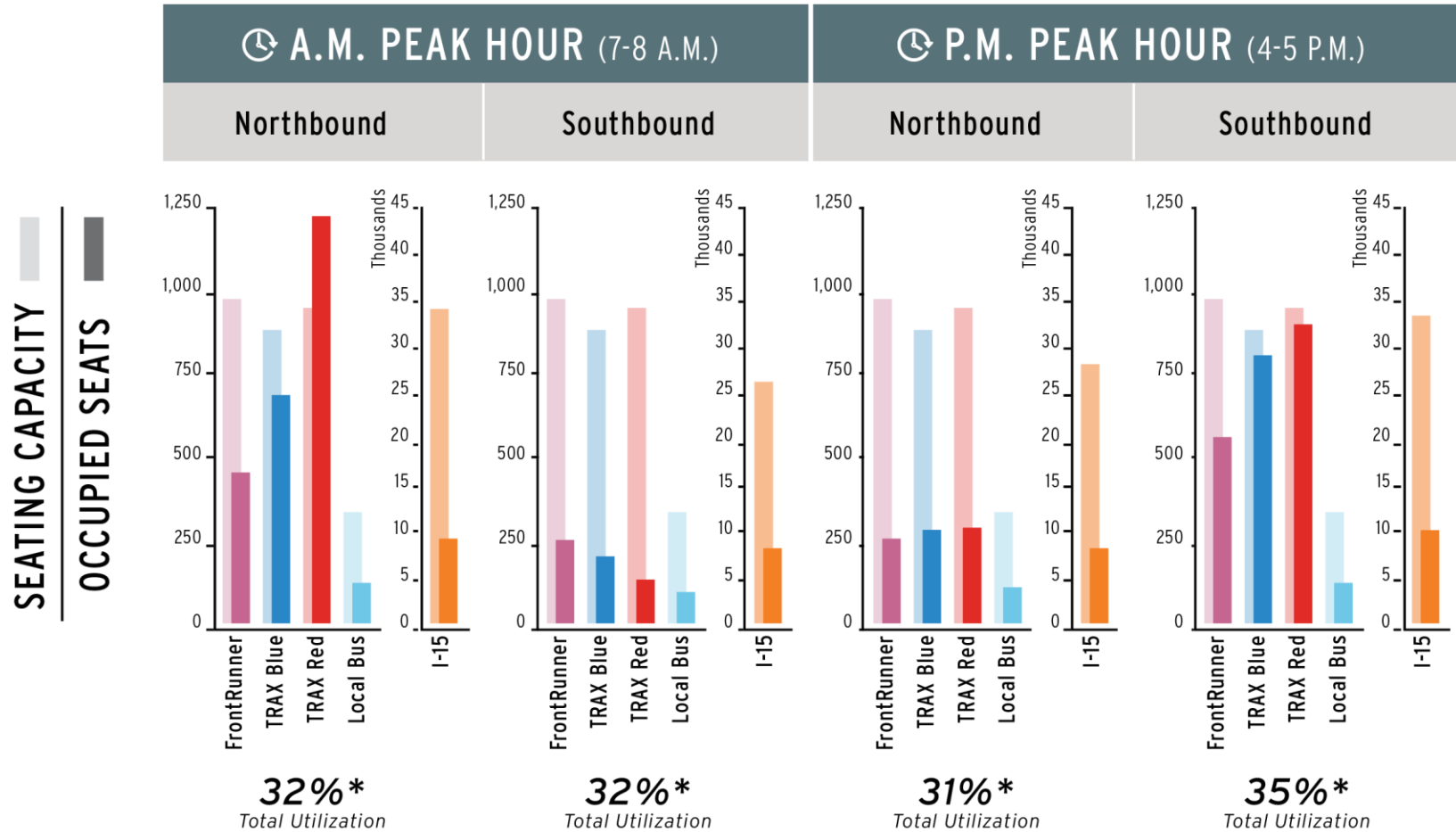


**REDUCE HOUSEHOLD
TRANSPORTATION COSTS**



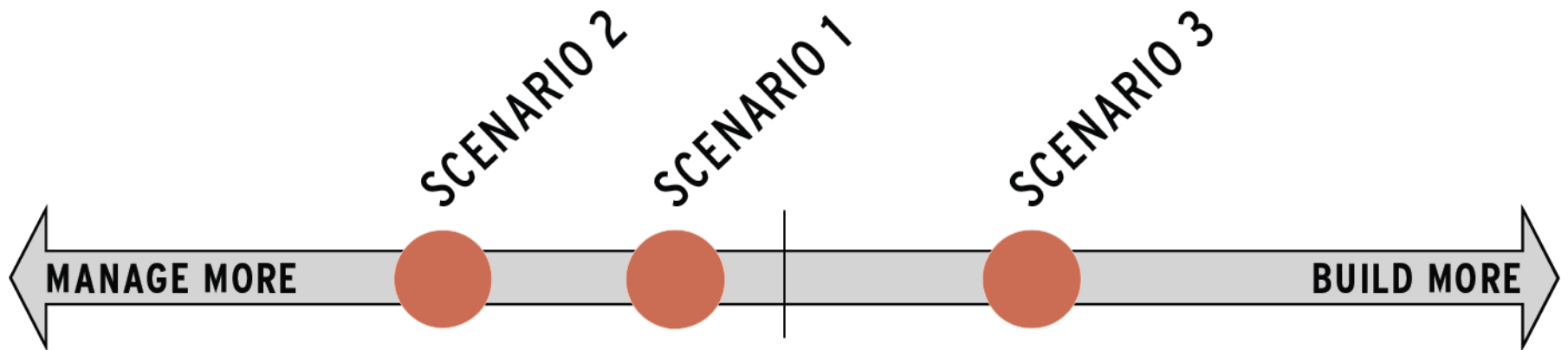
**IMPROVE MODE
BALANCE**

Seat Utilization – 3300 South

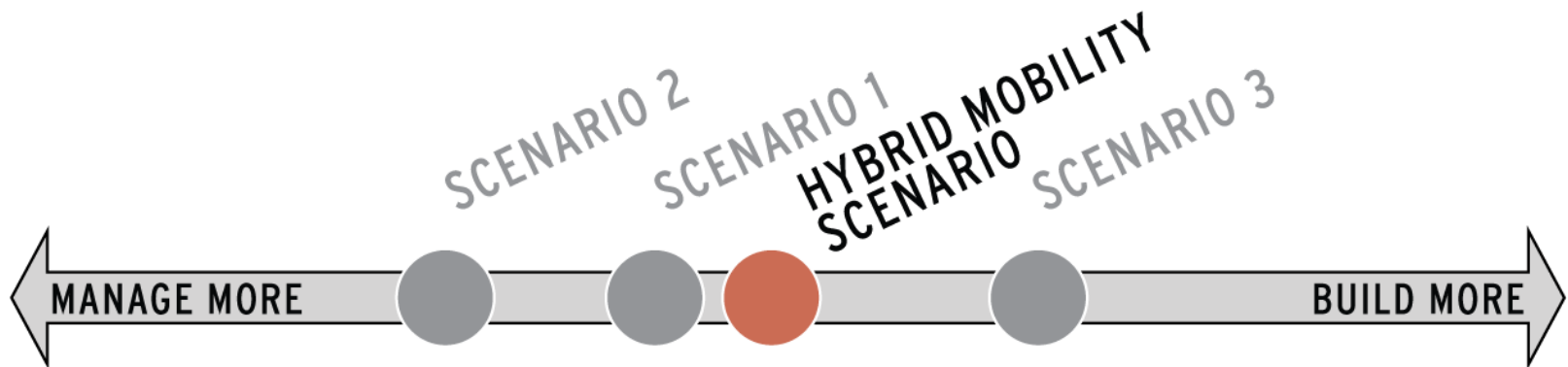


* Percent of vehicle and transit seats in use

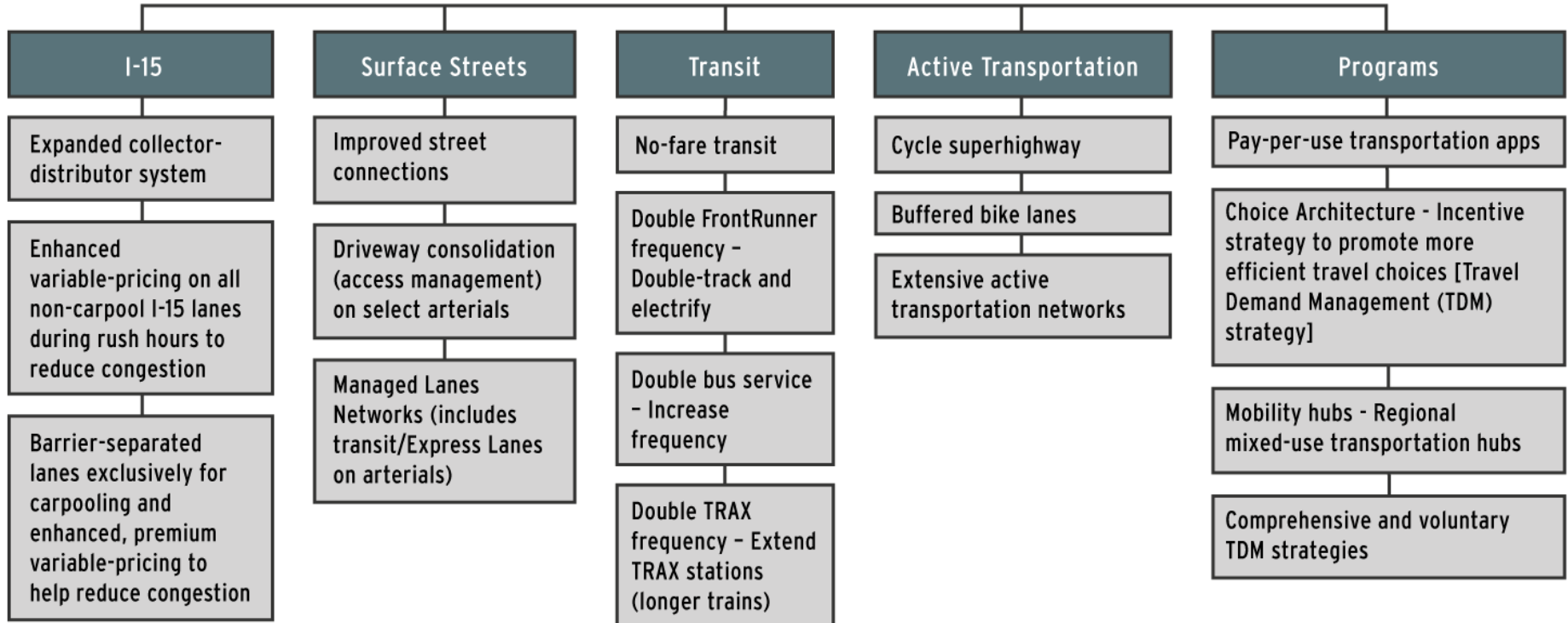
Refined Scenarios



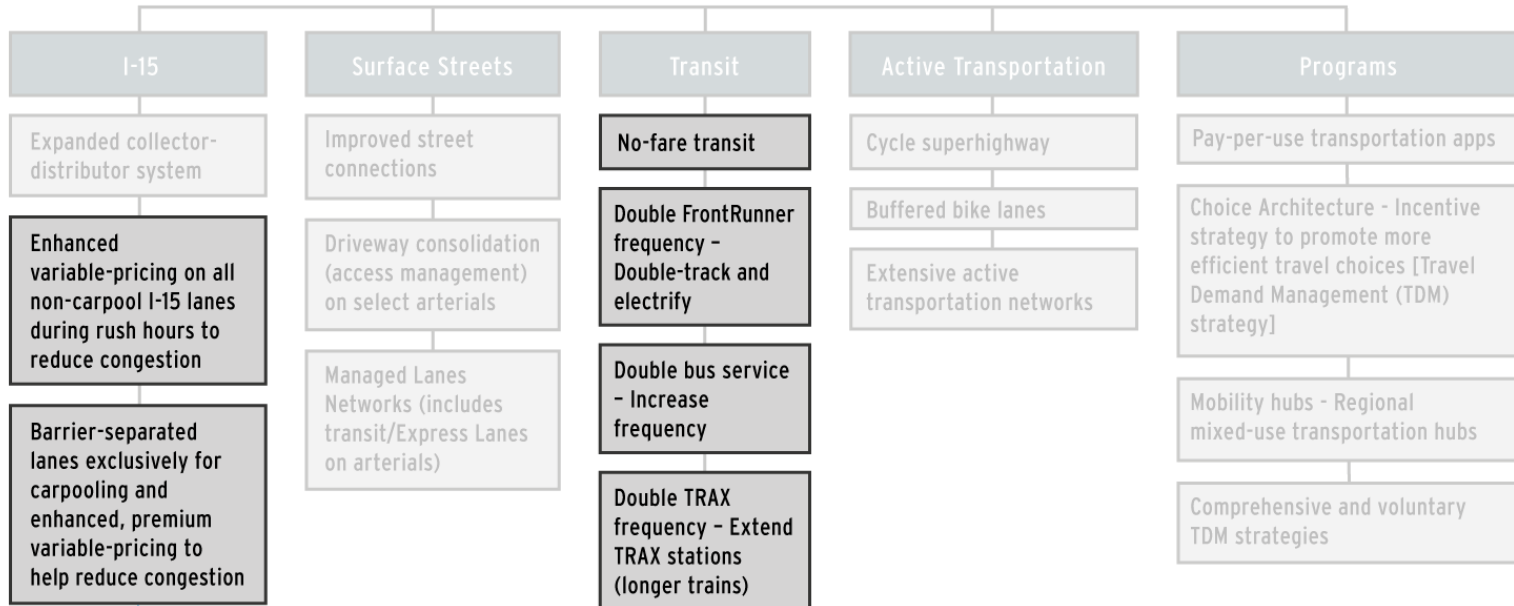
Hybrid Mobility Scenario



Hybrid Mobility Scenario



Hybrid Mobility Scenario



Doubles Transit Ridership

The combination of variable freeway pricing, increased transit frequency and no-fare transit doubles projected 2050 transit ridership in the study area.



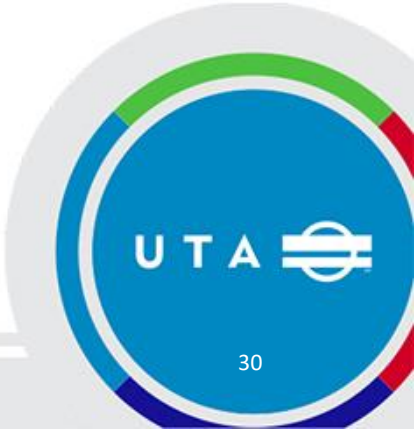
Reduces Future Travel Times

This combination also produces considerably faster travel times than would exist without managing the transportation network. For example, projected 2050 travel times from Salt Lake City to Lehi decrease by 17 minutes in the I-15 non-carpool lanes and by 13 minutes in the barrier-separated Express Lanes as compared to the study's Scenario 0, which assumes many of the projects in the 2040 Regional Transportation Plans are built by 2050, but does not include the solutions in the Hybrid Mobility Scenario.

More Info

Additional study information available at
wfccstudy.org

Capital Projects 5-Year Plan Process



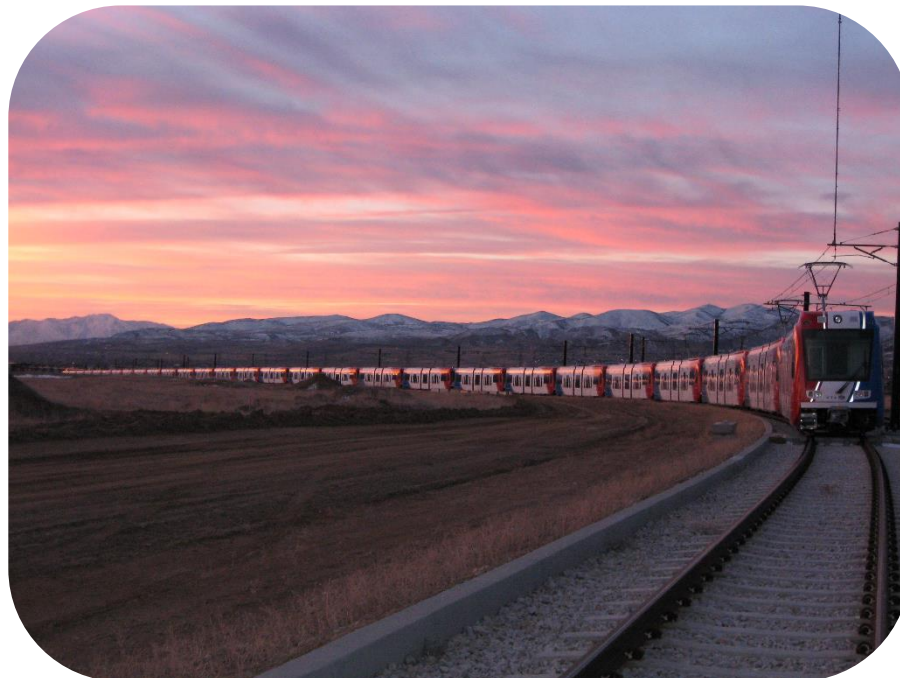
Capital Project Budget Process

- Applies to all construction, capital improvements, capital maintenance and major equipment purchases over \$25,000
- Moving from annual budget plan to a 5-year capital plan during 2020 budget process
- Helps mitigate challenges of applying a 1-year budget to multi-year projects
- Projects evaluated and ranked per UTA prioritization criteria



UTA Capital Project Prioritization Criteria

- Ensure a safe system
- Maintain a state of good repair
- Leverage grants and partner funds
- System improvements



New Capital Project Request

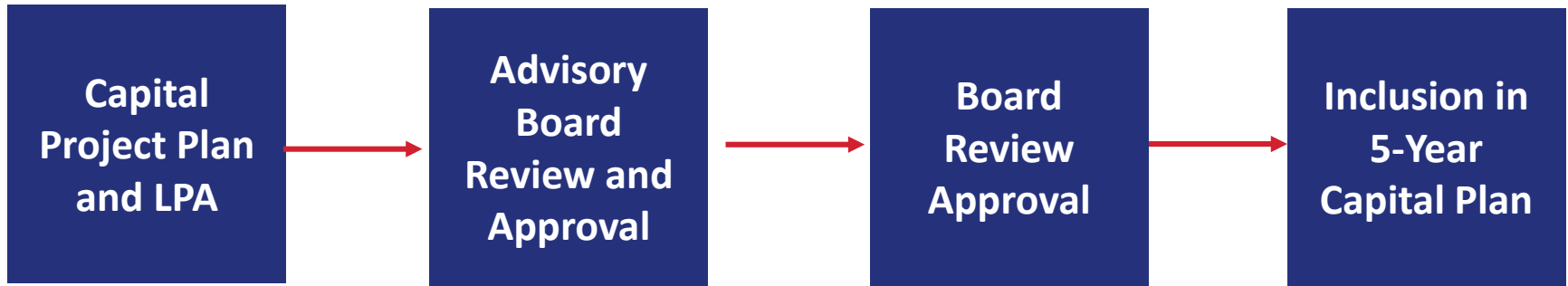


New Capital Project Request

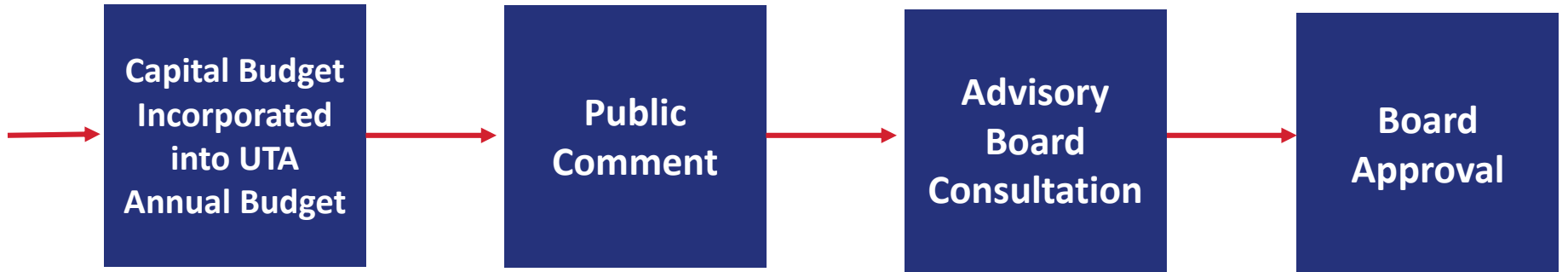
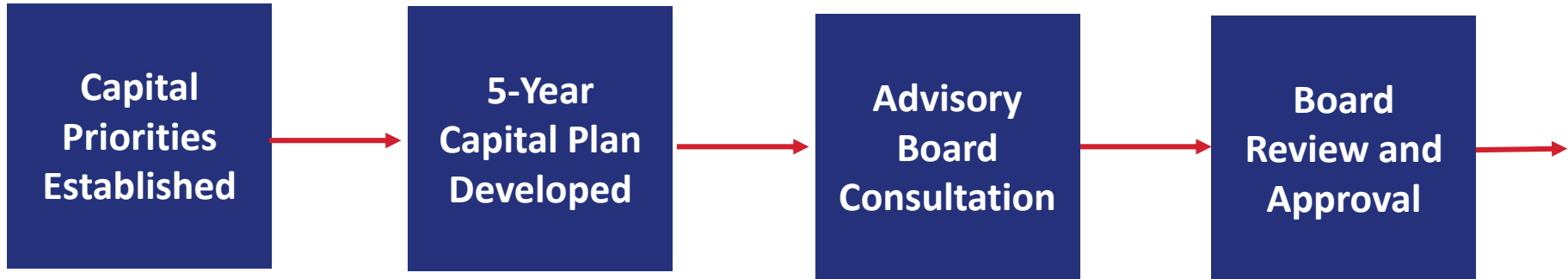
- Annual submission deadline established for inclusion in following fiscal year or subsequent fiscal year budgets
- Emergency/Unforeseen items will be considered as required



New Capital Development Projects



Five Year Capital Plan and Annual Budget



Bus Stop Master Plan



Service Planning Toolbox

1. Service Planning Policy
2. Service Planning Overview
3. Service Design Guidelines
4. Five-Year Mobility Plan
5. **Bus Stop Master Plan**
6. Comprehensive System Analysis

UTAH TRANSIT AUTHORITY



Bus Stop Master Plan

UTAH TRANSIT AUTHORITY

- UTA serves more than 2 million people along the Wasatch Front
- 44% of that population living within ¼ mile of a bus stop.
- Bus stops are the front door to UTA’s transit system
- As of January 2018 the UTA System has 6,346 total active bus stop locations.



Bus Stop Master Plan

| Inventory Category | | |
|-----------------------|------------------------|----------------|
| ADA Access | Obstruction - Guy Wire | Sidewalk |
| Bench – Advertisement | Park Strip | Park and Ride |
| Shelter | Pole | Trash Cans |
| Lighting | Bike Lane – Buffered | Quartz Heaters |
| Schedule Holder | Bike Rack | |
| Route Information | Bathroom | |



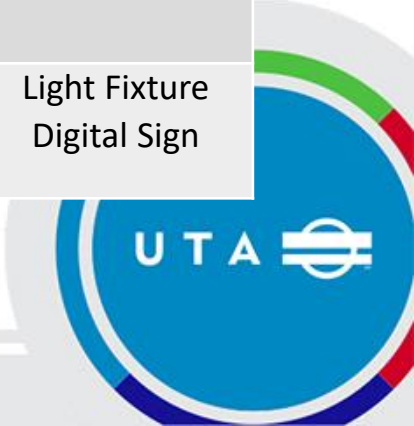
Bus Stop Master Plan



Bus Stop Master Plan

UTAH TRANSIT AUTHORITY

| Stop Level | Headway | TSA* (Avg. Daily) | Amenities | | | |
|------------|----------------|----------------------|-----------|----------------------|---------------------------------------|-------------------------------|
| Level I | 15 Min or Less | 0 to 9 | Pole Sign | ADA Pad | | |
| Level II | 15 Min or Less | 10 to 39 | Pole Sign | ADA Pad Bench | Trash Can | |
| Level III | 15 Min or Less | 40 to 59 | Pole Sign | ADA Pad Bench | Trash Can 4'x8' Shelter** | |
| Level IV | 15 Min or Less | 60 to 79 | Pole Sign | ADA Pad Bench | Trash Can 6' x 12' Shelter** | |
| Level V | 15 Min or Less | 80 to 99 | Pole Sign | ADA Pad Trash Can | Two (2) Benches 6' x 12' Shelter** | |
| Level VI | 15 Min or Less | 100 to 49 | Pole Sign | ADA Pad Trash Can | 6' x 16' Shelter** Two (2) Benches | Light Fixture |
| Level VII | 15 Min or Less | 150 + | Pole Sign | ADA Pad Trash Can | Two (2) Benches Custom Shelter | Light Fixture Digital Sign |



Bus Stop Master Plan

UTAH TRANSIT AUTHORITY

Best Practices:

- Stop Spacing
- Stop Siting
- Amenity Levels
- Federal Regulations

Customer Experience:

- Lighting
- Information
- Visibility
- Accessibility

Standard Designs



Bus Stop Master Plan

UTAH TRANSIT AUTHORITY

| Category | 1 Point | 2 Points | 3 Points | 4 Points | 5 Points |
|---|---------------------|-----------------|-----------------|-----------------|-----------------|
| Non-ADA Compliant* | - | - | - | - | Yes |
| Total Stop Activity (TSA) – Average Daily Weekday** | 1 to 19 | 20 to 39 | 40 to 59 | 60 to 79 | 80 + |
| Transfer Point*** | | | | | |
| Equal to or Greater than 30 min. freq. | 1 Route | 2 Routes | 3 Routes | 4 Routes | 5+ Routes |
| Less than 29 the min. freq. | 1 Route | 2 Routes | 3 Routes | 4 Routes | 5+ Routes |
| Serves Title VI Community | Title VI Route/Area | | | | |
| Safety | | | | | |
| Intersection | 1 of 5 Elements | 2 of 5 Elements | 3 of 5 Elements | 4 of 5 Elements | 5 of 5 Elements |
| Parking Allowed | | | | | |
| Obstacle(s) Present | | | | | |
| No lighting Present | | | | | |
| Sidewalk Not Level | | | | | |
| Social | | | | | |
| Education Adjacent | Yes | | | | |
| Library Adjacent | Yes | | | | |

Wheelchair ramp deployment



Bus Stop Master Plan



Bus Stop Master Plan



Utah Compact

UTAH TRANSIT AUTHORITY



Utah Compact

- From the Salt Lake Chamber:

The Utah Compact was developed over several months by groups and individuals who were concerned about the tone of Utah's immigration discussion. The Compact is based on Utah values and we urge our leaders to use these guiding principles as they address the complex challenges associated with a broken national immigration system. The Compact has broad support from community leaders, business associations, law enforcement officers and members of Utah's religious community. It is a simple document that expresses our values as community as they relate to specific policy issues that have become central to the immigration discussion.

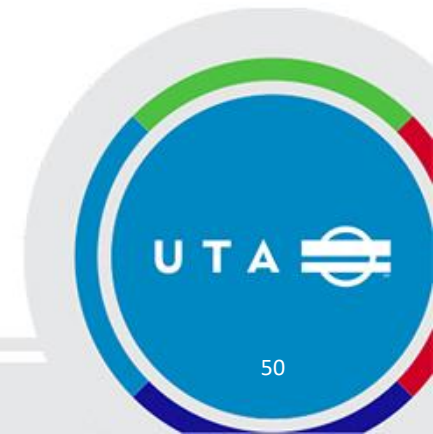
Utah Compact

- From the Salt Lake Chamber:

- **FEDERAL SOLUTIONS** Immigration is a federal policy issue between the U.S. government and other countries—not Utah and other countries. We urge Utah’s congressional delegation, and others, to lead efforts to strengthen federal laws and protect our national borders. We urge state leaders to adopt reasonable policies addressing immigrants in Utah.
- **LAW ENFORCEMENT** We respect the rule of law and support law enforcement’s professional judgment and discretion. Local law enforcement resources should focus on criminal activities, not civil violations of federal code.
- **FAMILIES** Strong families are the foundation of successful communities. We oppose policies that unnecessarily separate families. We champion policies that support families and improve the health, education and well-being of all Utah children.
- **ECONOMY** Utah is best served by a free-market philosophy that maximizes individual freedom and opportunity. We acknowledge the economic role immigrants play as workers and taxpayers. Utah’s immigration policies must reaffirm our global reputation as a welcoming and business-friendly state.
- **A FREE SOCIETY** Immigrants are integrated into communities across Utah. We must adopt a humane approach to this reality, reflecting our unique culture, history and spirit of inclusion. The way we treat immigrants will say more about us as a free society and less about our immigrant neighbors. Utah should always be a place that welcomes people of goodwill.

Other Business

- a. Next meeting: March 13, 2019 at 9:00 a.m.



Adjourn

