

UTA Board of Trustees Meeting

March 13, 2019



Call to Order and Opening Remarks



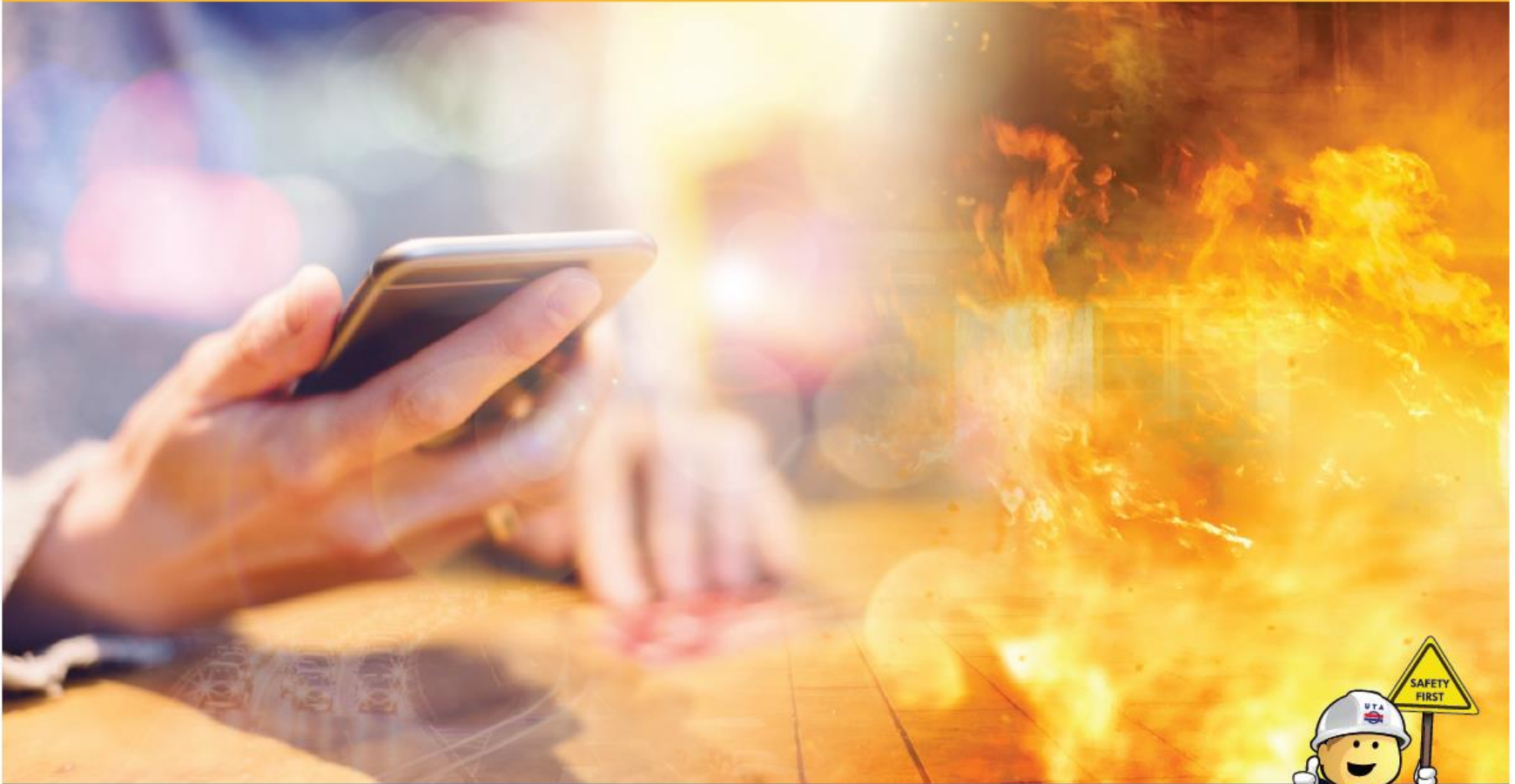
Pledge of Allegiance



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 March 6, 2019 Board Meeting Minutes

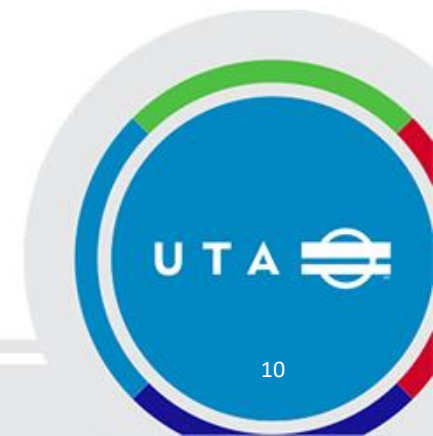


Recommended Action (by acclamation)

Motion to approve



Agency Report



Financial Report – January 2019

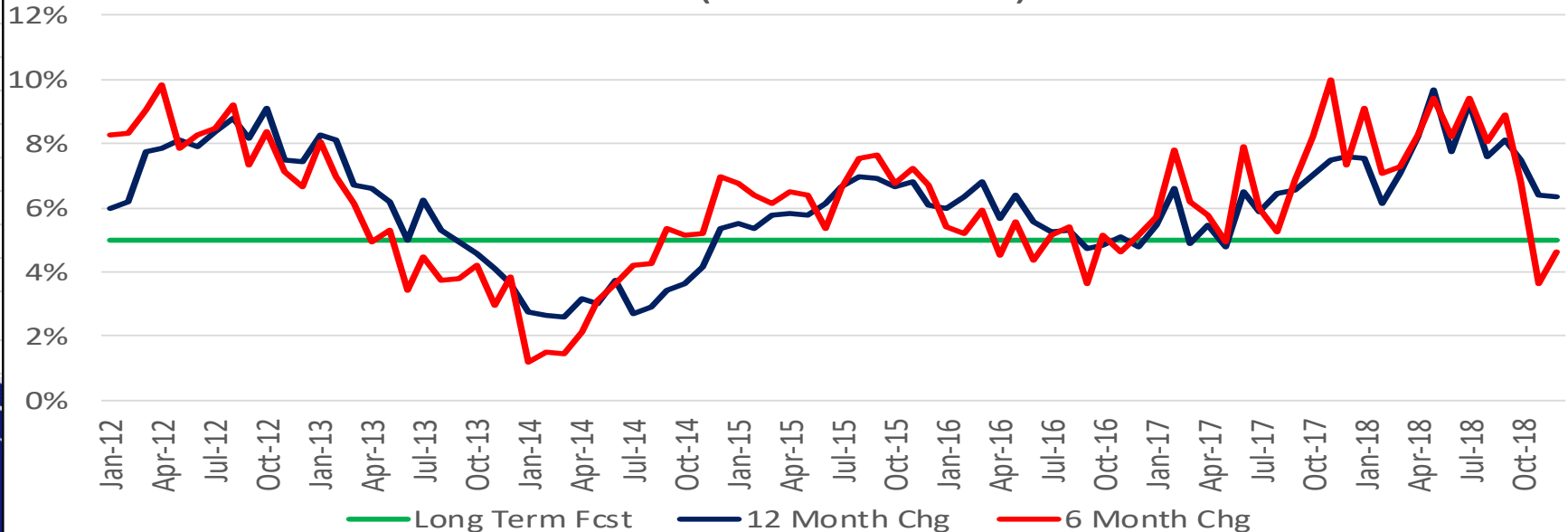


January 2019 Dashboard

Financial Metrics	Jan Actual	Jan Budget	Fav/ (Unfav)		YTD Actual		YTD Budget		Fav/ (Unfav)	
				%						%
Sales Tax (December '18 mm \$)	\$ 27.7	\$ 29.4	\$ (1.65)	● -5.6%	\$ 282.9	\$ 278.9	\$ 4.03	● 1.4%		
Fare Revenue (mm)	\$ 4.7	\$ 4.5	\$ 0.23	● 5.2%	\$ 4.7	\$ 4.5	\$ 0.23	● 5.2%		
Operating Exp (mm)	\$ 23.9	\$ 25.0	\$ 1.14	● 4.5%	\$ 23.9	\$ 25.0	\$ 1.14	● 4.5%		
Subsidy Per Rider (SPR)	\$ 5.11	\$ 5.13	\$ 0.02	● 0.4%	\$ 5.11	\$ 5.13	\$ 0.02	● 0.4%		
UTA Diesel Price (\$/gal)	\$ 1.79	\$ 2.50	\$ 0.71	● 28.2%	\$ 1.79	\$ 2.50	\$ 0.71	● 28.2%		
Operating Metrics	Jan Actual	Jan-18	F/ (UF)		YTD Actual		YTD 2018		F/ (UF)	
Ridership (mm)	3.75	3.70	0.0	● 1.3%	3.75	3.70	0.0	● 1.3%		
Alternative Fuels	CNG Price (Diesel Gal Equiv)		\$ 1.78							

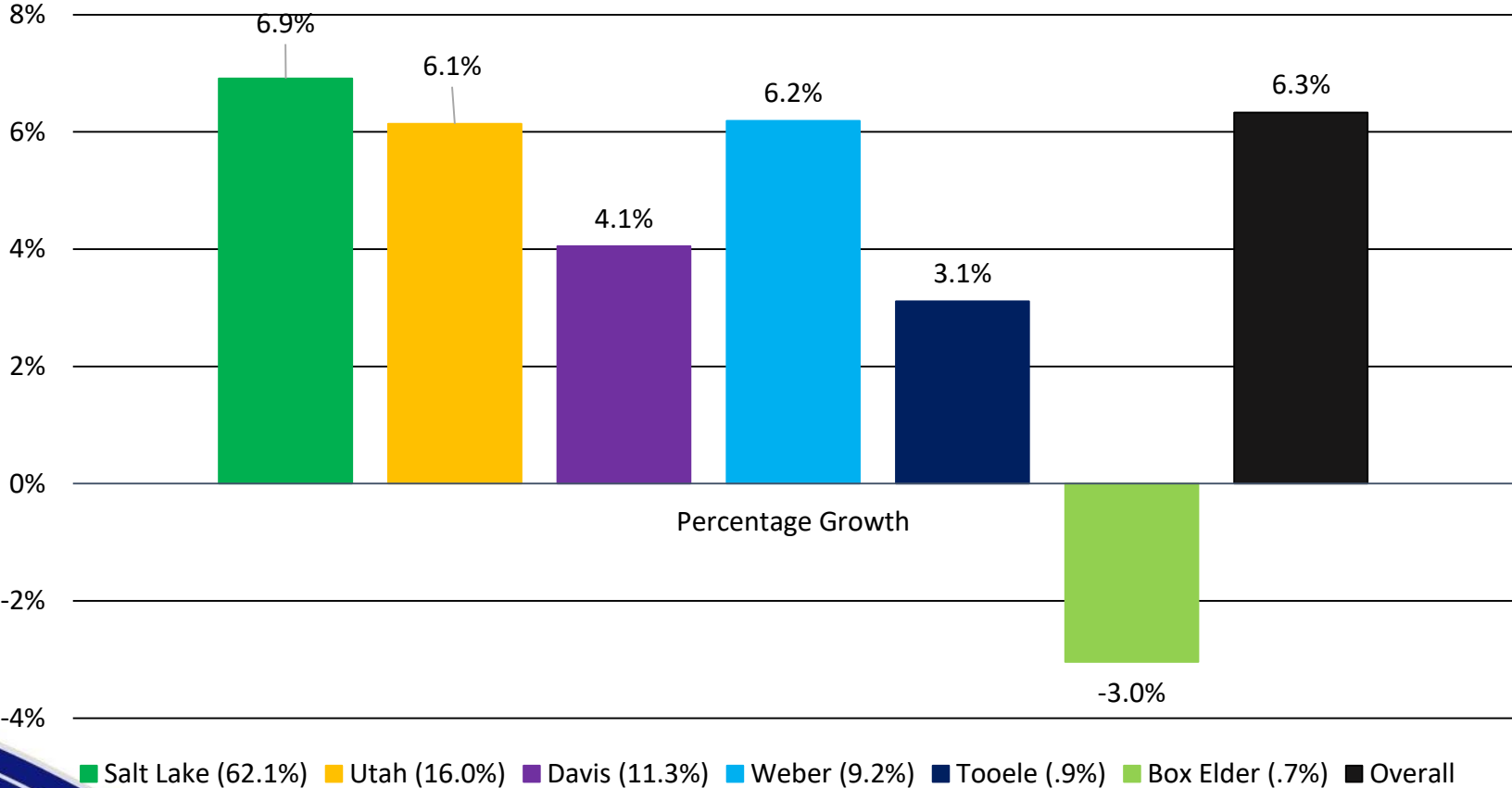
UTA Sales Tax Growth (2012 to 2018)

Percent

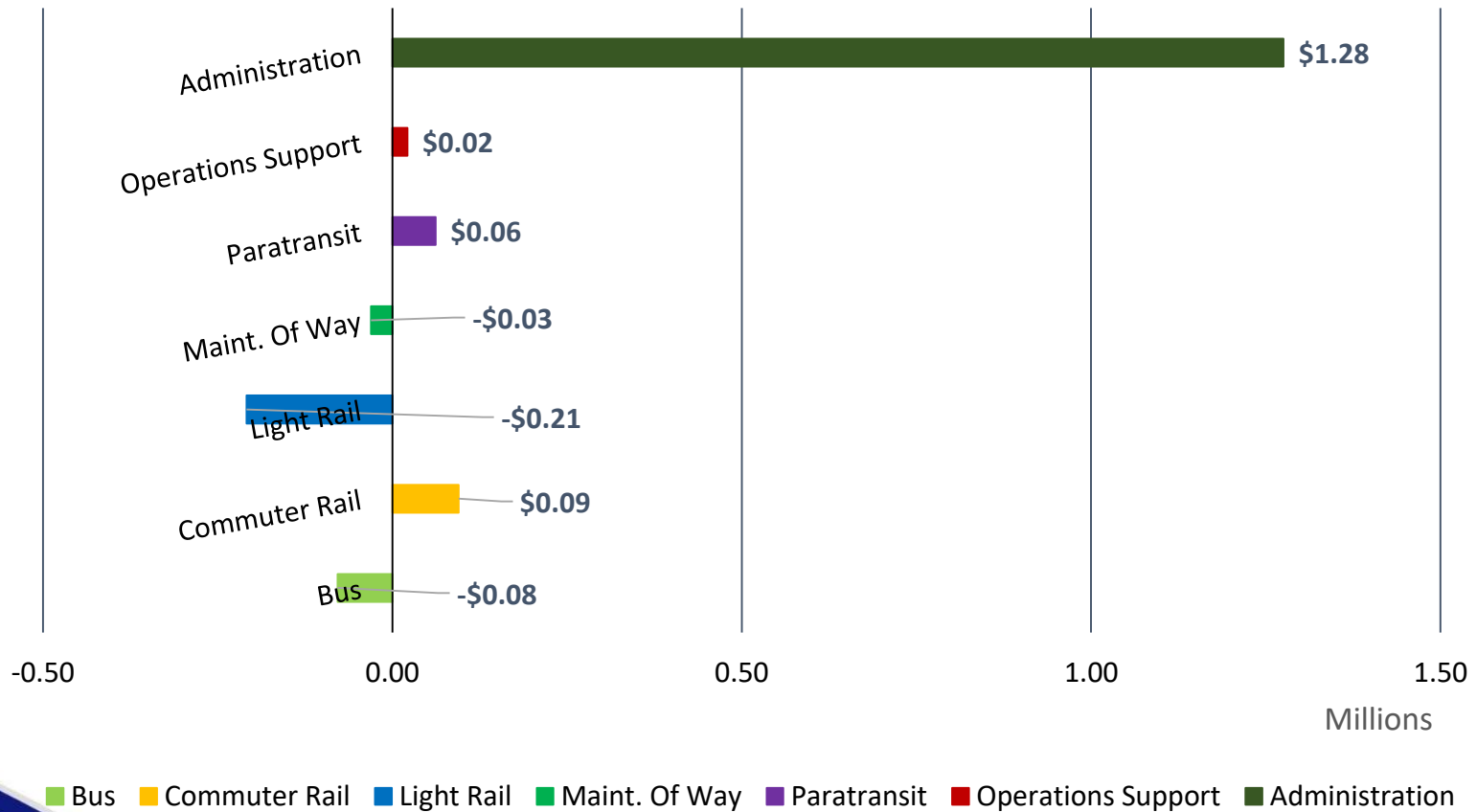


Sales Tax Collections

(2018 over 2017 for 12 months ended December 31)

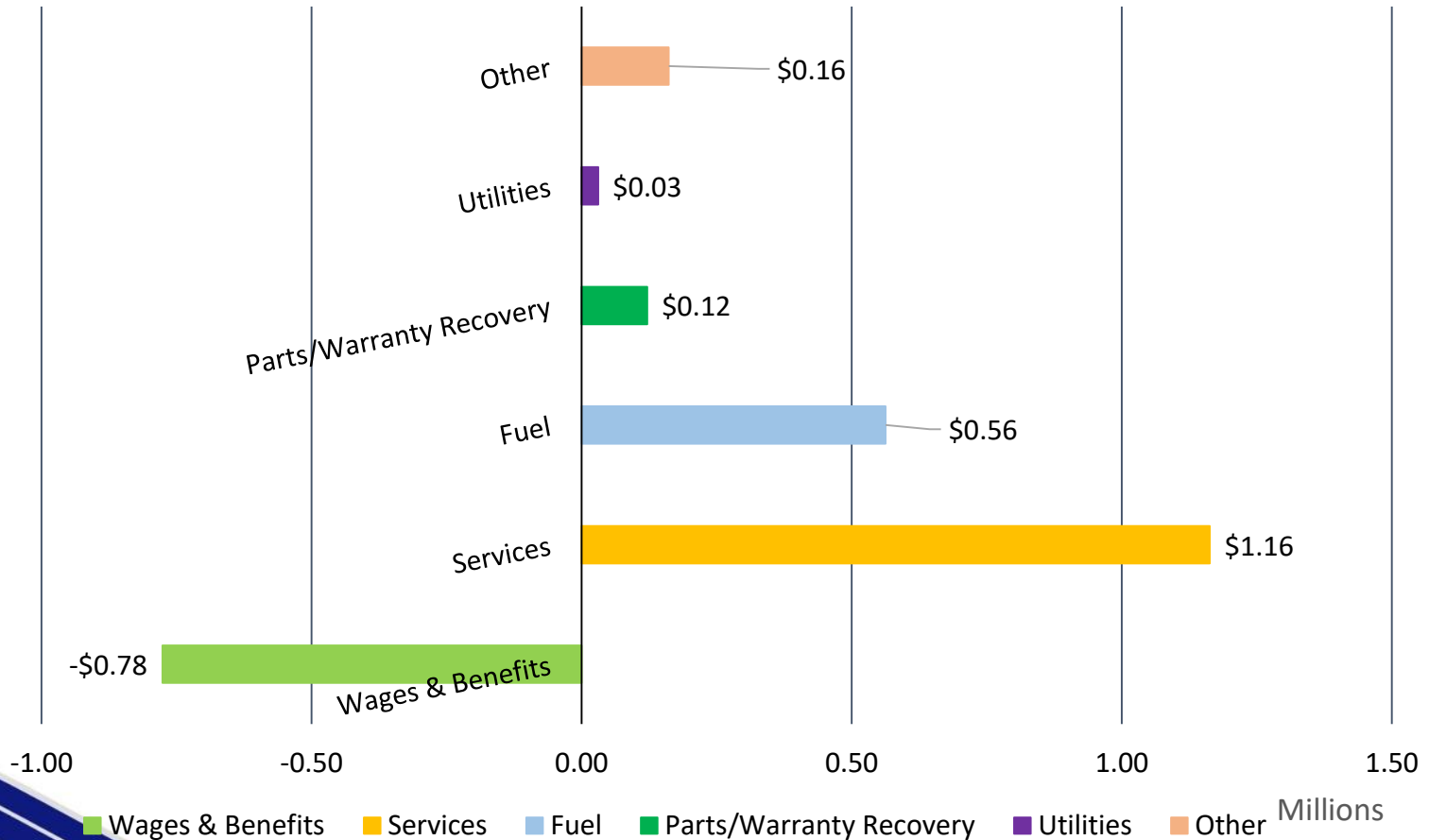


YTD 2019 Expense Thru January 31 Variance by Mode

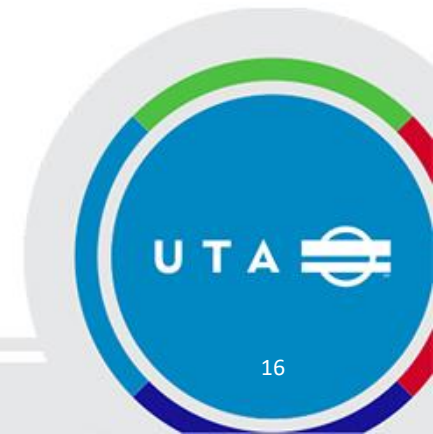


YTD 2019 Expense Thru January 31

Variance by Type

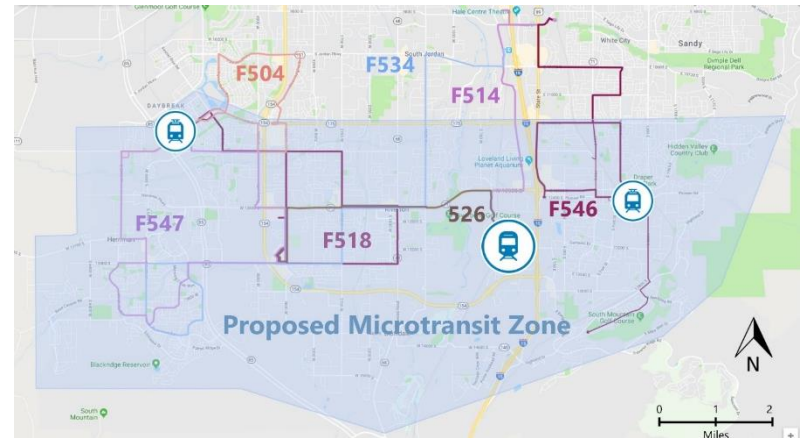


Pre-Procurement: Microtransit Pilot RFP



South Salt Lake County Microtransit Pilot

- 12 month microtransit pilot to demonstrate and test innovative transit services and technologies
- 60 square mile geofenced zone in the cities of Herriman, Riverton, Bluffdale, and Draper
- Continue existing flex route services during the pilot phase
 - F504
 - F534
 - F514
 - F547
 - F518
 - 526
 - F546
- Outsource all pilot operations
 - Technology
 - Vehicles
 - Operators
 - Administration and overhead services

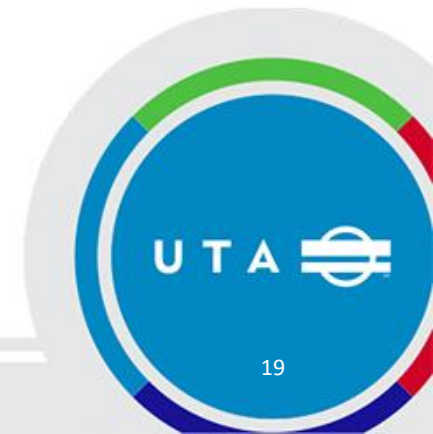


South Salt Lake County Microtransit Pilot

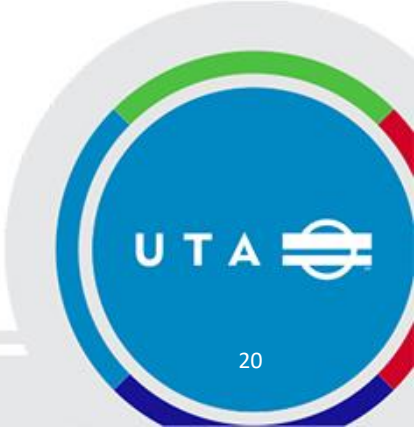
- Strong marketing and outreach to community and stakeholders
- Estimated costs
 - Projected service: \$1.65 million
 - Contingency for max service: \$1.16 million
 - Marketing: \$300,000
 - Total pilot budget: \$3.12 million



Discussion Items



Government Relations and Legislative Priorities Update



Future of FrontRunner (Part 2 of 3)

UTAH TRANSIT AUTHORITY



Meeting Outline

- Study Scope
- Study Overview
- Scenario Characteristics
- Operations and Travel Demand Model Results
- Takeaways



Future of FrontRunner Study Scope of Work

- Last week: Wasatch Central Corridor Study
 - Multi-modal analysis of overall travel demand and capacity
 - Recommendations include “Double-track and Electrify FrontRunner” without specific analysis on other options
 - Relies heavily on no fare
- This week: Future of FrontRunner
 - Assess existing conditions, with Positive Train Control in Baseline
 - Be responsive to regional and community requests
 - Identify immediate needs
 - Assure operational feasibility: TrainOps simulation software
 - Determine priorities and phasing of double-track and electrification
 - High level ridership benefits
 - Using travel demand model which is not sensitive to small reductions in travel time or improving/worsening reliability



Study Scenarios

Scenario and Concept	Positive Train Control	Vineyard Station	Bluffdale Station	Centerville Station	Sunset Station	Ogden BDO Station	Payson Extension	Santaquin Extension	Brigham City Extension	15 Minute Headways	Electrification
Future PTC Baseline • Existing conditions plus PTC.	✓										
2030 Low Investment Scenario • Adds double track to help with reliability issues	✓	✓					✓				
2050 Medium Investment Scenario • Adds double track to allow 15 minute headways • Continues diesel operations	✓	✓					✓			✓	
2050 High Investment Scenario • Adds double track to allow 15 minute headways • Electrified system, more travel time savings	✓	✓					✓			✓	✓
2050 High Investment Scenario with Infill Stations • Adds double track to allow 15 minute headways • Electrified system • More stations, may limit travel time savings	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

Scenario Service Characteristics

	Standard Train Consist	Additional Miles of Double Track Ogden-Provo	Additional Miles of Track (Extensions)	Peak / Off-Peak Headways
Future PTC Baseline	Loco + Single Level Coach + 3 Bi-Levels	0	0	30/60
2030 Low Investment	Loco + 5 Bi-Levels	10	17	30/60
2050 Medium Investment	Loco + 6 Bi-Levels	46	17	15/30
2050 High Investment	8-Car EMU Diesel Shuttle	34	17	15/30
2050 High Investment w/ Infill Stations	8-Car EMU Diesel Shuttle	34	42	15/30

Double Tracking Feasibility

Results of Feasibility Workshop - Definitions

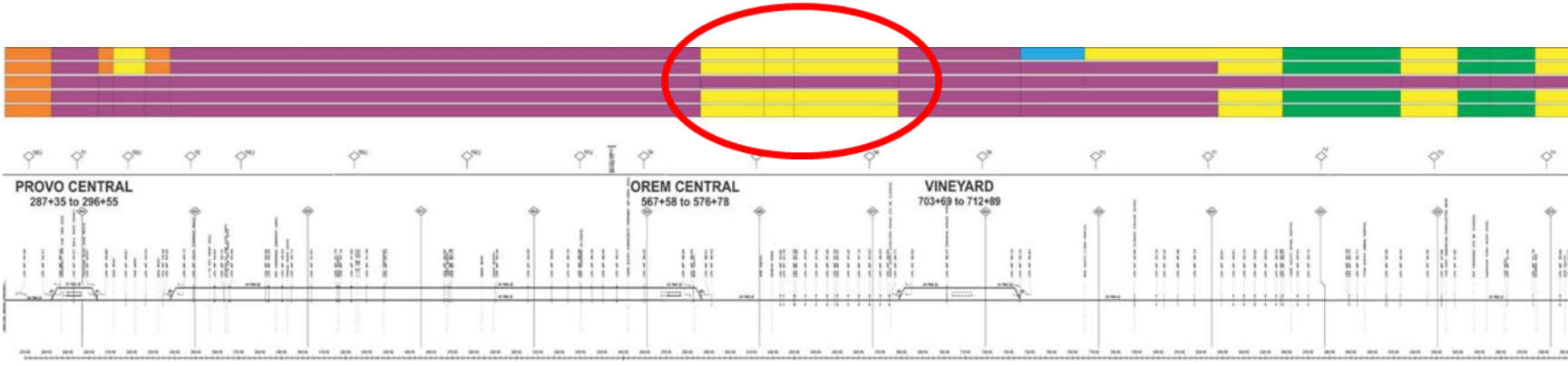
- Purple: Double tracking already in place
- Blue: Double tracking very easy
- Green: Double tracking easy
- Yellow: Double tracking moderately difficult
- Orange: Double tracking difficult
- Red: Double tracking very difficult or infeasible

	Total Miles	
Purple	21.68	26%
Blue	10.47	12%
Green	7.37	9%
Yellow	19.98	24%
Orange	21.61	26%
Red	2.644	3%

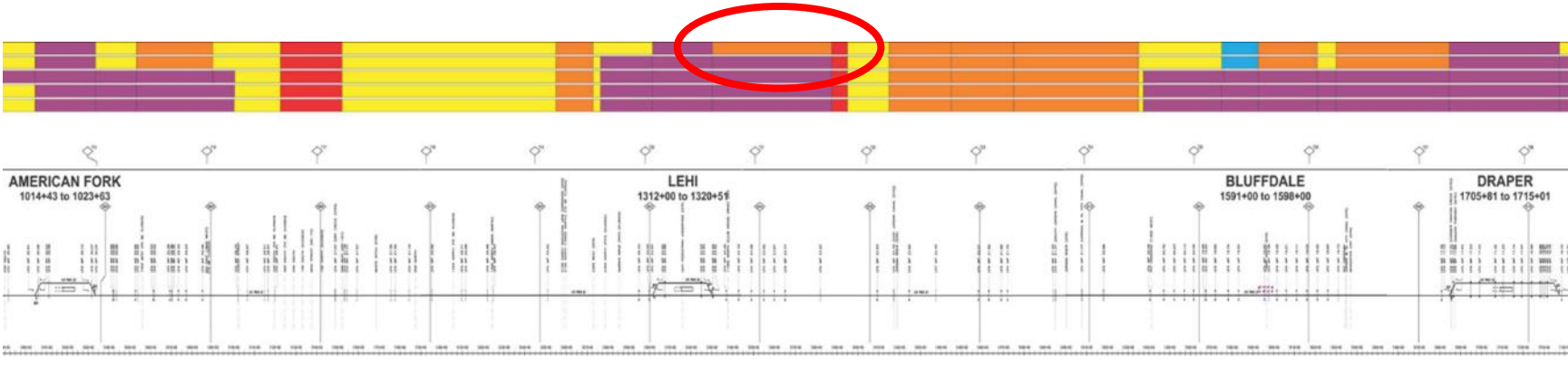


Scenario Summary Schematic (Sheet 1 of 3)

Existing
Low
Medium
High
High with Infill

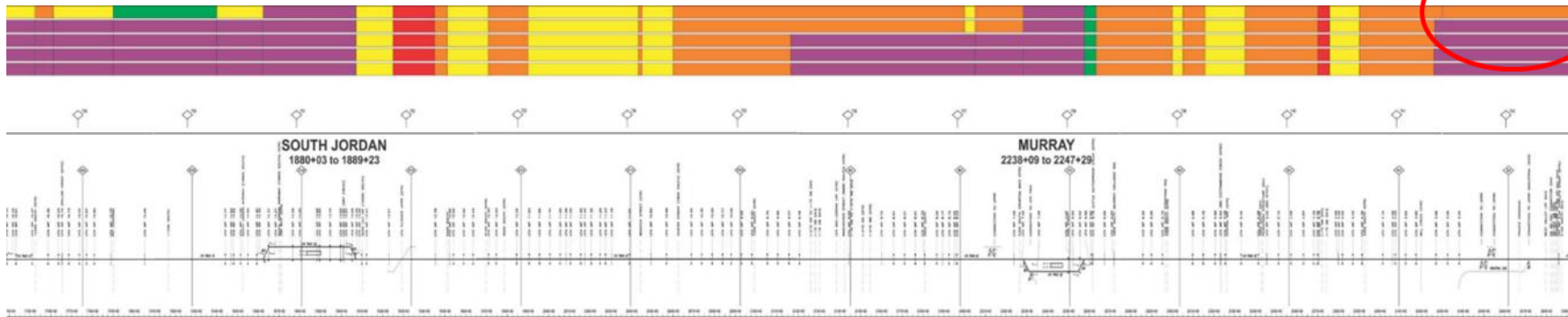


Existing
Low
Medium
High
High with Infill

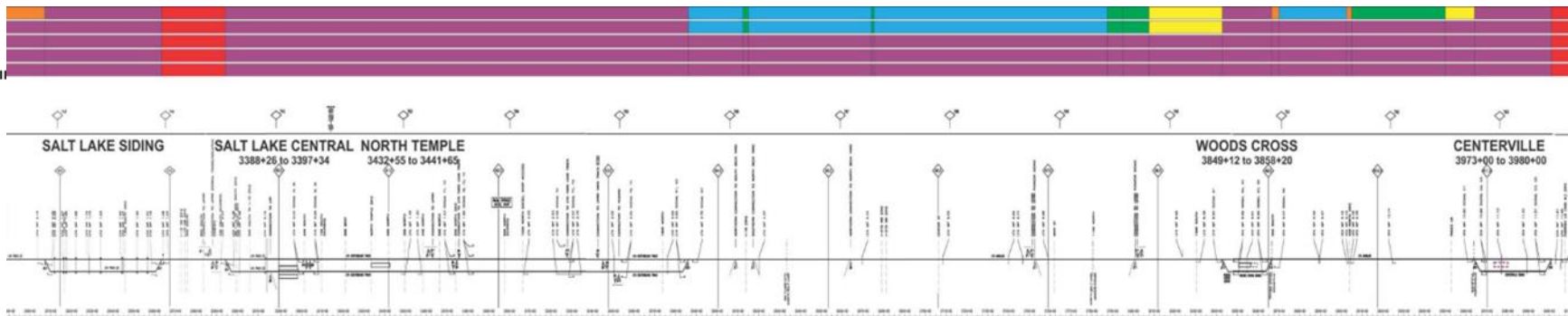


Scenario Summary Schematic (Sheet 2 of 3)

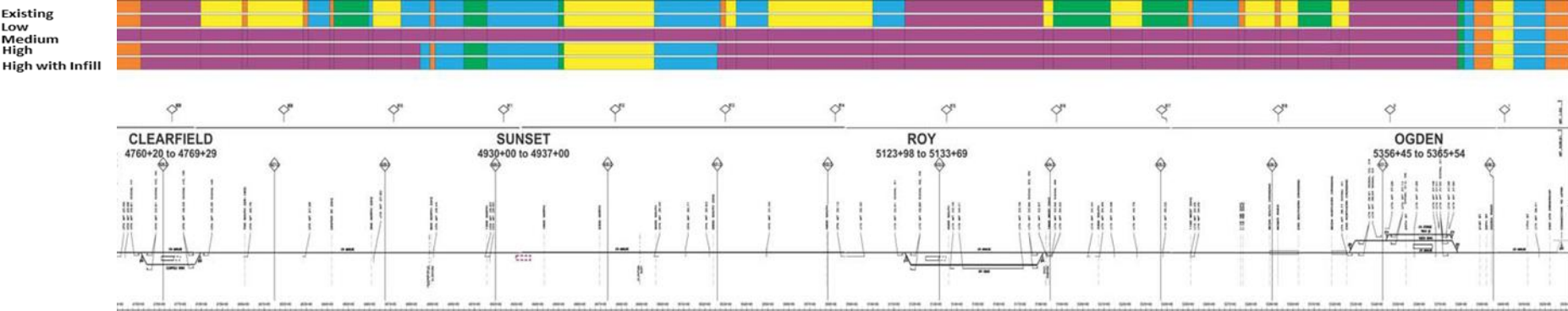
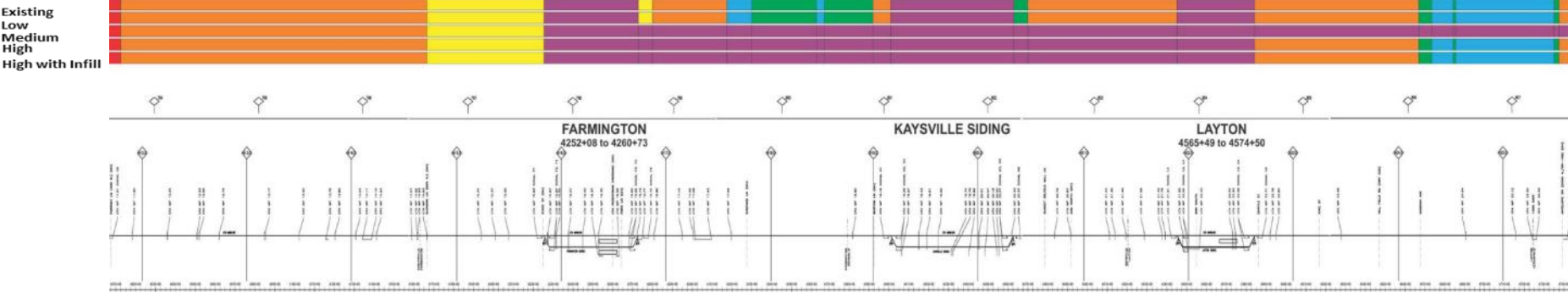
Existing
Low
Medium
High
High with Infill



Existing
Low
Medium
High
High with Infill



Scenario Summary Schematic (Sheet 3 of 3)



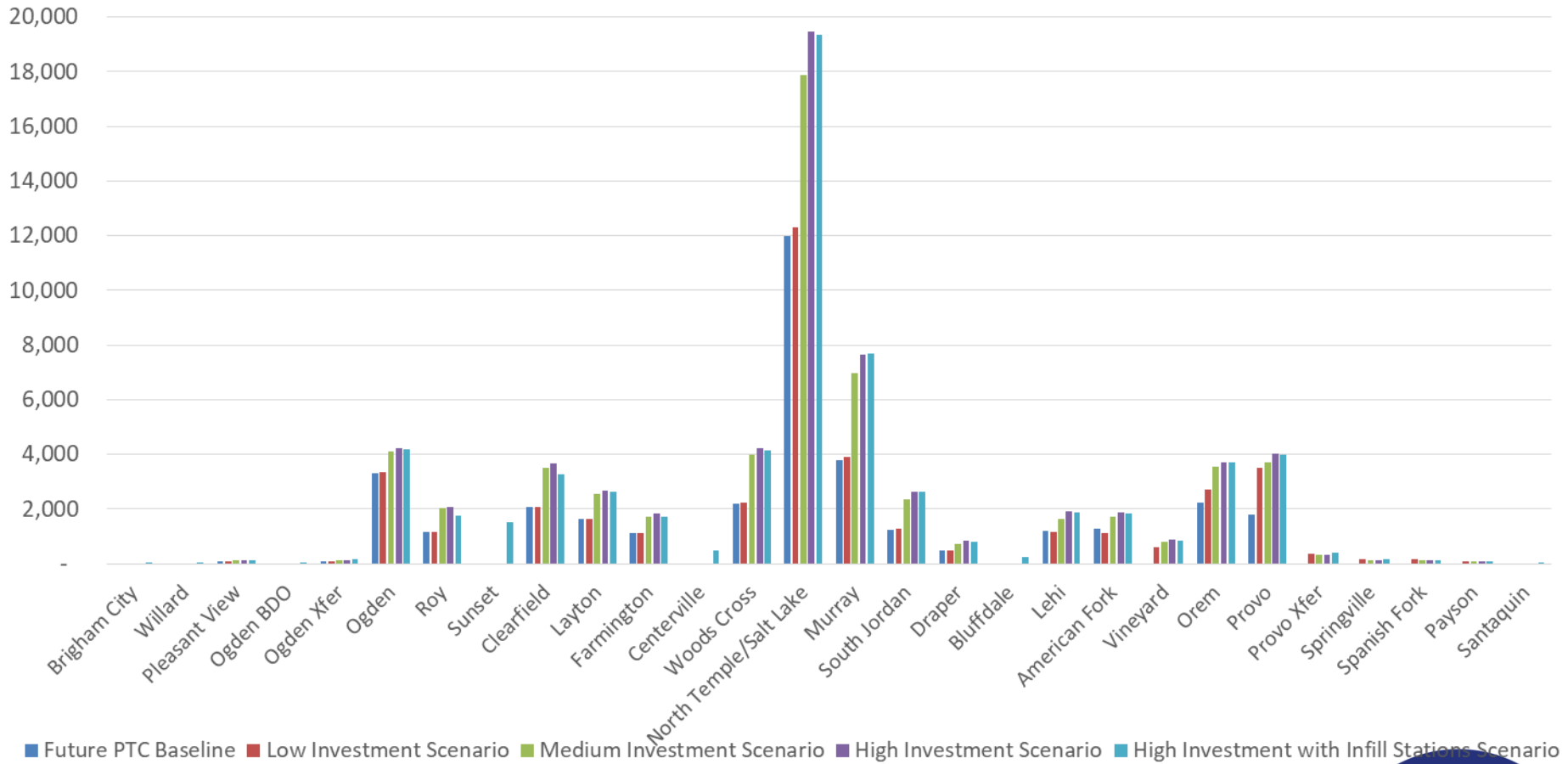
Capital Cost Estimates

	Infrastructure Costs (not including ROW or Professional Services)	Fleet Costs	Contingency and soft costs (30%)	TOTAL (not including Right-of-Way)
Future PTC Baseline	\$0	\$311 million	\$93 million	\$404 million
2030 Low Investment	\$268 million	\$464 million	\$219 million	\$951 million
2050 Medium Investment	\$609 million	\$878 million	\$446 million	\$1,933 million
2050 High Investment	\$1,095 million	\$1,102 million	\$659 million	\$2,856 million
2050 High Investment w/ Infill Stations	\$1,290 million	\$1,102 million	\$717 million	\$3,109 million

Travel Model Results

	Weekday 2050 Front- Runner Ridership	Change from Future PTC Baseline	Weekday Regional Transit Trips	Change from Future PTC Baseline
Future PTC Baseline	35,600	--	294,600	--
2030 Low Investment	39,600	+11%	298,075	+1%
2050 Medium Investment	58,000	+63%	312,500	+6%
2050 High Investment	62,600	+76%	316,300	+7%
2050 High Investment w/ Infill Stations	63,800	+79%	318,000	+8%

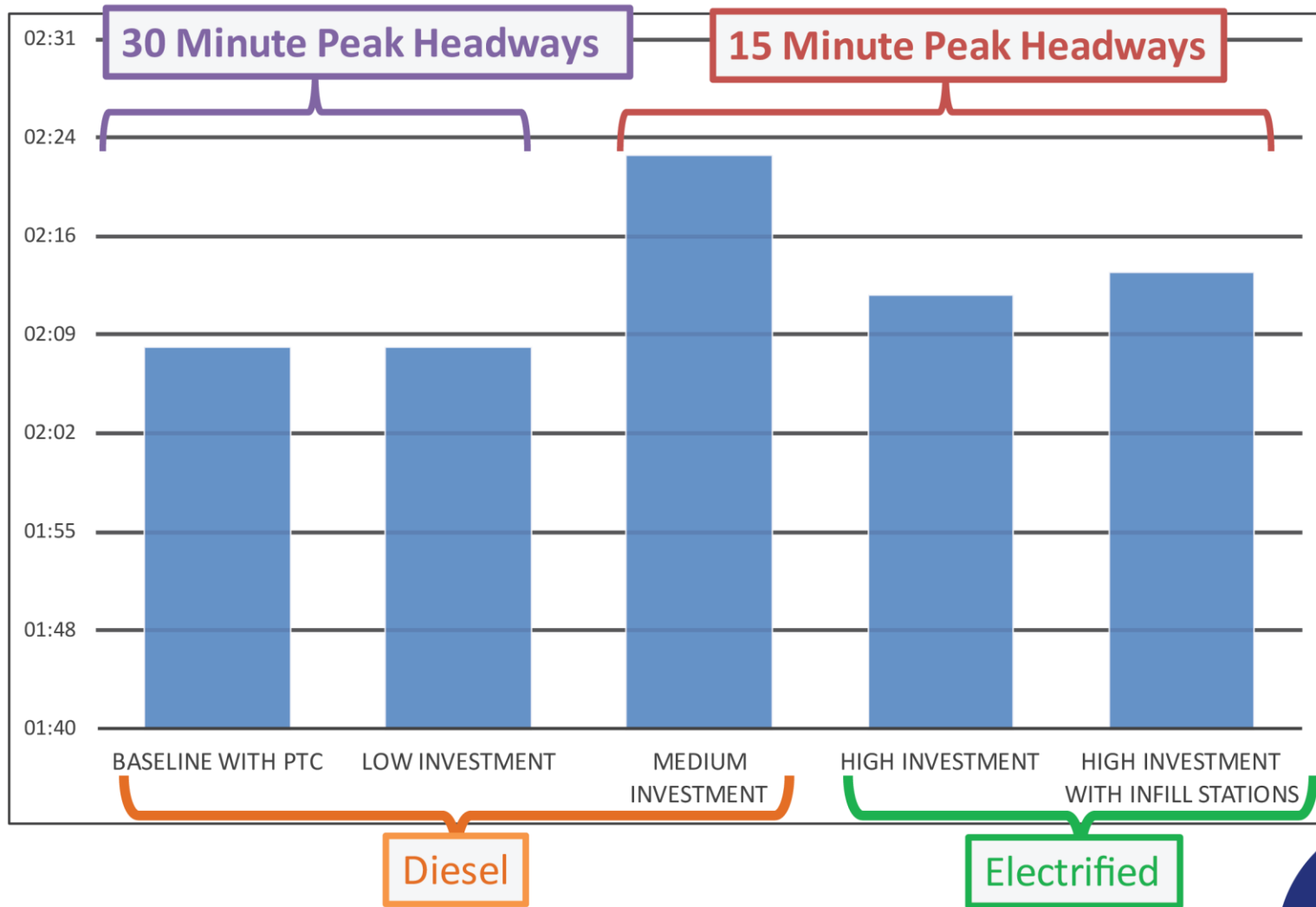
High Investment with Infill Stations Scenario



Scenario Summary Table

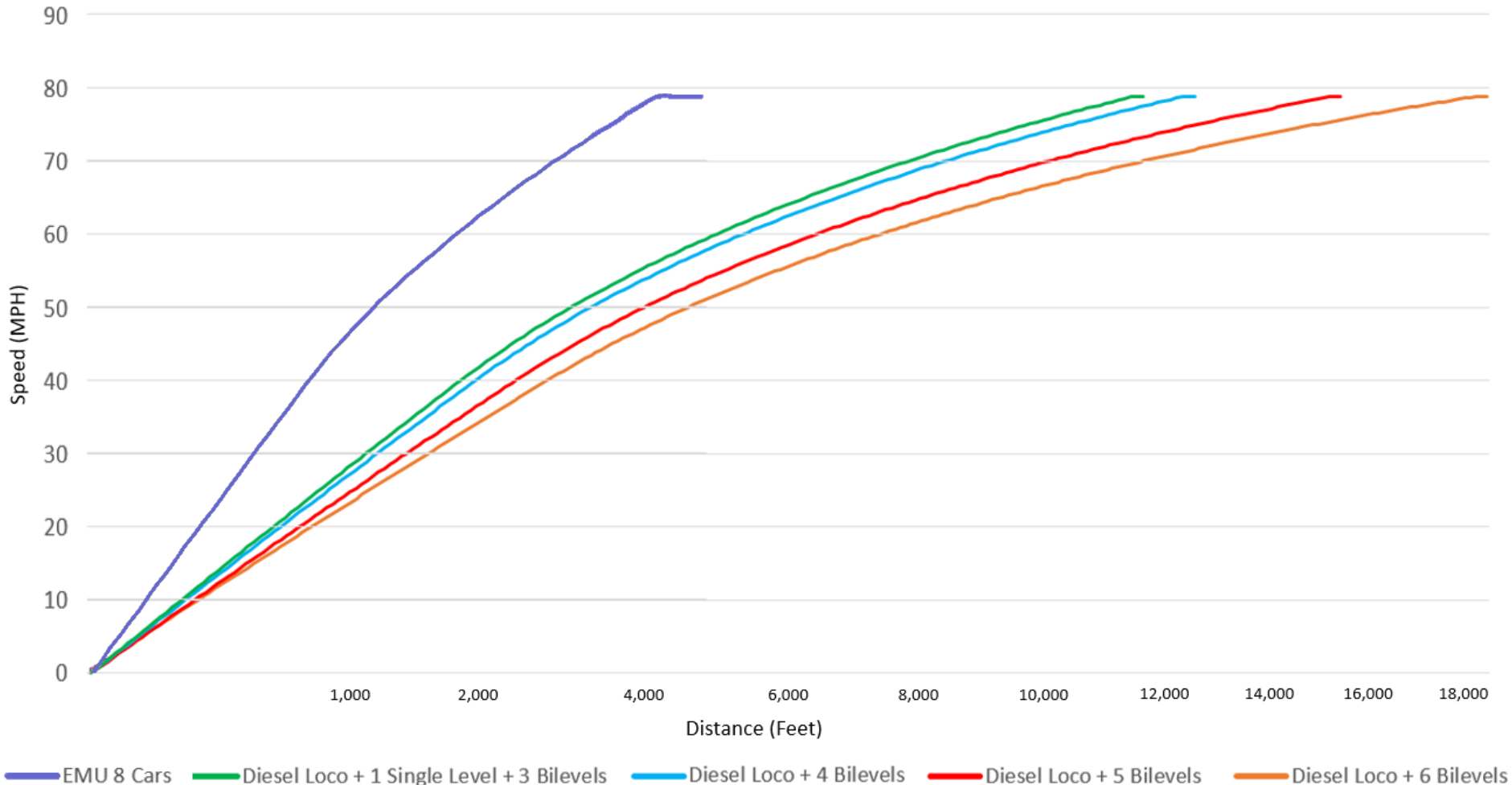
	Reliability	Change From Future Baseline	Ridership	Change From Future Baseline	Cost (ROW not included)
Future PTC Baseline	88.1%	--	35,600	--	\$404 million
2030 Low Investment	85.7%	- 2.4%	39,600	+11%	\$951 million
2050 Medium Investment	84.8%	- 3.3%	58,000	+63%	\$1,933 million
2050 High Investment	93.5%	+ 5.4%	62,600	+76%	\$2,856 million
2050 High Investment w/ Infill Stations	93.1%	+ 5.0%	63,800	+79%	\$3,109 million

Ogden to Provo Average Travel Time



Distance to 79 MPH – Alternative Trains

Velocity-Distance Train Consist Comparison Graph



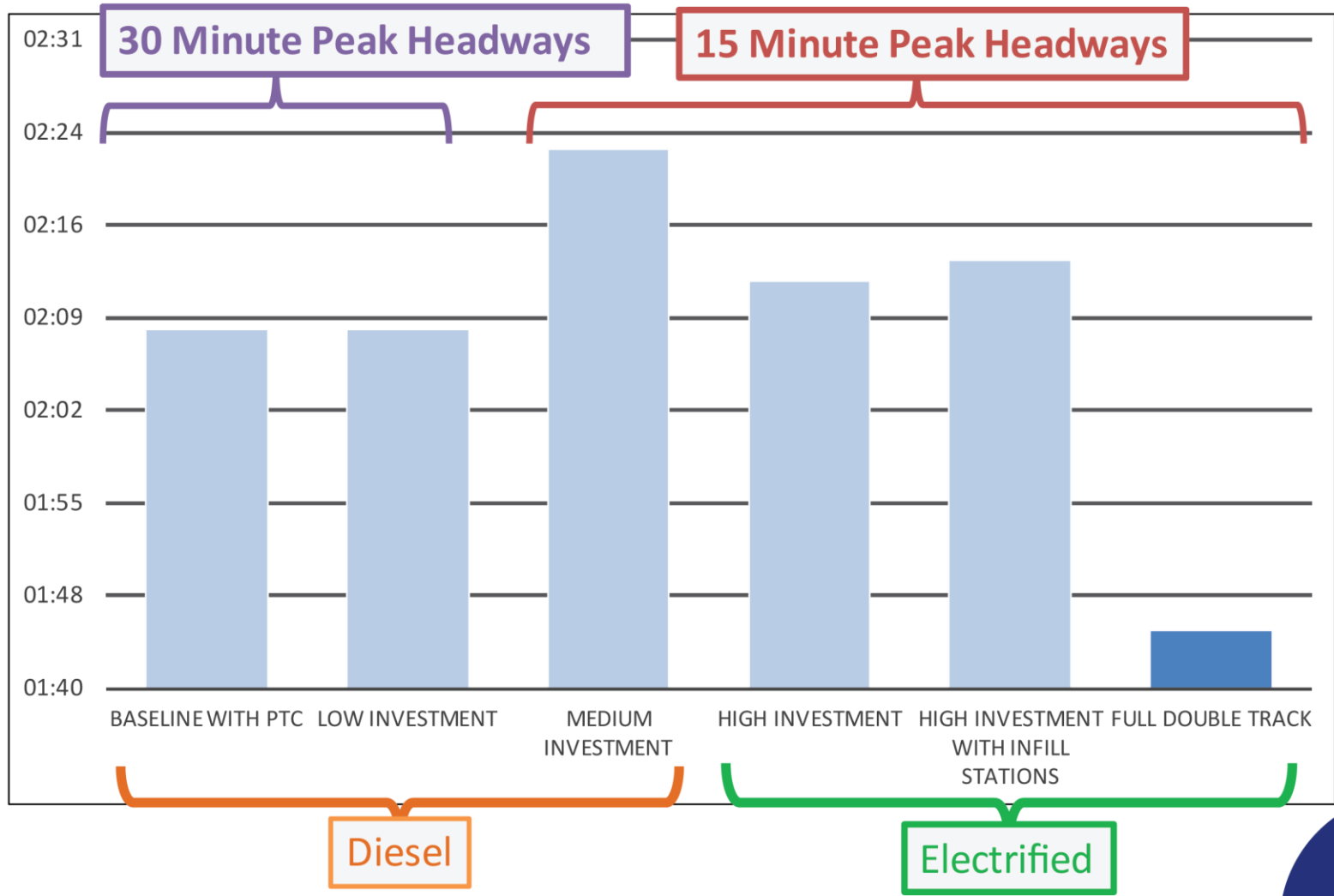
EMU 8 Cars Diesel Loco + 1 Single Level + 3 Bilevels Diesel Loco + 4 Bilevels Diesel Loco + 5 Bilevels Diesel Loco + 6 Bilevels

Higher Speed/Fully Double Tracked

- All sections including red zones are double tracked
- Increases maximum speed from 79 MPH to 90 MPH
- Total travel time savings of 27 minutes compared to High Investment Scenario
- 24 from eliminating meets
- 3 minutes from increased speeds
- 96% OTP
- Reduces peak electric train requirement from 20 to 17



Open to Flow Average Travel Time (Double Track)

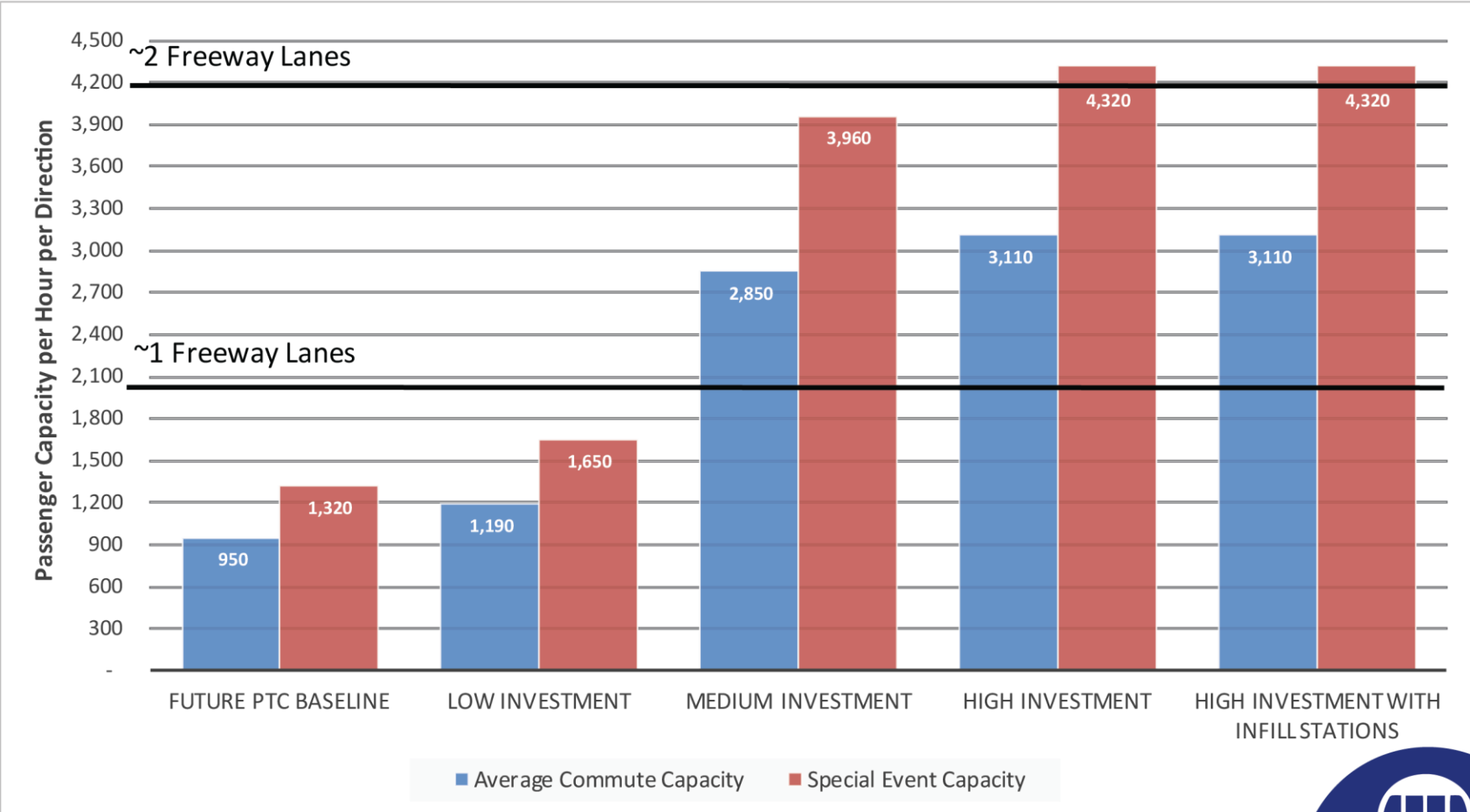


Major Takeaways

- 15/30 headways have biggest ridership effect
- Electrification improves reliability and requires less double track
- Travel time benefits of electrification also increase ridership, but magnitude is smaller
- Reliability
 - High Investment Scenario has highest reliability
 - Medium Investment Scenario has lowest reliability
- High Investment with Infill Stations Scenario has highest ridership and highest cost
- Infill stations have limited effect on total ridership
 - Reduce boardings at other stations because of added travel time
 - Net increase of ~900



Added Person Capacity

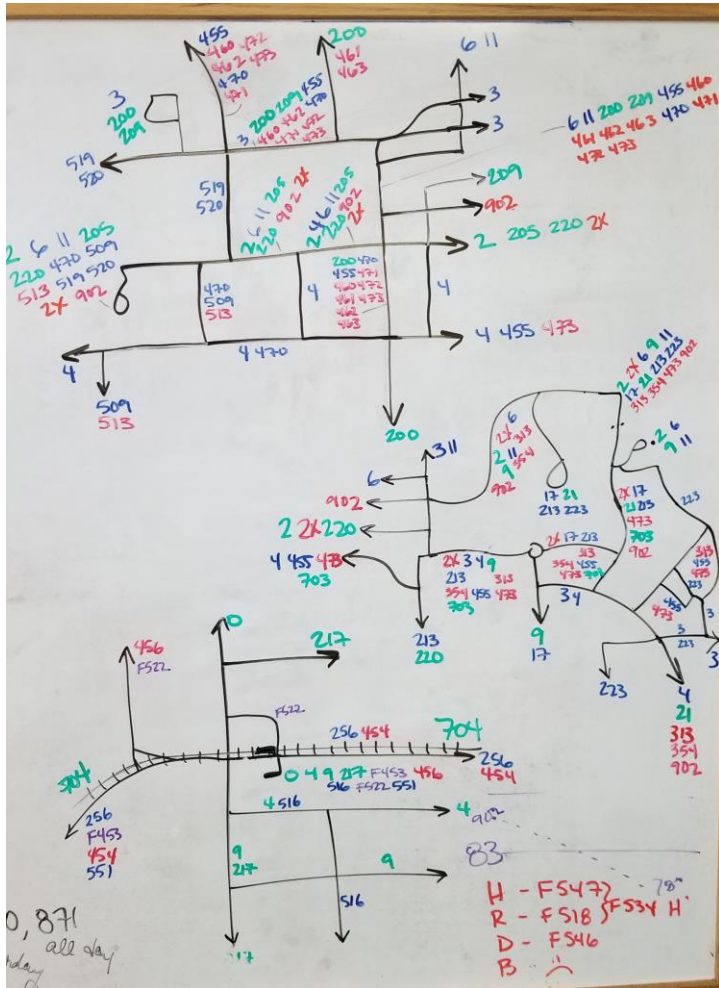


Questions?

- Thank you!
- Bruce Cardon – Commuter Rail General Manager
- Kerry Doane – Manager of Long Range and Strategic Planning



August Change Day Update



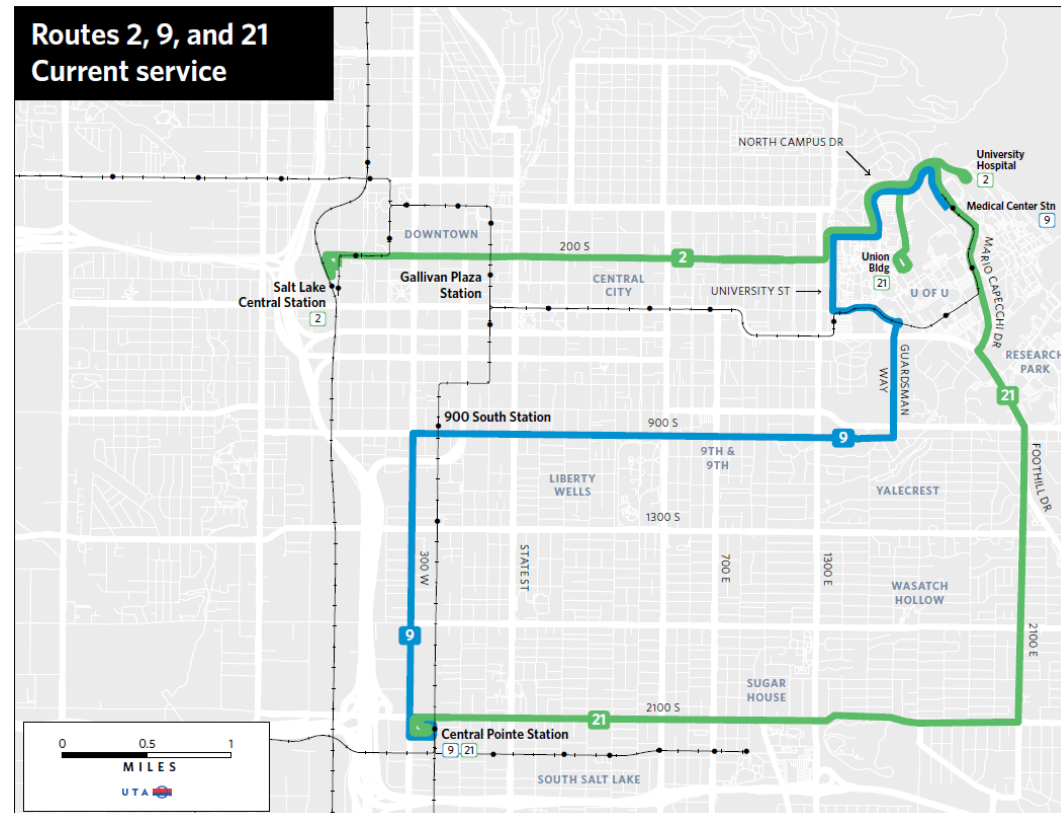
Outline of Changes

- Salt Lake City Transit Master Plan
- Additional connections in Salt Lake County
- State Capitol
- Tooele Valley
- Ogden/Weber County
- North Utah County
- Microtransit Pilot



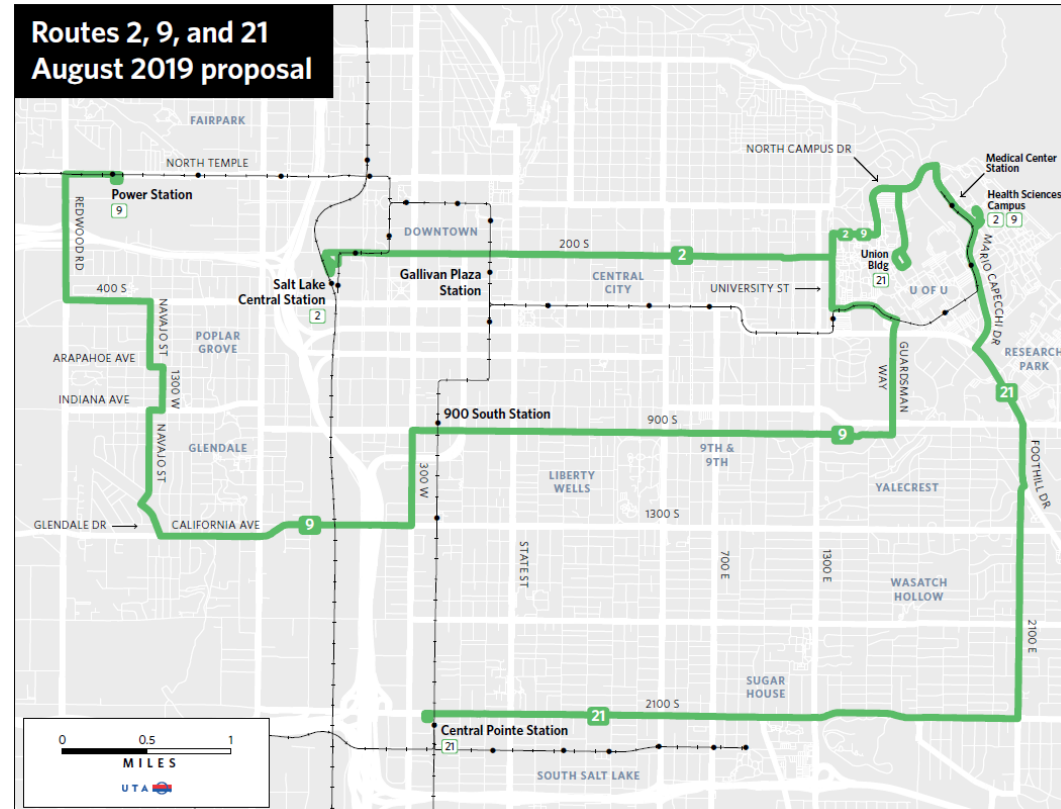
Salt Lake City Transit Master Plan

- Route 2, 9, 21
 - 15-min service Mon-Sat
 - 30-min service Sun
- Increased frequency
- Increased hours of service
- Added weekend service



Salt Lake City Transit Master Plan

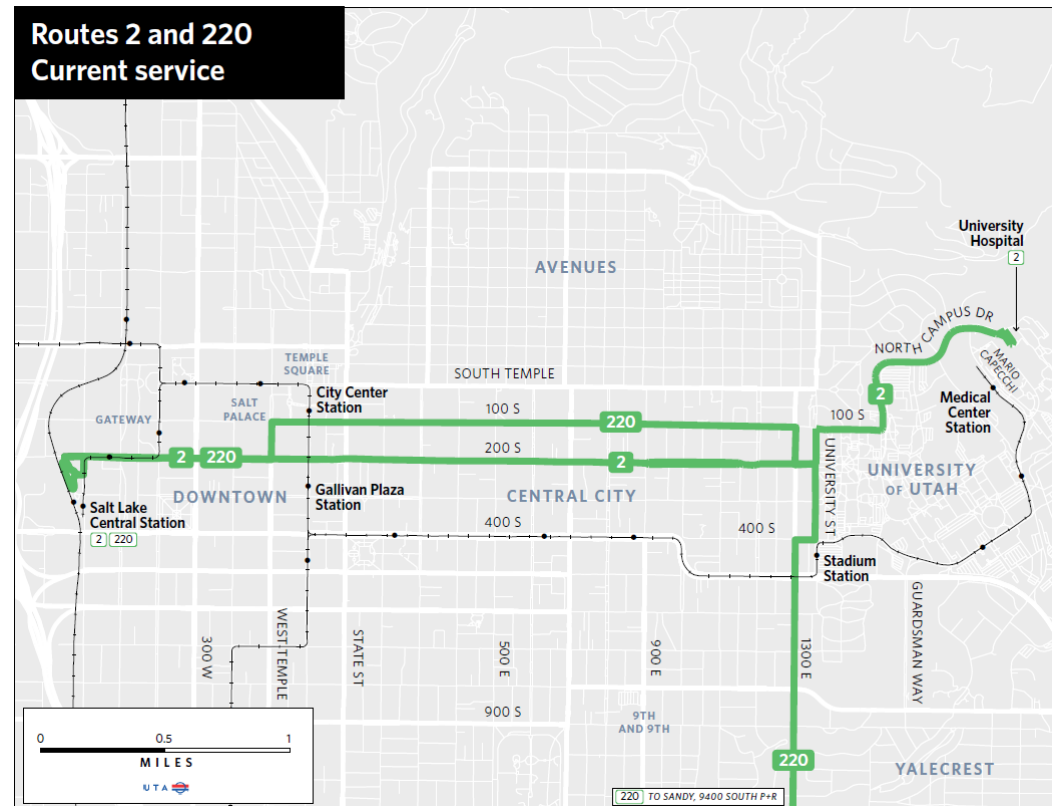
- Route 2, 9, 21
 - 15-min service Mon-Sat
 - 30-min service Sun
- Increased frequency
- Increased hours of service
- Added weekend service



East-West Connections

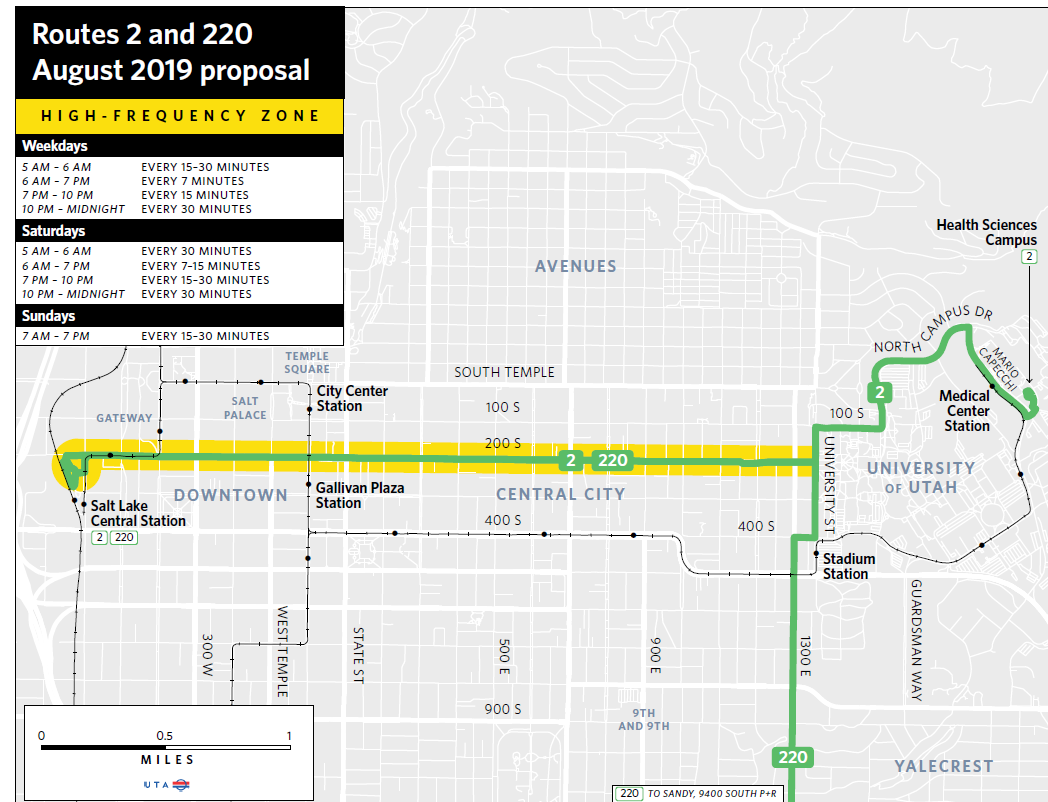
- Route 2: 15-min service
- Route 220: 15-min service

- High frequency between Salt Lake Central and U of U
- Improved FrontRunner connections



East-West Connections

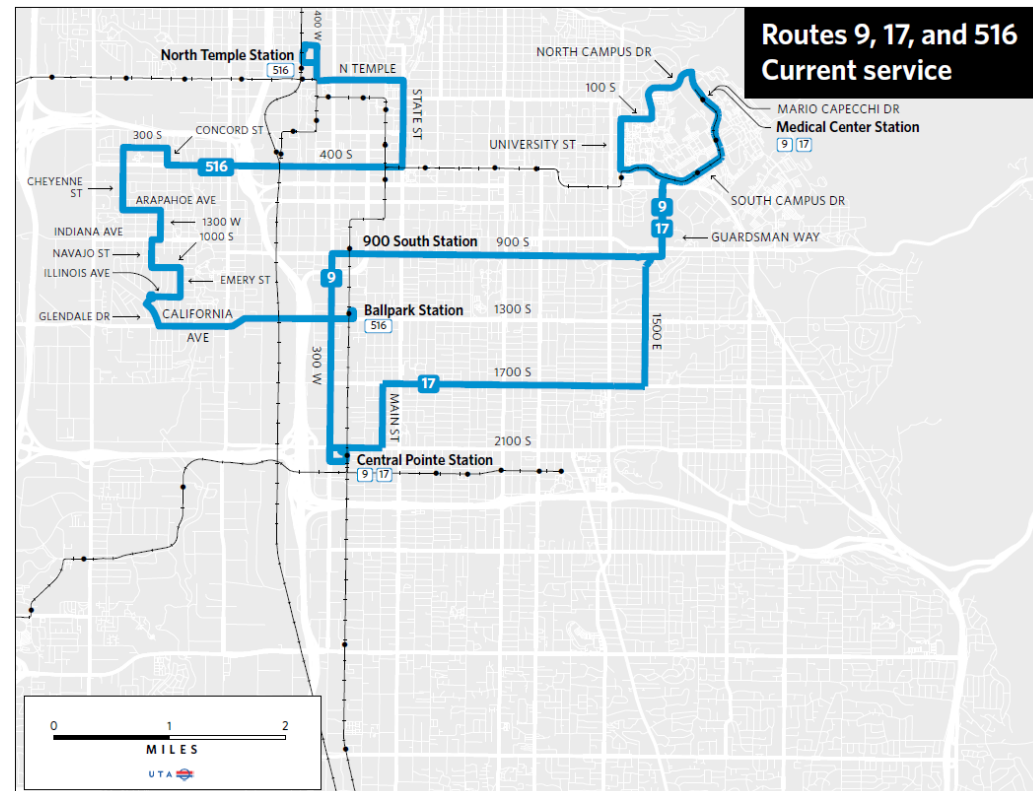
- Route 2: 15-min service
- Route 220: 15-min service
- High frequency between Salt Lake Central and U of U
- Improved FrontRunner connections



West Side Connections

- Route 9: 15-min service
- Route 4: 30-min service
- Replaces Route 516

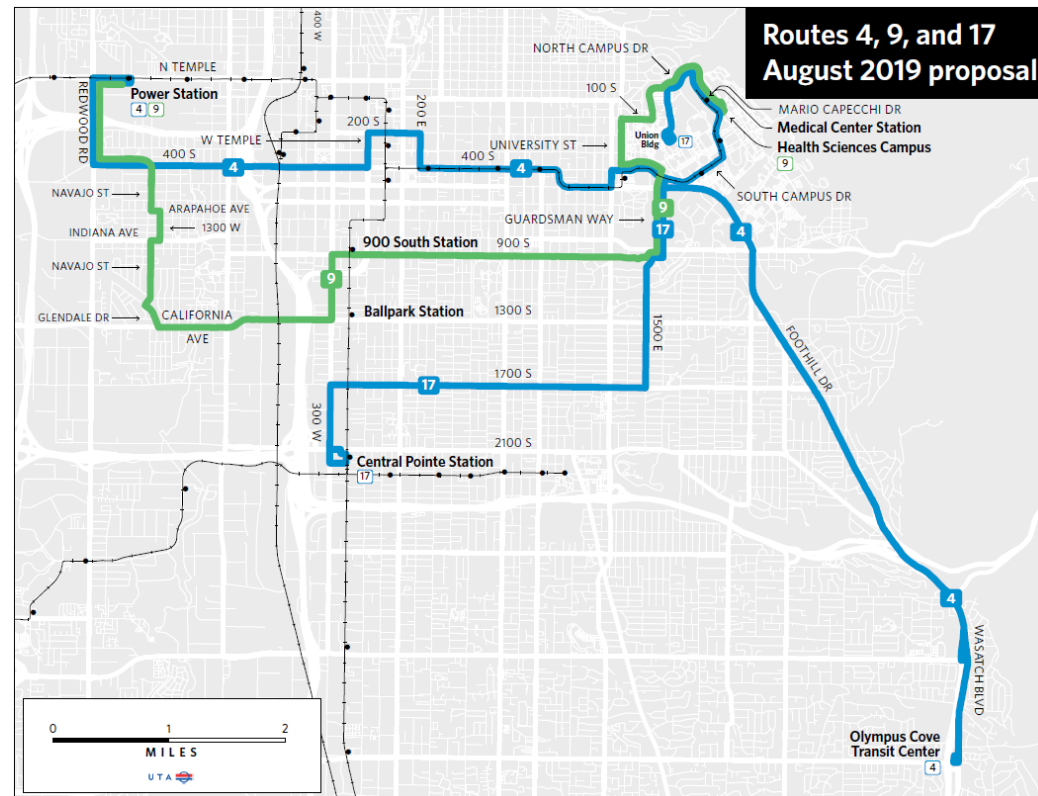
- Increased frequency
- Increased hours of service
- New west-east connections



West Side Connections

- Route 9: 15-min service
- Route 4: 30-min service
- Replaces Route 516

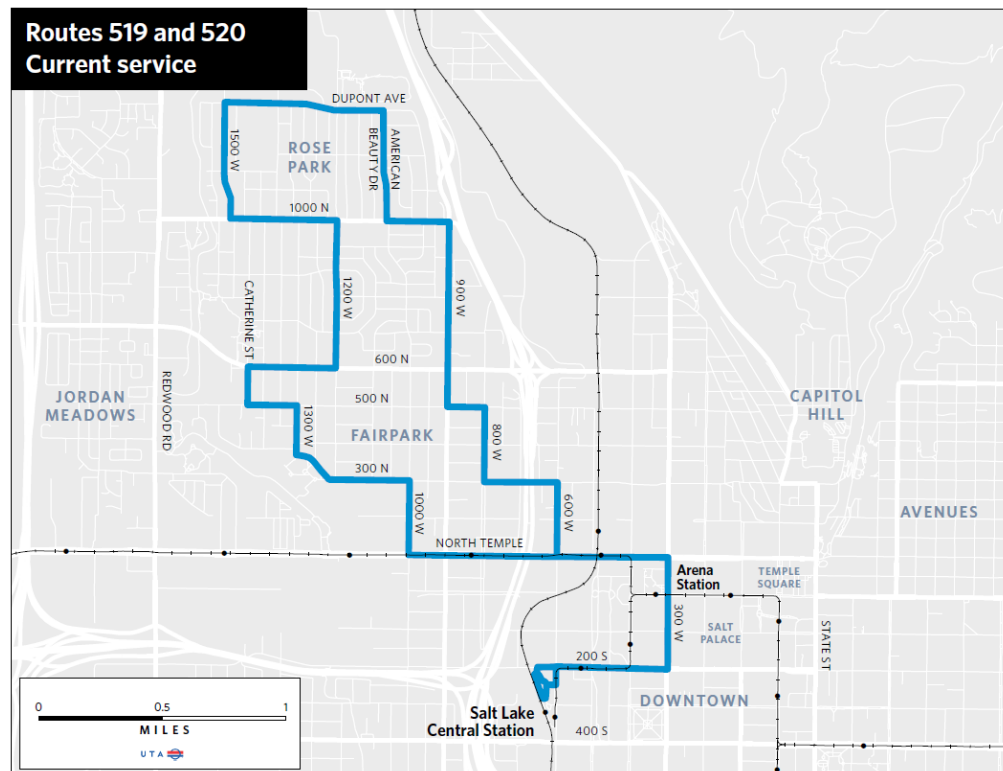
- Increased frequency
- Increased hours of service
- New west-east connections



West Side Connections

- Route 519: 30-min service
- Route 520: 30-min service

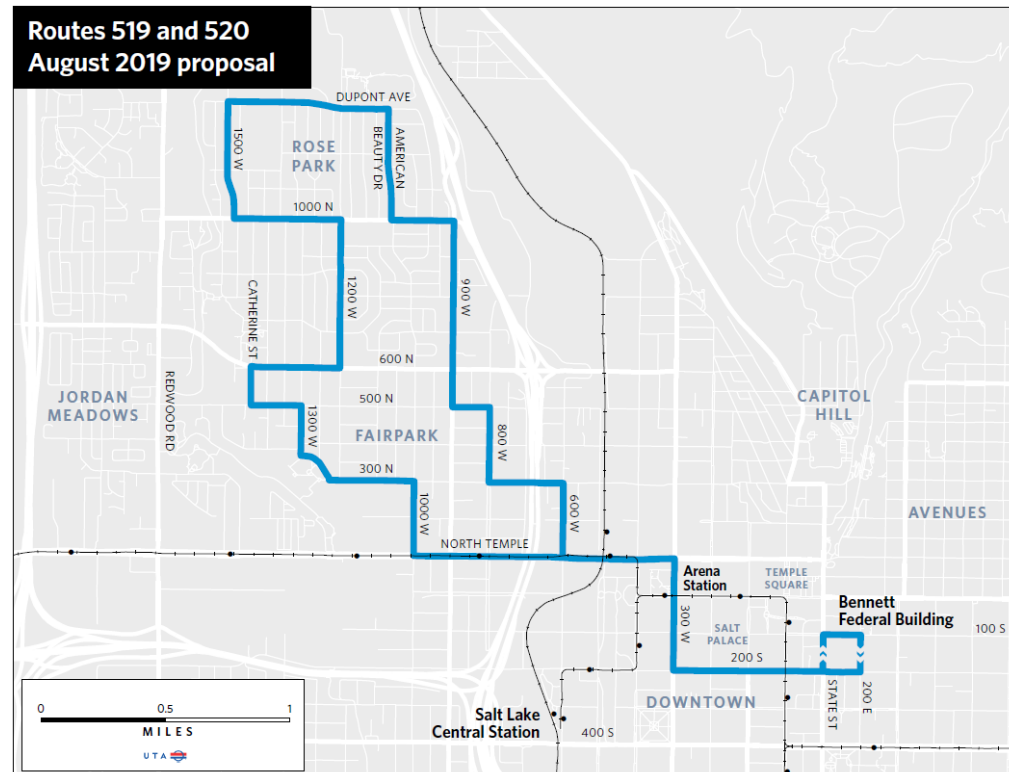
- Direct downtown connections
- Set stage for future changes



West Side Connections

- Route 519: 30-min service
- Route 520: 30-min service

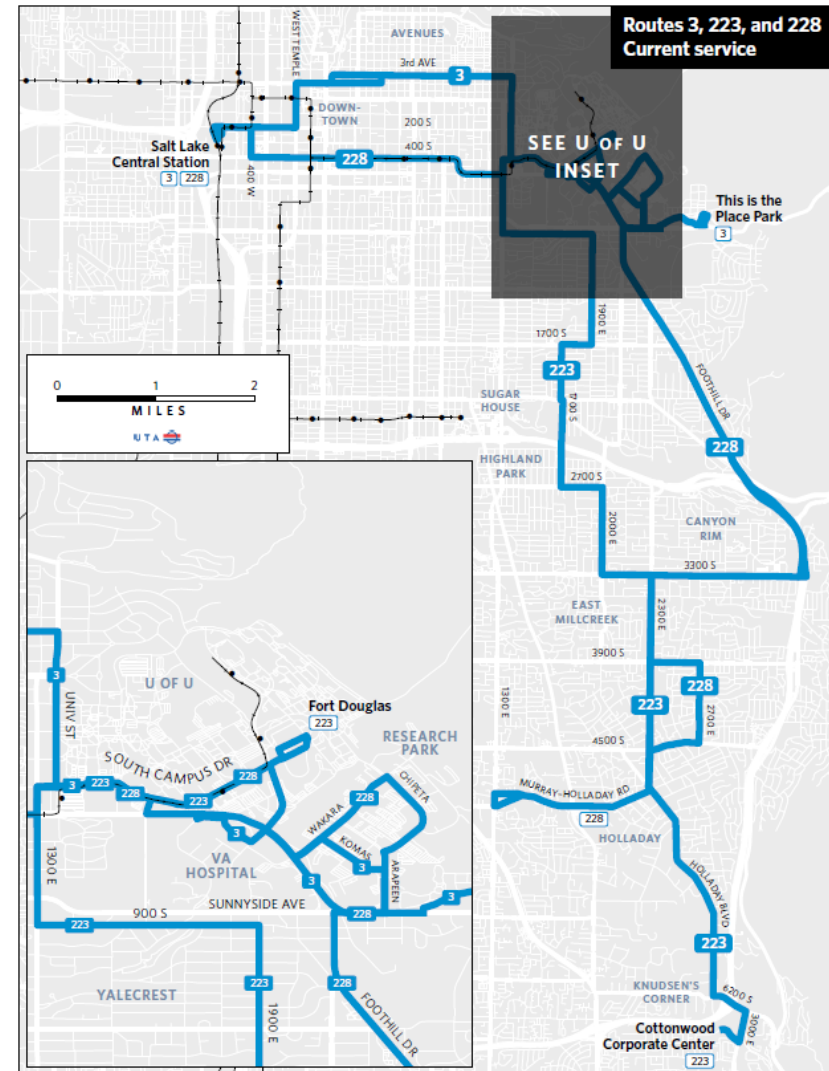
- Direct downtown connections
- Set stage for future changes



East Side Connections

- Route 3: 30-min service
- Route 4: 30-min service
- Route 223: 30-min service
 - Service to Research Park
- Replaces Route 228

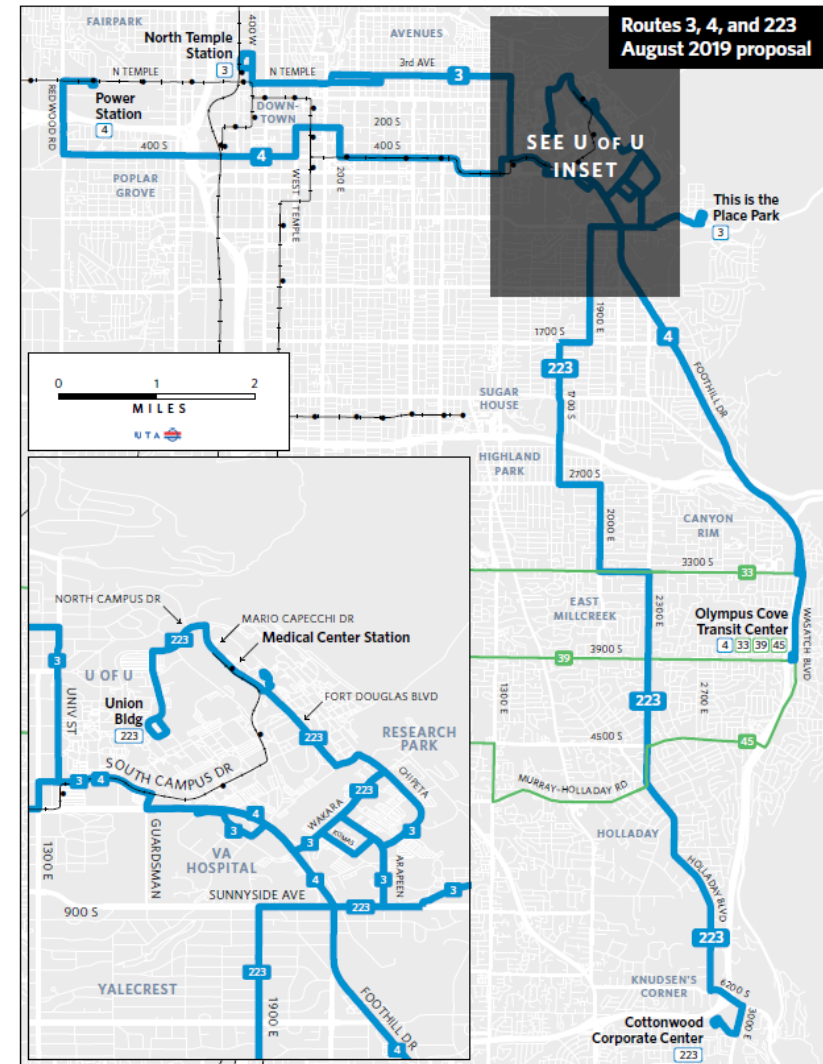
- Increased frequency
- Increased weekend service
- Improved connection to VA



East Side Connections

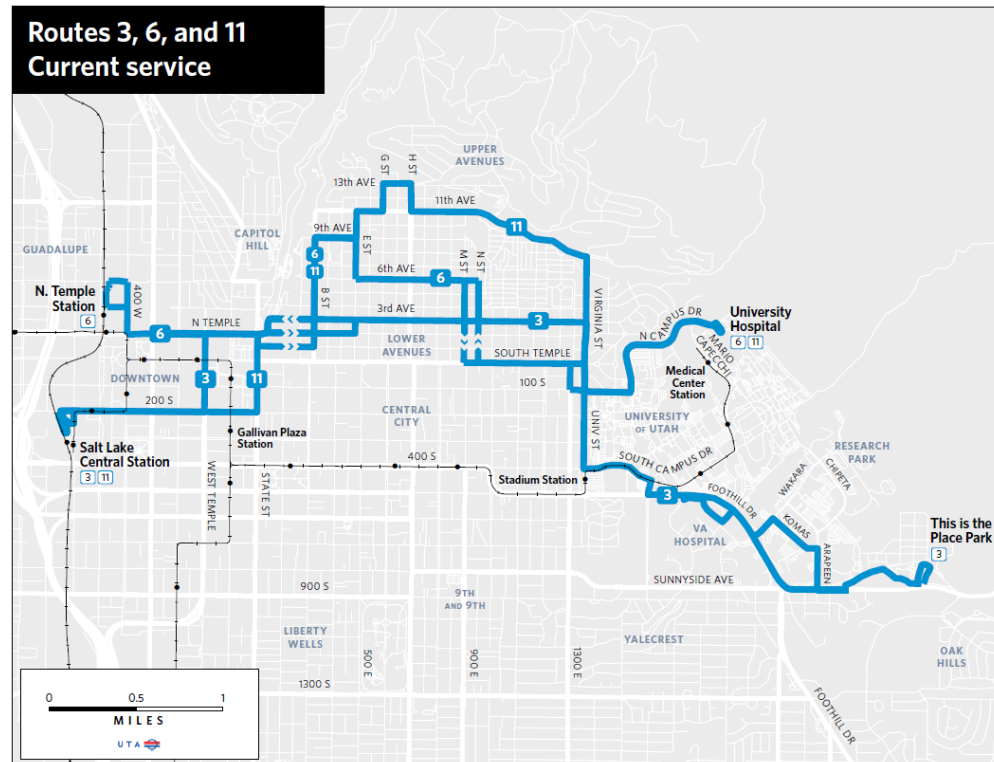
- Route 3: 30-min service
- Route 4: 30-min service
- Route 223: 30-min service
 - Service to Research Park
- Replaces Route 228

- Increased frequency
- Increased weekend service
- Improved connection to VA



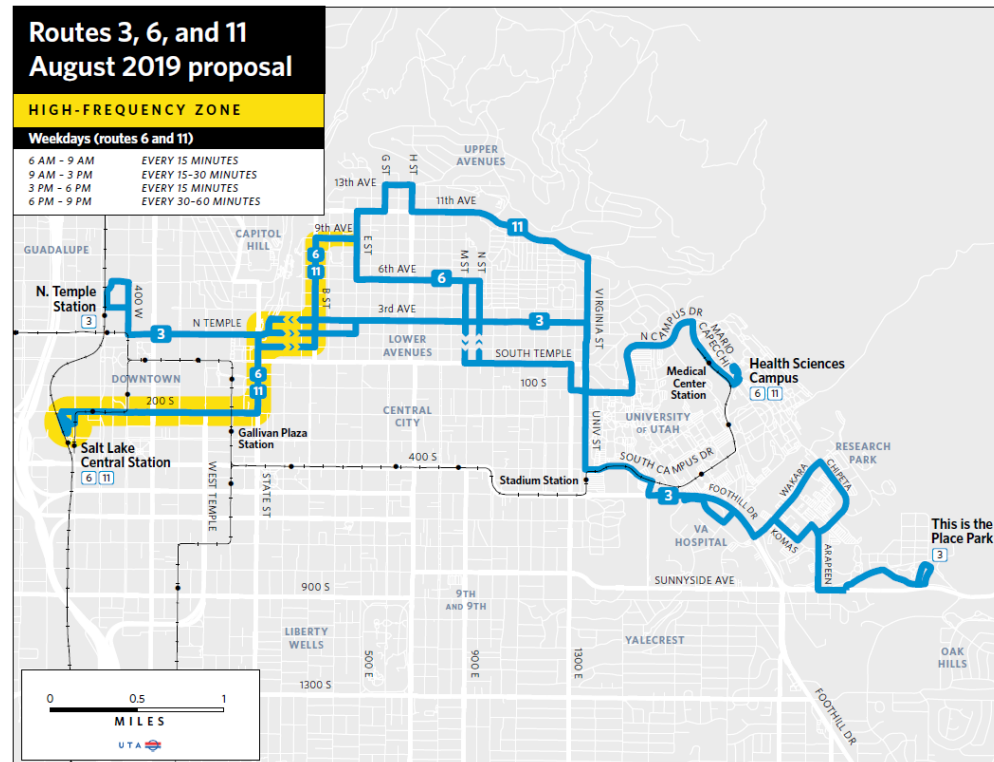
Avenues Service

- 3: 30-min service
 - 6: 30-min service
 - 11: 30/60-min service
-
- Improved frequency between SL Central, downtown, LDS Hospital
 - Improved connections to FrontRunner



Avenues Service

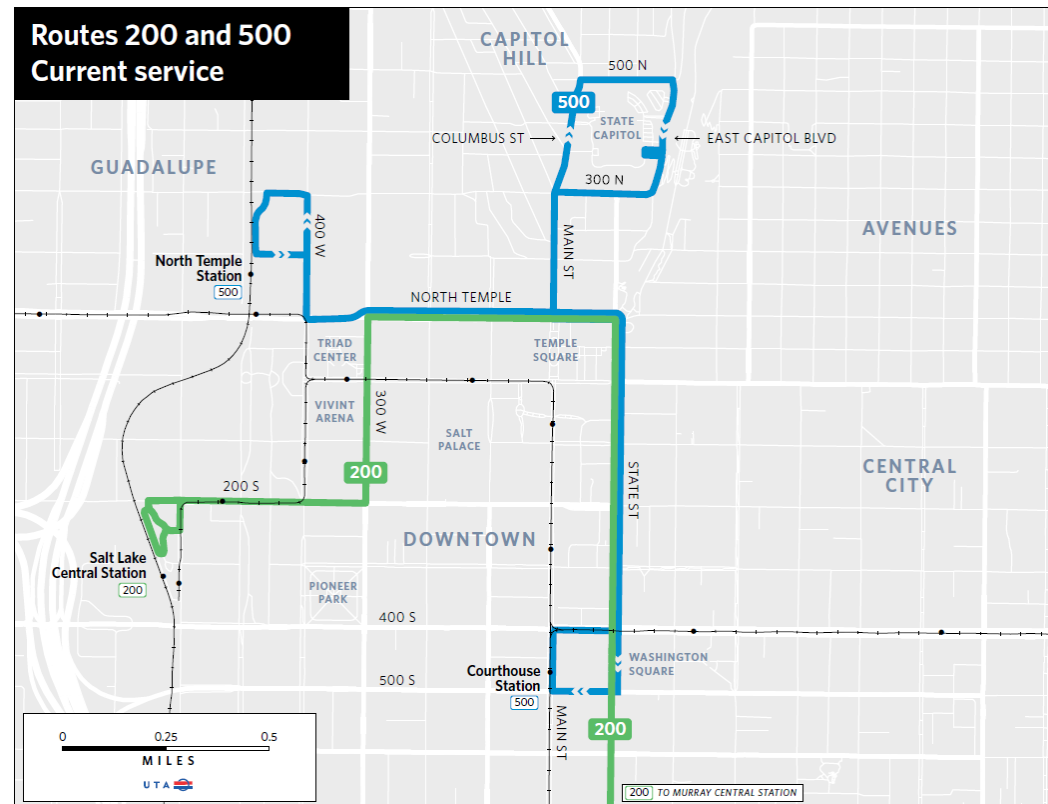
- 3: 30-min service
 - 6: 30-min service
 - 11: 30/60-min service
-
- Improved frequency between SL Central, downtown, LDS Hospital
 - Improved connections to FrontRunner



State Capitol

- Route 200: 15-min service
- Replaces route 500

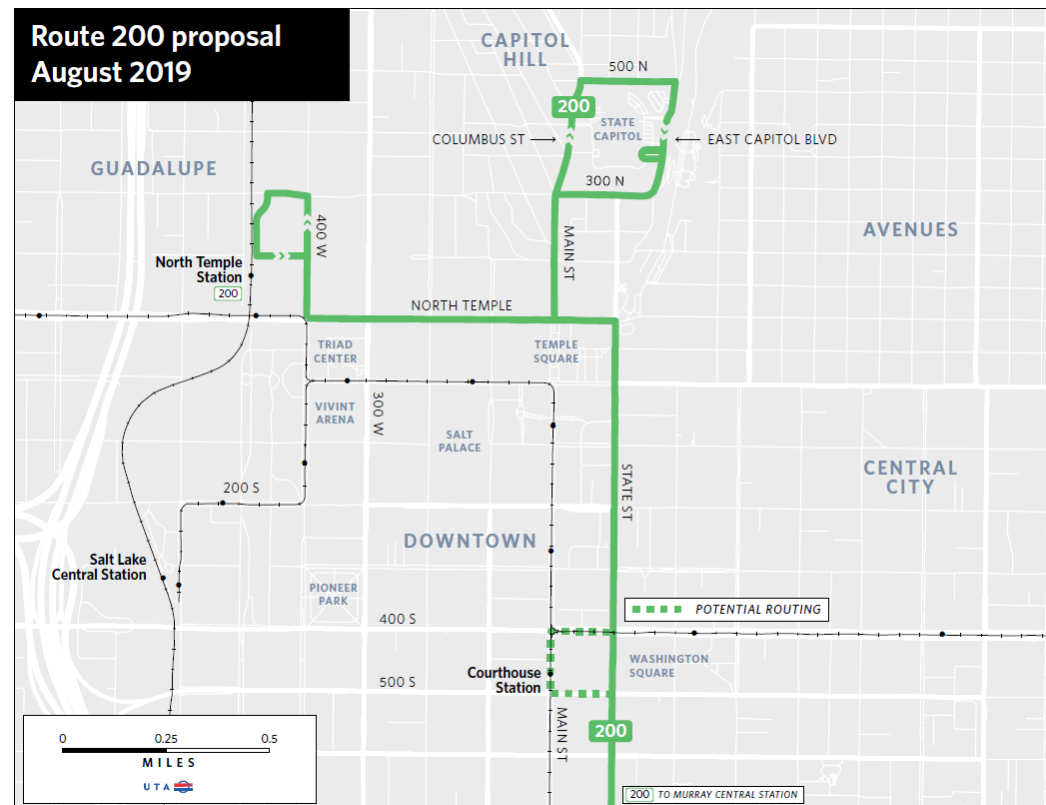
- Increased frequency
- Improved train connections



State Capitol

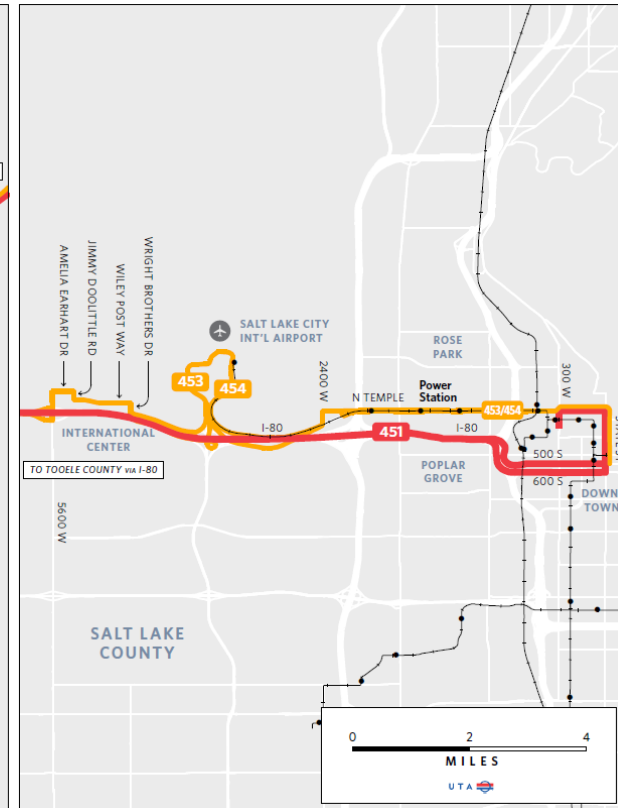
- Route 200: 15-min service
- Replaces route 500

- Increased frequency
- Improved train connections



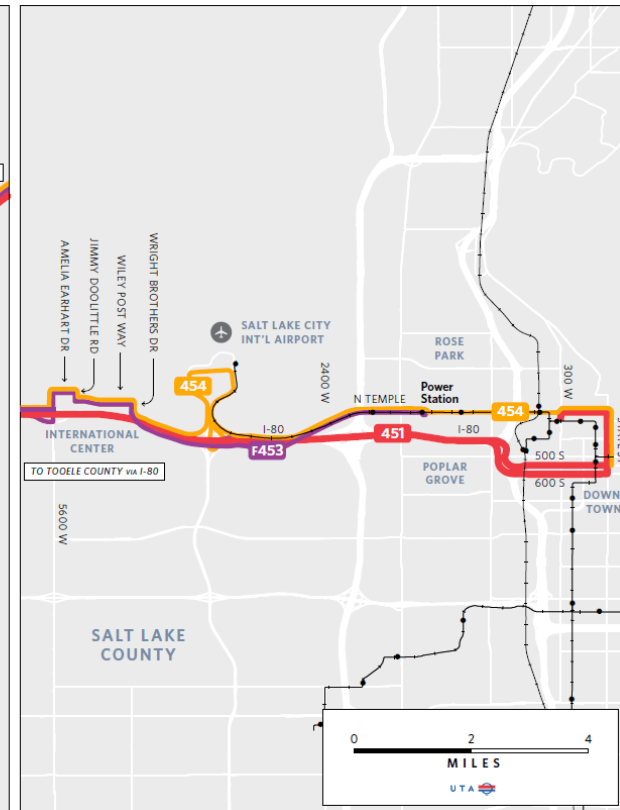
Tooele Valley

- Route 451: 30-min service (peak)
 - Local fare
 - Route 454: 30-min service (peak)
 - Route F453: 60-min service (midday)
 - Replaces Route 453
-
- Added trips from Grantsville
 - Additional stops in Grantsville
 - New midday service



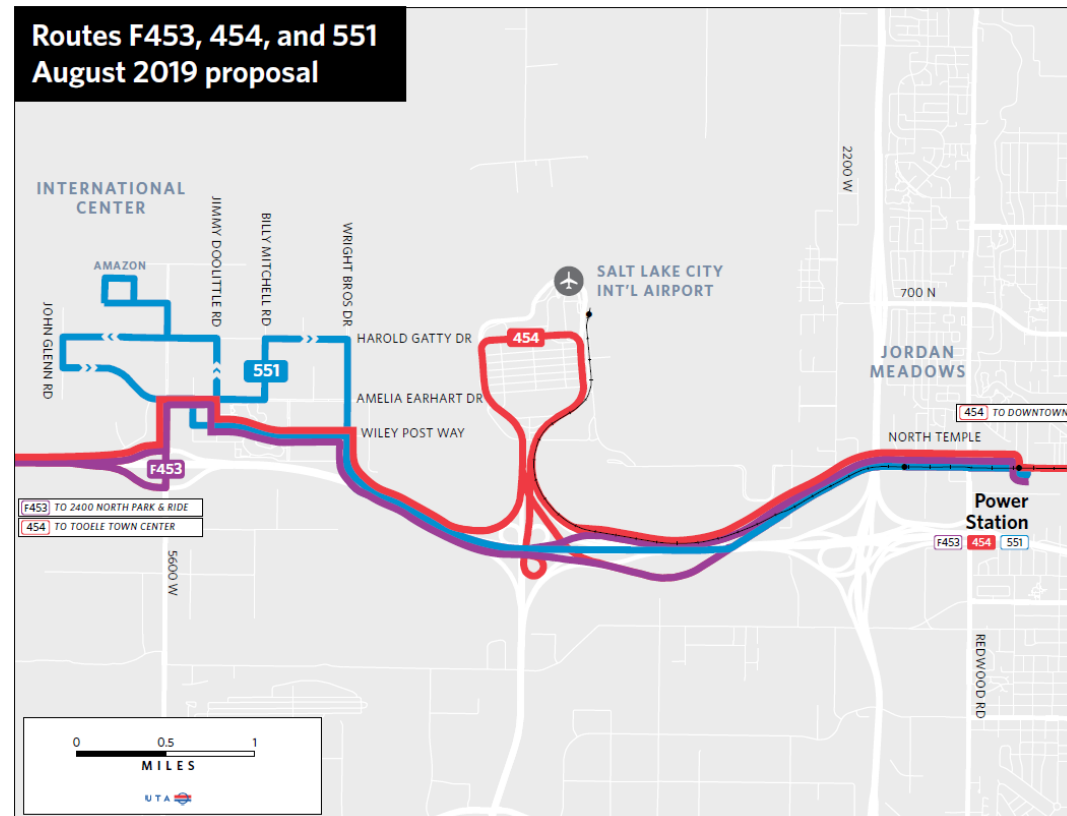
Tooele Valley

- Route 451: 30-min service (peak)
 - Local fare
 - Route 454: 30-min service (peak)
 - Route F453: 60-min service (midday)
 - Replaces Route 453
-
- Added trips from Grantsville
 - Additional stops in Grantsville
 - New midday service



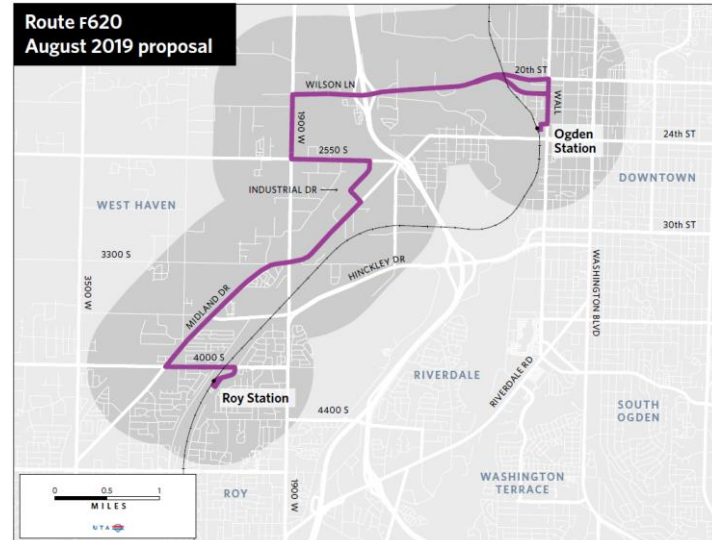
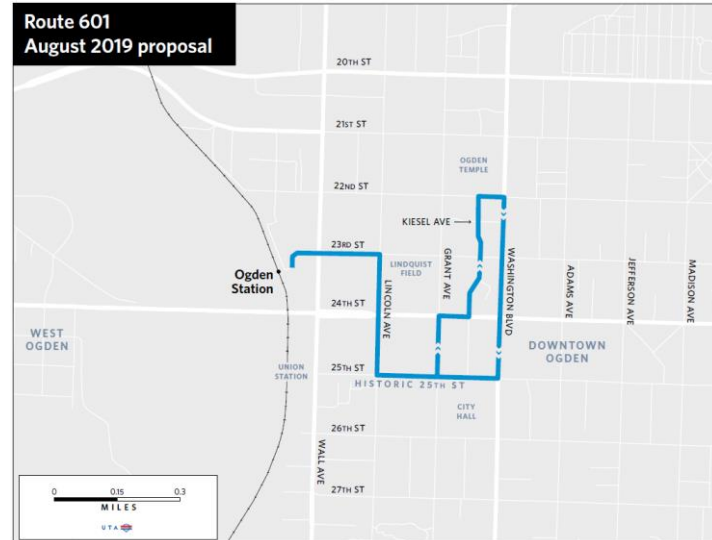
Airport/International Center

- Route 454: 30-min service (peak)
- Route 551: 30-min service (peak)
 - Added weekend trips
- Route F453: 60-min service (midday)
- New midday service
- New weekend service



Ogden/Weber County

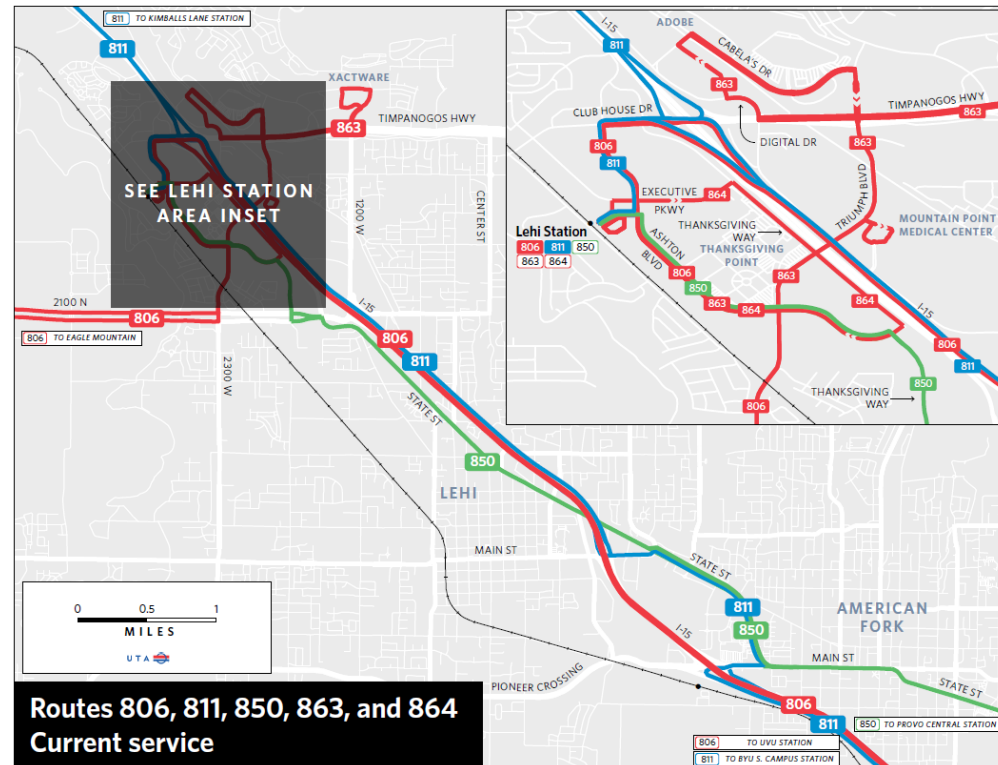
- New Ogden Trolley (Route 601)
- New Route F620
- New downtown trolley
- Added coverage to West Haven, Roy



North Utah County

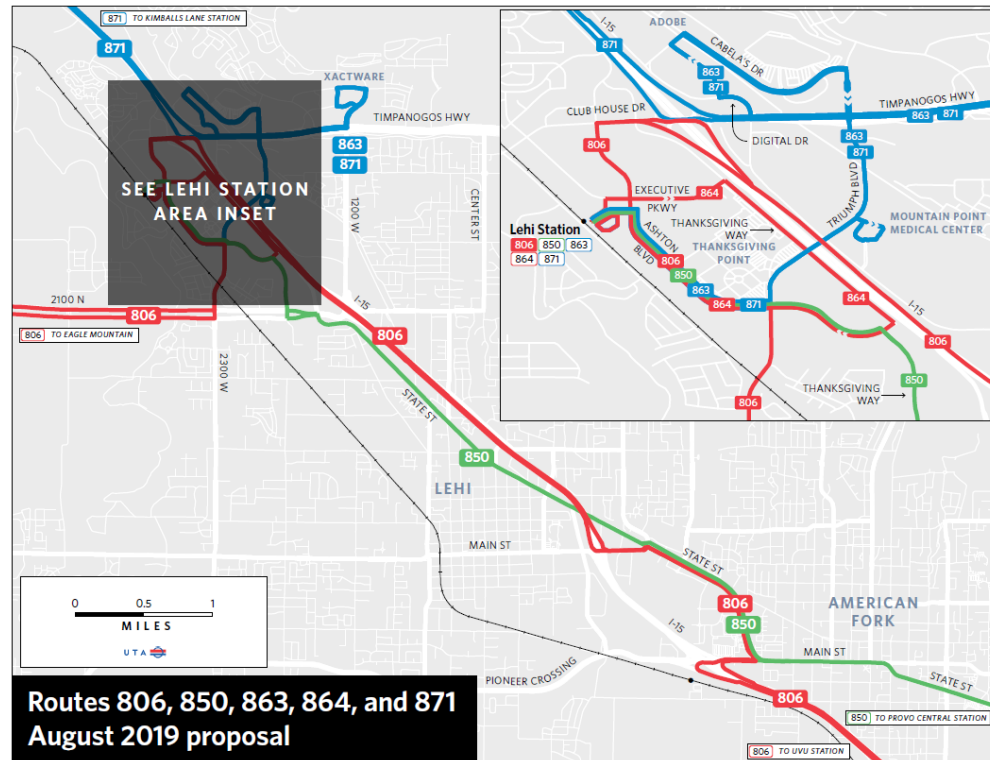
- Route 871: 30-min service
 - Combine with Route 850 Sundays
- Route 863: 30-min service
- Route 806: 30-min service (peak)

- All-day connection to Salt Lake County
- Midday service to Lehi Station
- Added Sunday service Lehi-Provo



North Utah County

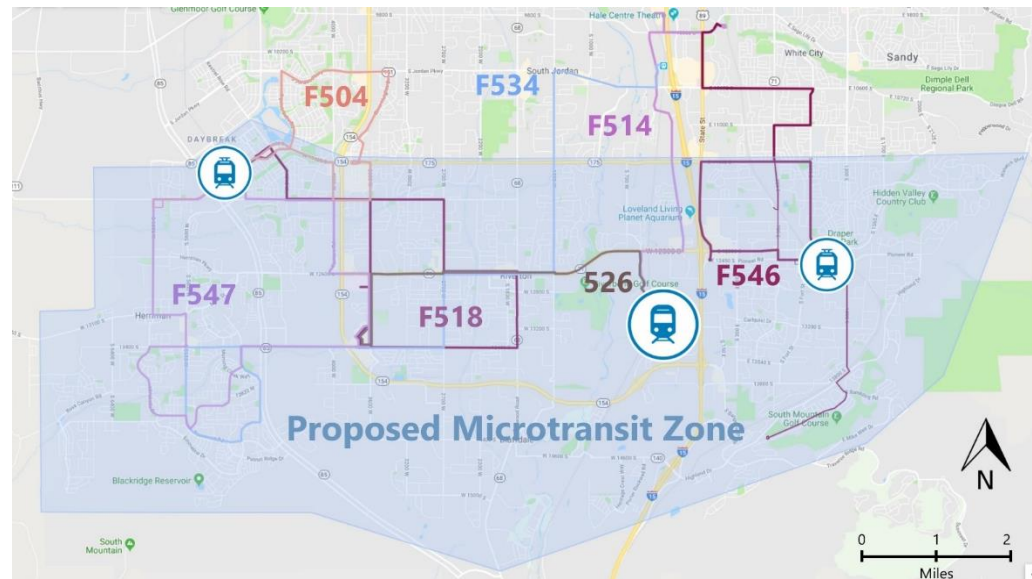
- Route 871: 30-min service
 - Combine with Route 850 Sundays
 - Route 863: 30-min service
 - Route 806: 30-min service (peak)
-
- All-day connection to Salt Lake County
 - Midday service to Lehi Station
 - Added Sunday service Lehi-Provo



Microtransit Pilot

- On-demand service
- Pilot run concurrently with existing flex service
- Third-party provider
- Greatly improved coverage
- Improved access for disabled/low-income passengers

- Gather data for future expansion of service



Public Outreach and Comment Period

- **Goals and Objectives**

- Educate riders and general public about proposed changes for August Change Day
- Pro-actively communicate and encourage public comment
- Pro-actively seek and respond to public comments

- **Key Messages**

- UTA is preparing for a large change day in August
- While many changes are proposed, most increase service.
 - New routes
 - Increased frequency
 - Expanded/all-day service
 - More Sunday service
- UTA is implementing a very robust public outreach and comment effort, encouraging riders and the public to participate
- There are many ways to provide comment:
 - Online
 - Email
 - Phone
 - Mail
 - Public hearings



Schedule for Public Comment Period

- **Comment Period Begins:** March 13
- **Notices in Newspapers:** March 17
- **Public Hearings (6)**
 - **Dates:** April 2, 3, 4, 9, 10, 11
 - **Locations:**
 - Salt Lake County (3)
 - Weber/Davis County (1)
 - Utah County (1)
 - Tooele County (1)
- **Comment Period Concludes:** April 17



Communication Plan & Tactics

- **Website Information**
 - Accessible on home page
 - Maps and description of proposed change
 - Links to route descriptions
 - Information/links about ways to comment
- **Newspaper notices for public hearings**
 - Standard Examiner
 - Tooele Transcript
 - Deseret News
 - Salt Lake Tribune
 - Provo Daily Herald
- **Open UTA survey(s)**
- **Social Media: blogs, promoted Facebook posts, Twitter**
- **Media Relations: press releases, targeted briefings**
- **On-System Information**
 - Signage on buses and rail platforms
 - Flyers for train hosts and operators



Other Business

- a. Next meeting: March 20, 2019 at 9:00 a.m.



Adjourn

