COUNCIL STAFF NOTE

CITY COUNCIL *of* SALT LAKE CITY

Item Schedule:
Briefing: May 8
Set Date:
Public Hearing:
Potential Action:

TO: City Council Members

FROM: Russell Weeks
Senior Policy Analyst

DATE: May 7, 2018 at 2:45 PM

RE: **FUNDING OUR FUTURE: TRANSIT ITEMS**

Reminder: [[Insert a link to View the Administration's proposal]]

ISSUE AT-A-GLANCE

Goal of the Note: To advance the City Council's discussion of potential transit uses pertaining to the sales tax increase for Funding Our Future.

One way to approach the City Council's discussion of the transit items presented at earlier Council work sessions is to use balancing tests to arrive at a decision. Council staff has identified four "tests."

The Council staff uses balancing tests from time to time because they are intended as a neutral approach to issues. The format was introduced to the staff by former Deputy Planning Director Pat Comarell, who also was the Ogden City Council executive director before working in Salt Lake City.

According to Ms. Comarell: "Although it is desirable to base policy decisions on a great deal of information and reasoned conclusions, often there are many unknowns, and conclusions require making value judgments. Just as often, those value judgments must be made when several values important to the community are in conflict. Each of these values may be worthy on its own, but when it conflicts with other needs, difficult choices must be made and a balance reached. The key is to determine where the 'balance' between these values lies."

Before listing the balancing tests staff identified two things might be noted: 1.) The transit improvements presented and discussed in the previous Funding Our Future discussions all are elements of the Transit Master Plan. 2.) The Utah Transit Authority is preparing additional information that will be sent to the City Council Office on May 7.

The table below lists what City Council staff considers to be key balancing tests relating to using City funds to improve transit service to residents. In considering the tests, Council Members may identify more relevant test examples, or refine the four below based upon discussion.

Balancing Tests	
1.) Adhering to the *Transit Master Plan* implementation schedule as adopted.	1.) Implementing bus routes in underserved, transit-dependent neighborhoods sooner as a matter of equity.
2.) Providing basic 15-minute, extended bus service.	2.) Implementing new programs
3.) Identifying routes throughout the City so taxpayers living in various areas of the City see/experience an obvious benefit from the sales tax increase.	3.) Funding more comprehensive services along a more limited number of routes.
4.) Immediate implementation of improved bus service in as many areas as possible.	4.) Phasing in implementation over a longer period of time.

BACKGROUND

At an April 17 work session, the City Transportation Division and the Utah Transit Authority presented three options of how to improve transit service with potential revenue from a sales tax increase. The City Council at that meeting said two things: 1.) It wanted to assign $12 million of revenue from the increase to transit. 2.) It preferred adding transit service improvements to 600 North Street to Scenario II. That scenario would provide transit service improvements on 2100 South, 1300 South, 900 South, 400 South, 200 South, North Temple, South Temple and 1000 North streets.

Representatives from the division and UTA returned May 1 with a proposal that would implement frequent transit network service on 1000 North, 600 North, 200 South and 900 South streets within two years for about $15.4 million total. The figure included about $12.3 million fixed route service, and $3 million in administrative costs. The $15.4 million about $1 million if 2100 South Street was included for fixed bus route and paratransit service. The 2100 South route costs included $865,000 for the fixed route service, and $216,000 in marketing, administrative and capital costs. Improving Sixth Avenue bus service also would add about $1.1 million. (Please see May 2 attachment.)

Meanwhile, the *Mayor's Recommended Budget for Fiscal Year 2018-2019* included the following table on Page B-7:

Services	Dollar Allocation
Service for increase span and frequency on key routes (900 S, 200 S, 2100 S)	$2,464,492.00
Home to Transit Pilot program (service and administration)	$700,000.00
Start-up funding for "Work to Transit" program	$250,000.00
Transit pass analysis and facilitation	$30,000.00
Frequent Transit Network branding and outreach	$250,000.00
Transit Planner	$50,000.00
FTN Capital Improvements (signal upgrades, bus stop improvements, ADA enhancement, etc.)	$1,139,000.00
FTN rolling stock (buses) procurement	$406,000.00
Total	**$5,289,492.00**

The *Recommended Budget* included about $2.64 million in funding increases for bus service improvements on 2100 South, 900 South, and 200 South streets; $1.14 million for capital improvements; and $406,000 to lease buses to improve service.

According to the *Recommended Budget*, "A home to transit pilot program will also be implemented on the west side. This plan will enable residents that are over a quarter mile away from a current bus stop or TRAX

station to receive a ride via a contractual provider to the closest bus stop or TRAX station. The program will have an initial amount of $700,000. The work to transit program will have one-time start-up funding of $250,000. The City will work with private business to create rideshare/shuttle programs to assist individuals to get from their place of employment to a transit station." In total, new programs and City administrative costs to implement or promote transit total $1.28 million in the *Recommended Budget*.

DISCUSSION

Balance Test 1 – Much of the City Council discussion April 17 and May 1 revolved around including improved transit service along 1000 North and 600 North streets, although all the east-west streets in the improved service options are included in the *Transit Master Plan's* Frequent Network System. Ten Hundred North Street is included in the plan as a Tier 2 route that would be implemented by at least 2040.[1] A possible offshoot of the balance test is: "Funding routes with the most existing users versus funding routes with the most potential for new users."

The *Transit Master Plan* also includes recommendations to create a program of "first-mile-last-mile" program. The "home to transit" pilot program in the *Recommended Budget* is an example of that.

It should be noted that the neighborhoods served by transit routes on 1000 North and 600 North streets are neighborhoods with a "propensity" to need transit service because they are among neighborhoods with low-income households, no automobiles, and people who are older or have disabilities. It also should be noted that there are a number of similar neighborhoods in the City with similar populations. (Please see Figure 3-6 attached.) Western and central neighborhoods in the City include Census tracts identified by Gov. Gary Herbert as "opportunity zones." (Please see Attachment 2010 Census Tracts …)

Balance Test 2 – One of City Council's goals when it adopted the *Transit Master Plan* was to foster frequent, reliable, and widespread transit service throughout the City. The *Master Plan* is designed to have 73 percent of the entire City population within a quarter mile of transit service by 2040 – a figure far higher than many larger cities. A question for the City Council is: Should the Council allocate funds to new programs, such as first-mile-last-mile programs, if funds earmarked for new programs could increase frequency and hours of buses, or should the Council allocate funds to create a model program with new service levels in limited areas?

Balance Test 3 – The test is somewhat similar to the first two tests. The question the test asks is: Which is better overall for the City – to see a clear improvement to transit service in a variety of areas, or to see a more comprehensive series of improvements focused on a smaller number of routes?

Balance Test 4 – Transit discussions on April 17 and May 1 involved implementing the scenarios in 18 months to two years. Part of that involves negotiating a contract with UTA or its successor. Given the dynamic of planning, negotiating and adopting an interlocal agreement, ordering equipment, and in some cases issuing requests for proposals, how soon is a reasonable time to see results of the transit initiative, and can it be phased in quickly or over a relatively longer period of time?

Other Questions

- Discussions among the Council, the Administration, and UTA have largely involved 2100 South, 1300 South, 900 South, 200 South, Sixth Avenue, 600 North, and 1000 North. Would it help the Council reach a decision if it saw the projected costs of each route along the streets?
- Are cost estimates for service on 200 South Street based on 15-minute service or seven-minute service? What might be the estimated cost of transit service based on buses running every seven minutes and buses running every 15 minutes?
- If Scenario II routes plus the 600 North Street route are implemented, are there routes where service will end or be reduced, and what are those routes?
- Council Members have indicated an interest in contracting for a variety of transit items to ensure that allocations the City Council makes cannot be reallocated to other items in the future. What items would the Council want to pursue for contracts?

[1] *Transit Master Plan,* Pages 2-8 through 2-16.

Salt Lake City Sponsored Transit Service

Prepared for
Salt Lake City Council

May 7, 2018

Background

A Catalytic Moment

The City's commitment to implementing the first steps of the Transit Master Plan is exciting and UTA is proud to partner on this effort. While significant resources are being committed to expanding transit service, this marks the just the beginning of implementation of the Transit Master Plan.

- Transit service planning is complicated. Effective and efficient route planning involves consideration of a number of factors including demographics, roadway design, and evaluation against existing service.

- We want to ensure that we are being responsible stewards with the City's resources by making educated and careful decisions and not skipping steps in the process.

A Complete Transit System

With the adoption of the Transit Master Plan, Council provided policy direction for a complete transit system, described on pages 12 and 13 of the Executive Summary. Pages 14-23 describe the recommendations in each component of that system, which include:

- Frequent transit network (FTN) grid connecting the entire city
- Innovative mobility solutions, such as "Trips-to-Transit" and Transportation Management Associations (TMA), to provide the most personalized and convenient service
- Expansion of the Hive Fare Program
- Strategic Capital Investments including bus stops, transit hubs, and transit vehicle leasing

The goal of our collaborative efforts with Salt Lake City is to implement the full plan in increments that best support the Plan's goals.

The best way to ensure an ongoing commitment to funding transit is through early success and prominent branding of key corridors. This is why the Transit Master Plan starting – at minimum – with improvements on 200 South. Not only is 200 South the lynchpin for transitioning to a grid-based transit network, it also has the greatest demand for frequent service, later service, and more service on weekends. By demonstrating a high-visibility commitment through corridor investments (such as prominent bus shelters and hubs), branding, and promotion, the City can convey a level of permanence that people can rely on and make it politically painful to reduce or remove the bus service in the future.

Key Assumptions and Considerations

UTA and Salt Lake City Transportation Staff have developed a variety of options that the City could advance to initiate the Transit Master Plan implementation process. These options are based on key assumptions, the recommendations of the plan, and the limitations established by the Federal Transit Administration described below:

Budget and Funding Availability

- The following transit options are designed to fit within a $12 million total budget.
- Additional funding is likely to become available regionally, which will allow for full implementation of the City's full Transit Master Plan in the near future.
- Changing the total budget will require redesign and repackaging of FTN corridors, as the design builds on efficiencies found by reconfiguring and reallocating resources among existing and proposed routes.

Federal Title VI Limitations

- UTA must not discriminate against neighborhoods with low income or minority populations. Our existing service covers all Title VI neighborhoods as efficiently as possible with meandering loops.
- Adjusting the existing routes to implement a gridded network design requires replacement of those services with equivalent service in all Title VI neighborhoods. This necessitates that some routes be implemented as a package.

Not all Miles are Equal

- Costs vary depending upon which routes are implemented due to the way in which changes echo through the network. Therefore, cost distributions among plan elements are a clearer guide for allocations than are costs of specific routes.

Proposed Budget

Two budget tables are presented below. The first shows the approximate budget distribution for the initial ramp-up of implementation, as presented by the Salt Lake City Transportation Division's 2018-2019 proposed budget. The second delineates a more typical annual distribution thereafter.

Key budget considerations include:

- As service is added to the frequent network, the proportion of the budget needed for paratransit, Trips to Transit, TMA contributions, and marketing may decrease significantly.

- The budget share needed for capital investments may go up for the period of time during which hub facilities are built, then will decrease over time, but more gradually.

- Planning, evaluation and administration are unlikely to change significantly over time as a share of the budget. Implementing regional routes assumes a Prop 1/partnership scenario, and therefore a distribution of expenses amongst regional partners.

- Items marked with an asterisk (*) in the tables are recommended for private sector/non-profit contracting and/or internal delivery to avoid inefficiencies and take advantage of the City's ability to make the funds go much further by integrating with other City projects.

Table 1		
Initial Implementation Ramp-Up Budget		
Element of Transit Master Plan	Cost Est	Description
Increasing service span and frequency on key routes	$2,475,000	Local corridors that improve east-west connectivity. Starting with 200 S, building toward the full plan with a focus on 900/1300 S, 2100 S and Rose Park
Home to Transit Pilot program (service and administration)*	$700,000	PPP to provide on-demand shared ride services to low-density residential neighborhoods between Redwood and I-15, East Bench and Upper Avenues
Start-up funding for "Work to Transit" program*	$250,000	Contract for technical assistance to start up formal public-private transportation management associations in low-density business districts
Transit pass analysis and facilitation*	$30,000	Working with Hive, GreenBike, and stakeholders to optimize affordability
Frequent Transit Network branding and outreach*	$250,000	Branding, marketing, outreach and education (examples include developing a "meeting in a box", branding to help riders clearly identify core route (FTN) corridors, developing better/clearer SLC specific maps, trip planning, etc.
Transit Planner*	$50,000	Staffing and initiating implementation first steps and studies/partner coordination to support next steps. Two critical first tasks will be forming a fare and pass programs working group and developing a strategy with GreenBike for co-implementation of transit and bike share expansion.
FTN Capital Improvements*	$1,139,000	study/design, signal upgrades, bus stop improvements, ADA enhancement, electrification support (microgrid development, battery pack upgrades) to leverage UTA investments
FTN rolling stock (buses) procurement	$406,000	Rolling stock, study, design and construction of signalization and bus stop improvements/ADA along key FTN corridors, hubs, wayfinding, and amenities.
TOTAL	$5,300,000	

** These items are recommended for private sector/non-profit contracting by Salt Lake City and/or internal delivery to avoid inefficiencies and take advantage of the City's ability to make the funds go much further by integrating with other City projects.*

Table 2		
Typical Annualized Budget Distribution		
Element of Transit Master Plan	Cost Est	Description
60% Service: UTA fixed route and paratransit**	$7,200,000	FTN service buy-ups
20% Service: Trips to Transit *	$2,400,000	Development of Transportation Management Associations & On-demand shared ride services
7.5% Vehicles	$900,000	Needed to increase service, annual leased cost
5% Marketing, Outreach and Fare Programs *	$600,000	Pass program working group, branding, education, and better maps and information
2.5% Transit Stop/Capital Improvements *	$300,000	First/last mile investments, stop improvements, signal upgrades for transit priority, mobility hubs, and corridor enhancements
2.5% Planning and Evaluation *	$300,000	Performance measures, service adjustments, corridor studies, technical analyses
2.5% General Administration *	$300,000	Accounting, financial analysis, legal, etc.
TOTAL	$12,000,000	

** These items are recommended for private sector/non-profit contracting by Salt Lake City and/or internal delivery to avoid inefficiencies and take advantage of the City's ability to make the funds go much further by integrating with other City projects.*

*** Compare this $7,200,000 allocation for Fixed Route and Paratransit service to the transit service options outlined in Table 4*

Transit Specific Budgets

Below are two tables that address transit-specific cost estimates. The first breaks out the costs of individual transit corridors, while the second presents a series of "packages" of possible transit corridor combinations – each of which fit within the City's total budget of $12 million.

Please note that efficiencies are created in specific combinations of routes in meeting Title VI obligations, therefore the combined corridor estimates may not equal the sum of the individual corridor costs.

Table 3

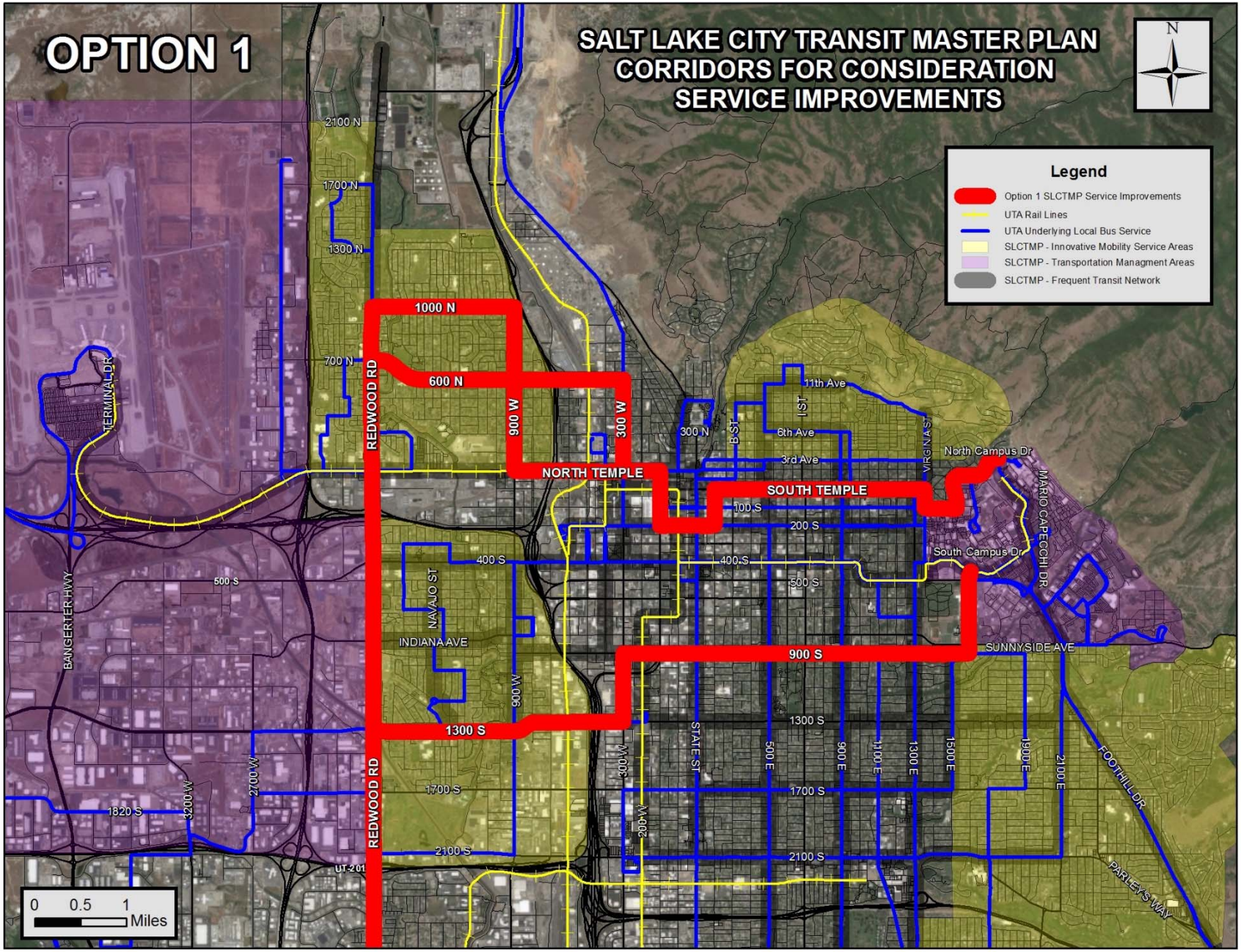
INDIVIDUAL CORRIDOR COST ESTIMATES

	1000 North	600 North	900 South	400 South	6th Avenue	200 South	2100 South
Transit Master Plan Element							
UTA Fixed-Route Service	$ 2,850,000	$ 5,500,000	$ 3,050,000	$ 3,730,000	$ 1,100,000	$ 900,000	$ 900,000
Capital Improvements	$ 350,000	$ 160,000	$ 180,000	$ 140,000	$ -	$ -	$ -
Vehicle Leasing ($40,600 each/year)	$ 325,000	$ 600,000	$ 325,000	$ 400,000	$ 122,000	$ -	$ -
	$ 3,525,000	**$ 6,260,000**	**$ 3,555,000**	**$ 4,270,000**	**$ 1,222,000**	**$ 900,000**	**$ 900,000**

Table 4

COMBINED CORRIDOR ESTIMATES

	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6	Option 7
	1000 North, 600 North, & 900 South	6th Avenue, 200 South, 900 South & 2100 South	6th Avenue, 200 South, 400 South & 900 South	1000 North, 200 South & 900 South	1000 North, 6th Avenue, 200 South & 2100 South	1000 North & 400 South	6th Avenue, 200 South, 400 South & 2100 South
Transit Master Plan Element							
UTA Fixed-Route Service	$ 7,225,000	$ 5,900,000	$ 7,060,000	$ 7,000,000	$ 5,700,000	$ 6,600,000	$ 6,600,000
Capital Improvements	$ 700,000	$ 180,000	$ 320,000	$ 520,000	$ 340,000	$ 480,000	$ 180,000
Vehicle Leasing ($40,600 each/year)	$ 900,000	$ 450,000	$ 730,000	$ 650,000	$ 450,000	$ 730,000	$ 325,000
	$ 8,825,000	**$ 6,530,000**	**$ 8,110,000**	**$ 8,170,000**	**$ 6,490,000**	**$ 7,810,000**	**$ 7,105,000**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CORRIDORS FOR CONSIDERATION
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UTA Underlying Local Bus Service
SLCTMP - Innovative Mobility Service Areas
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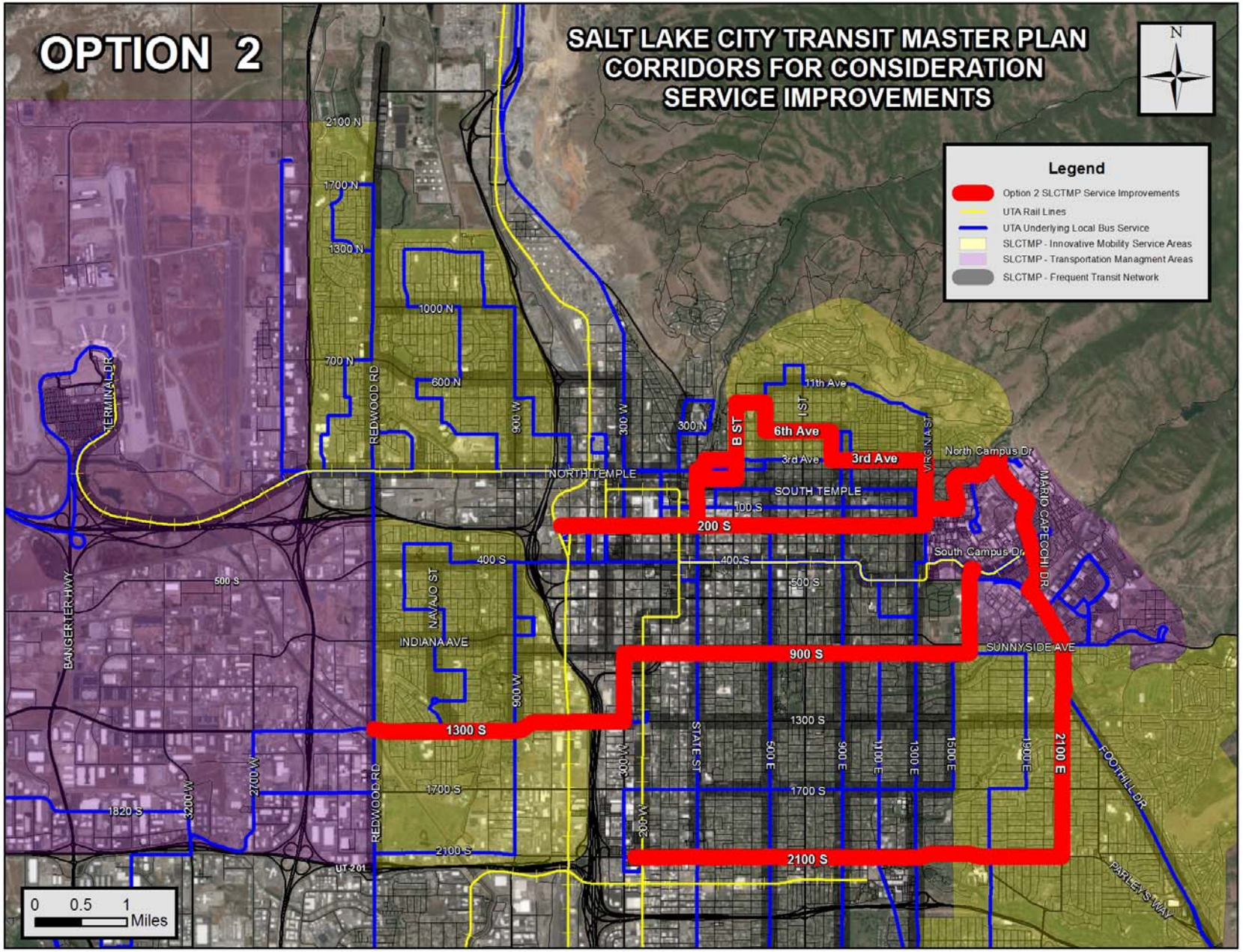
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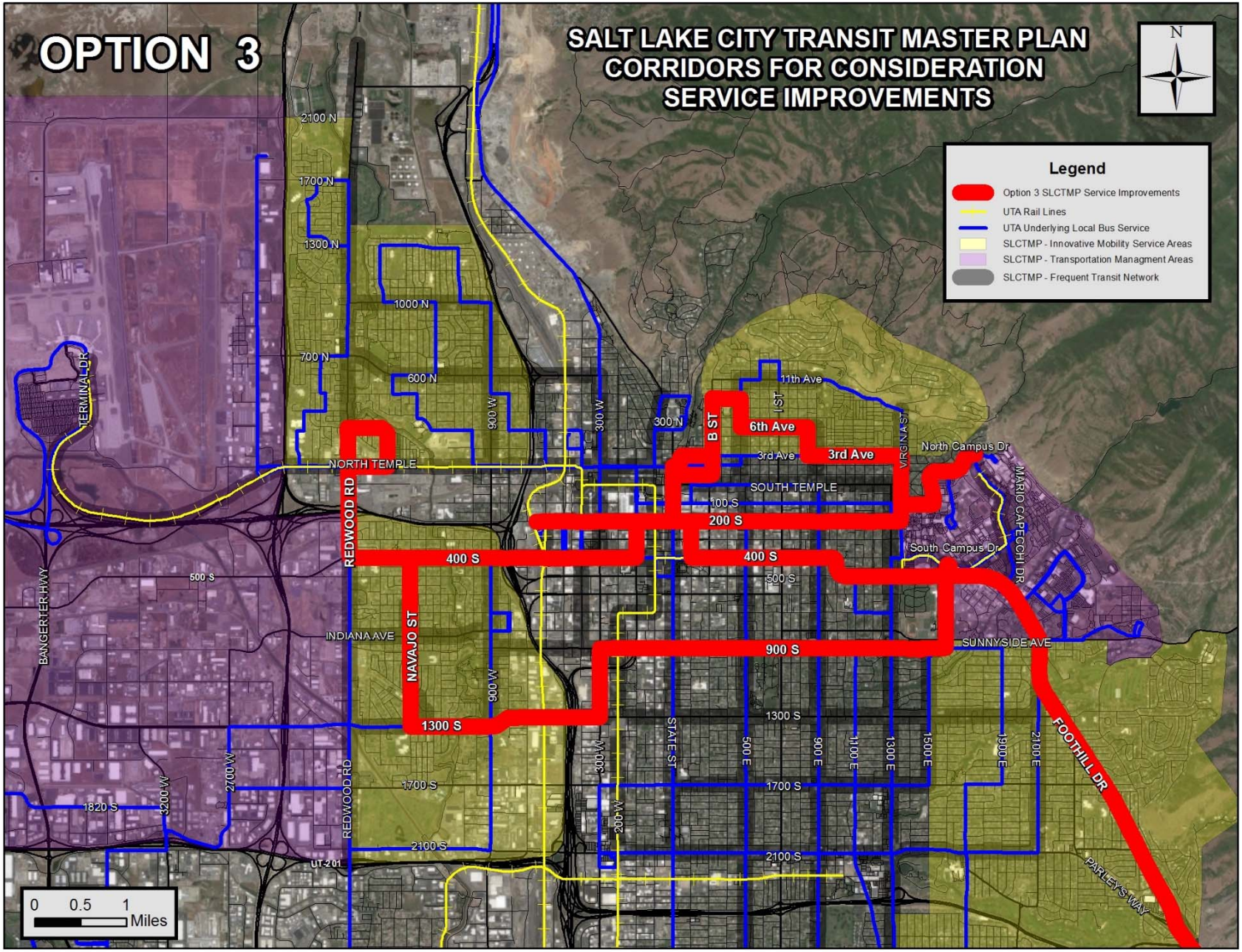
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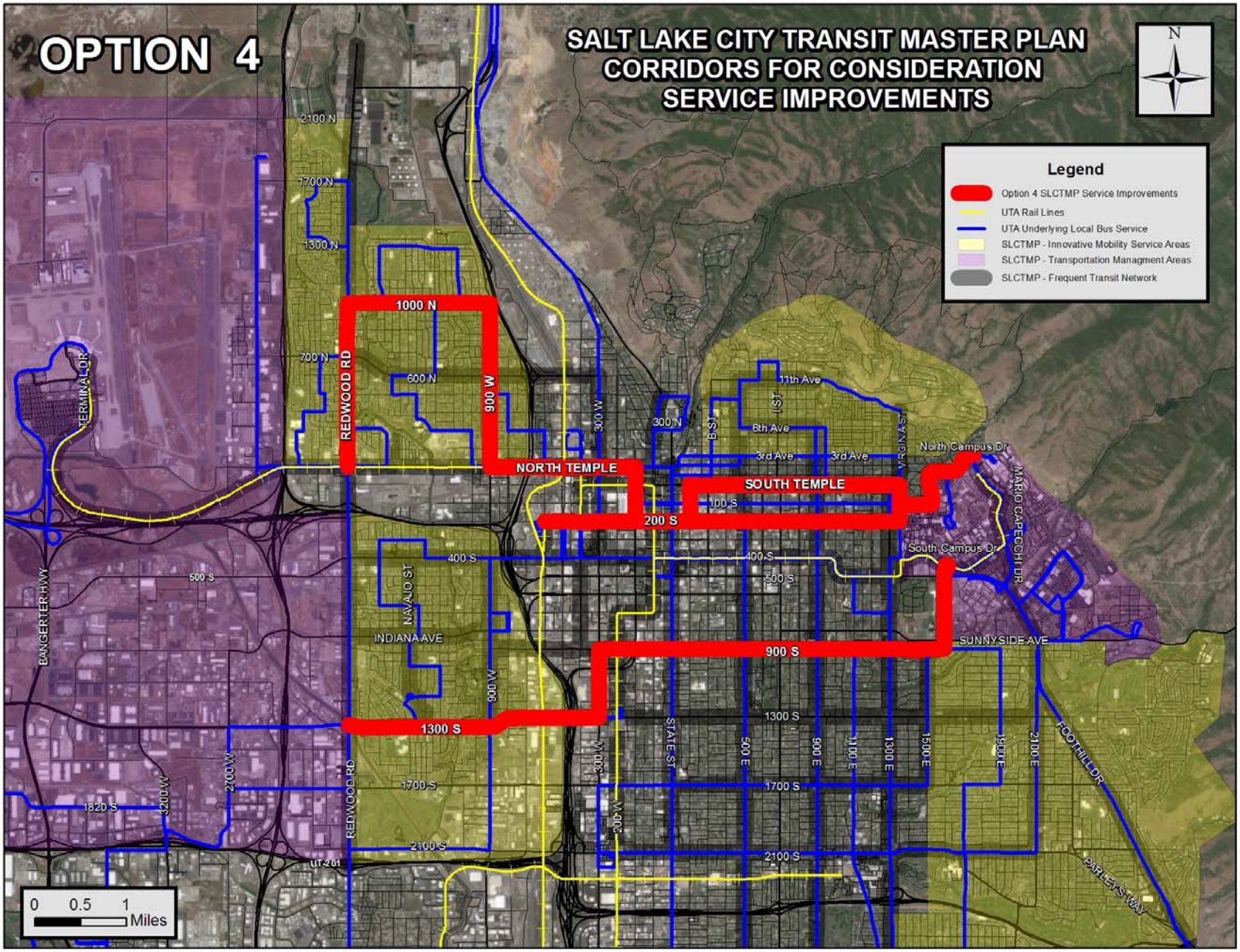
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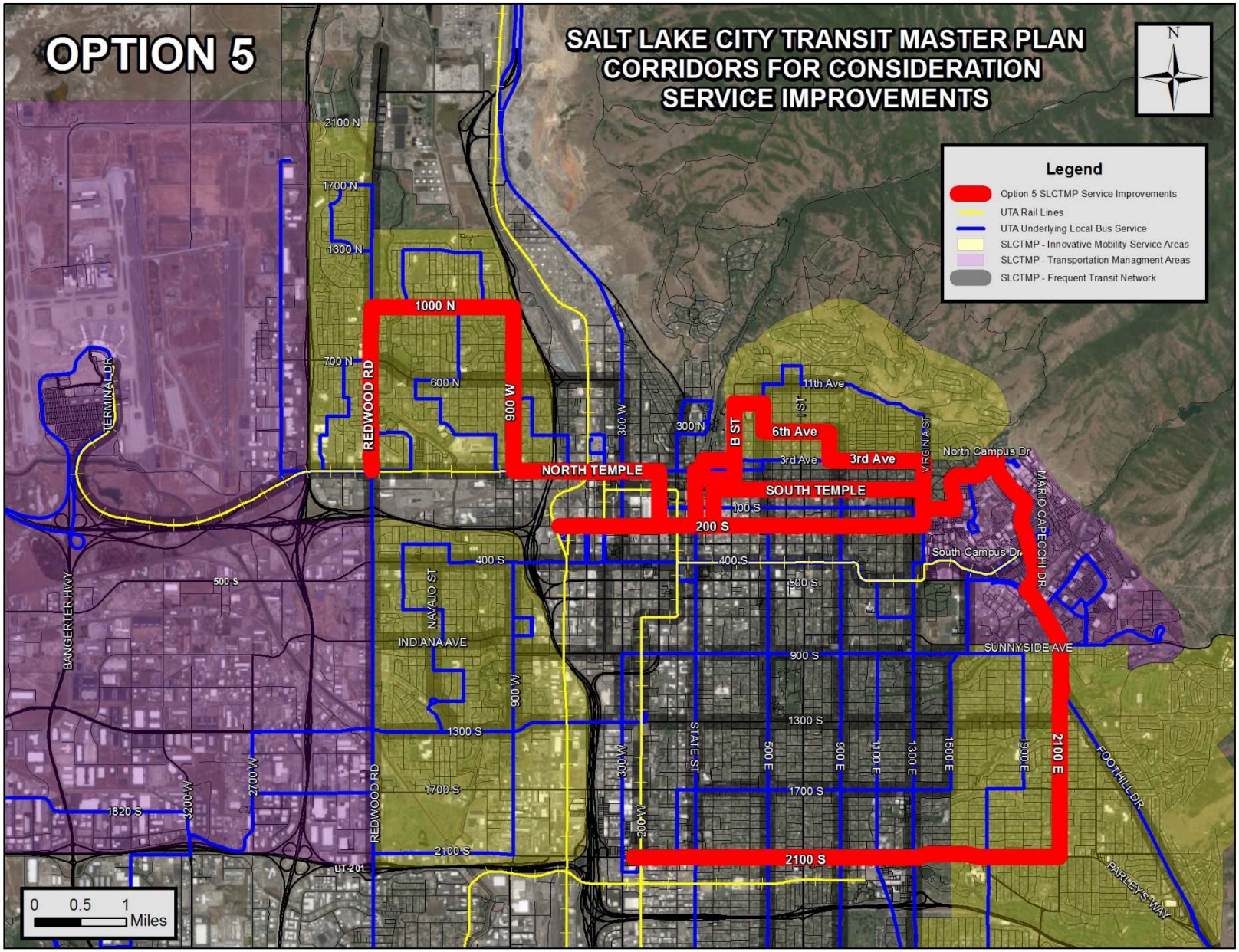
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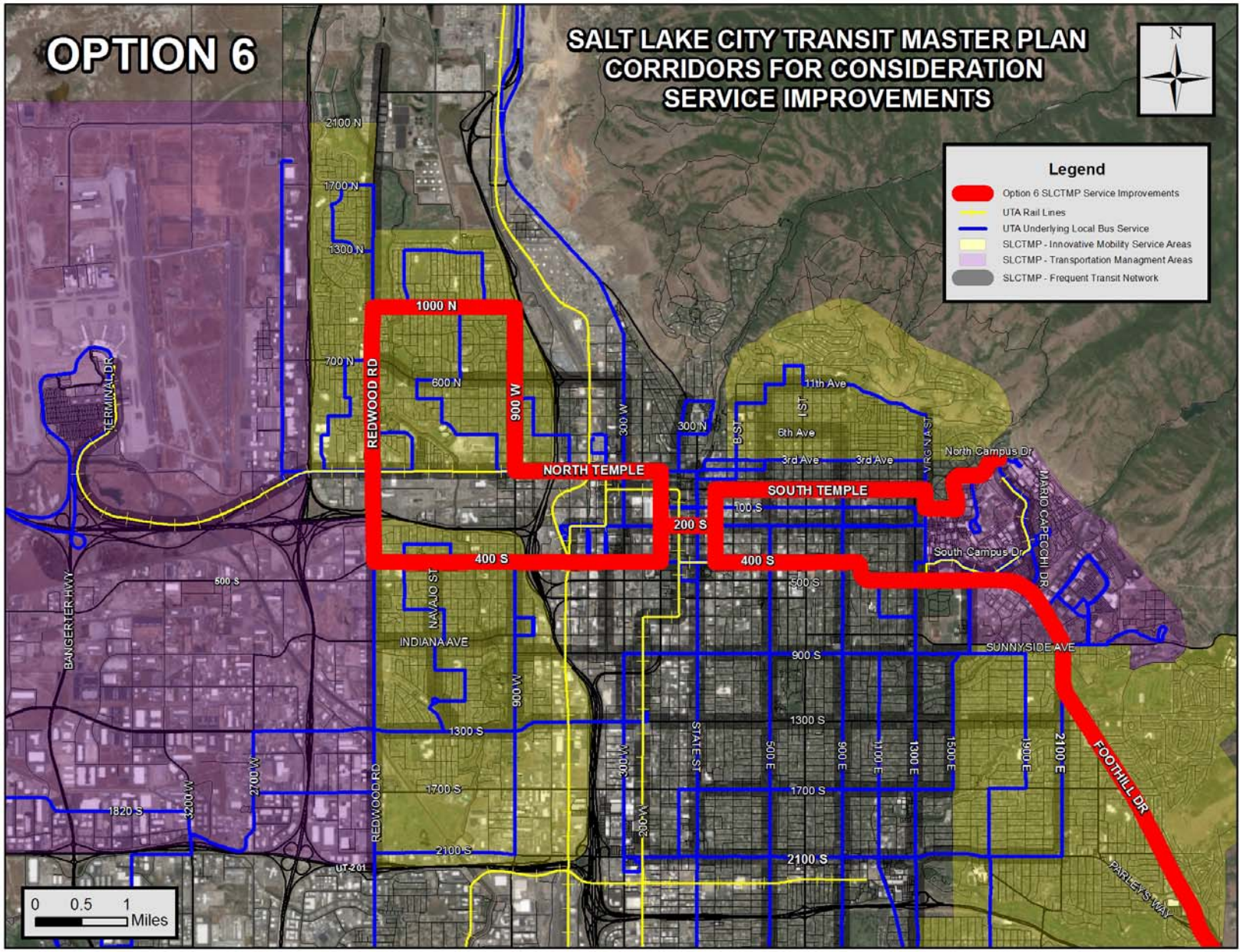
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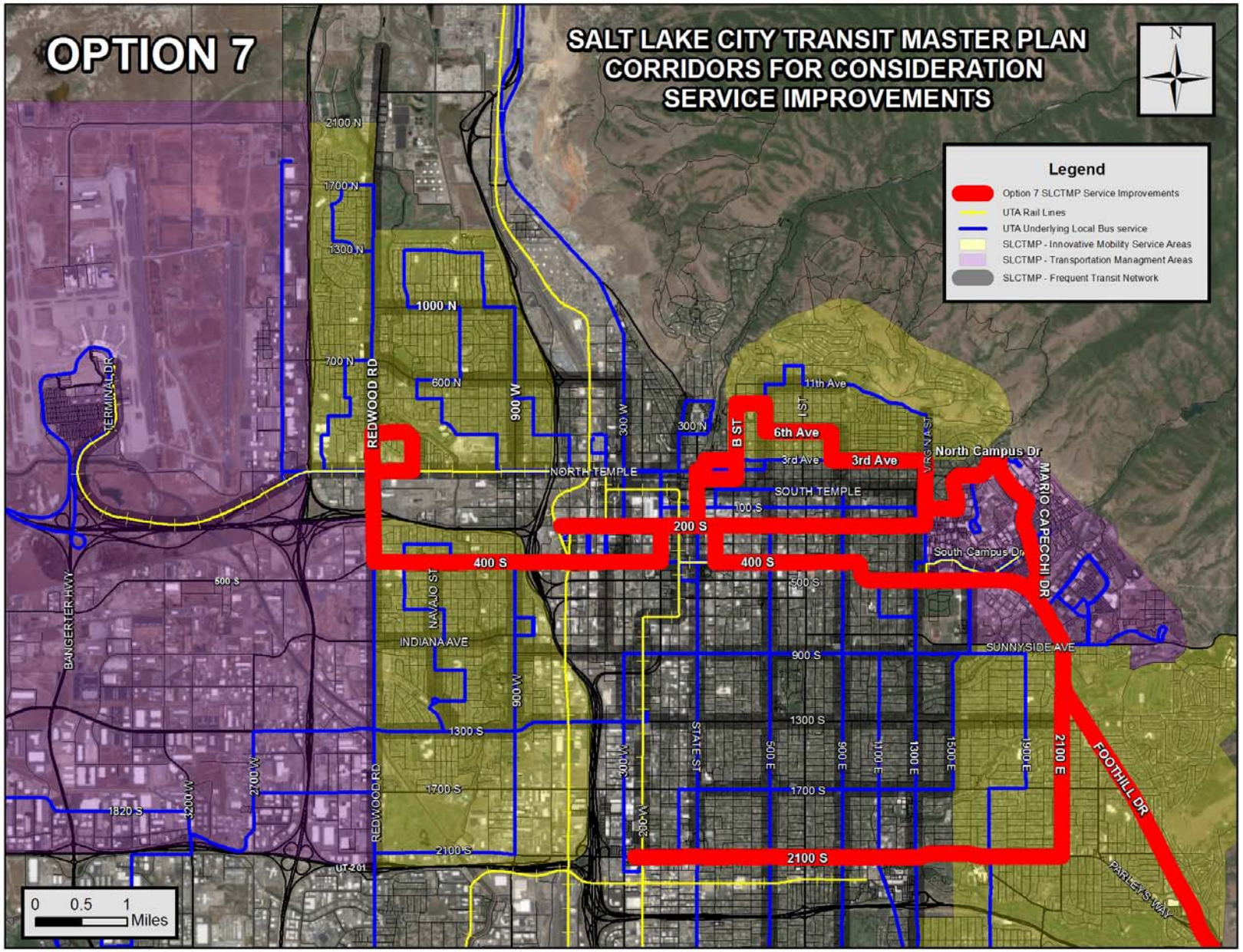
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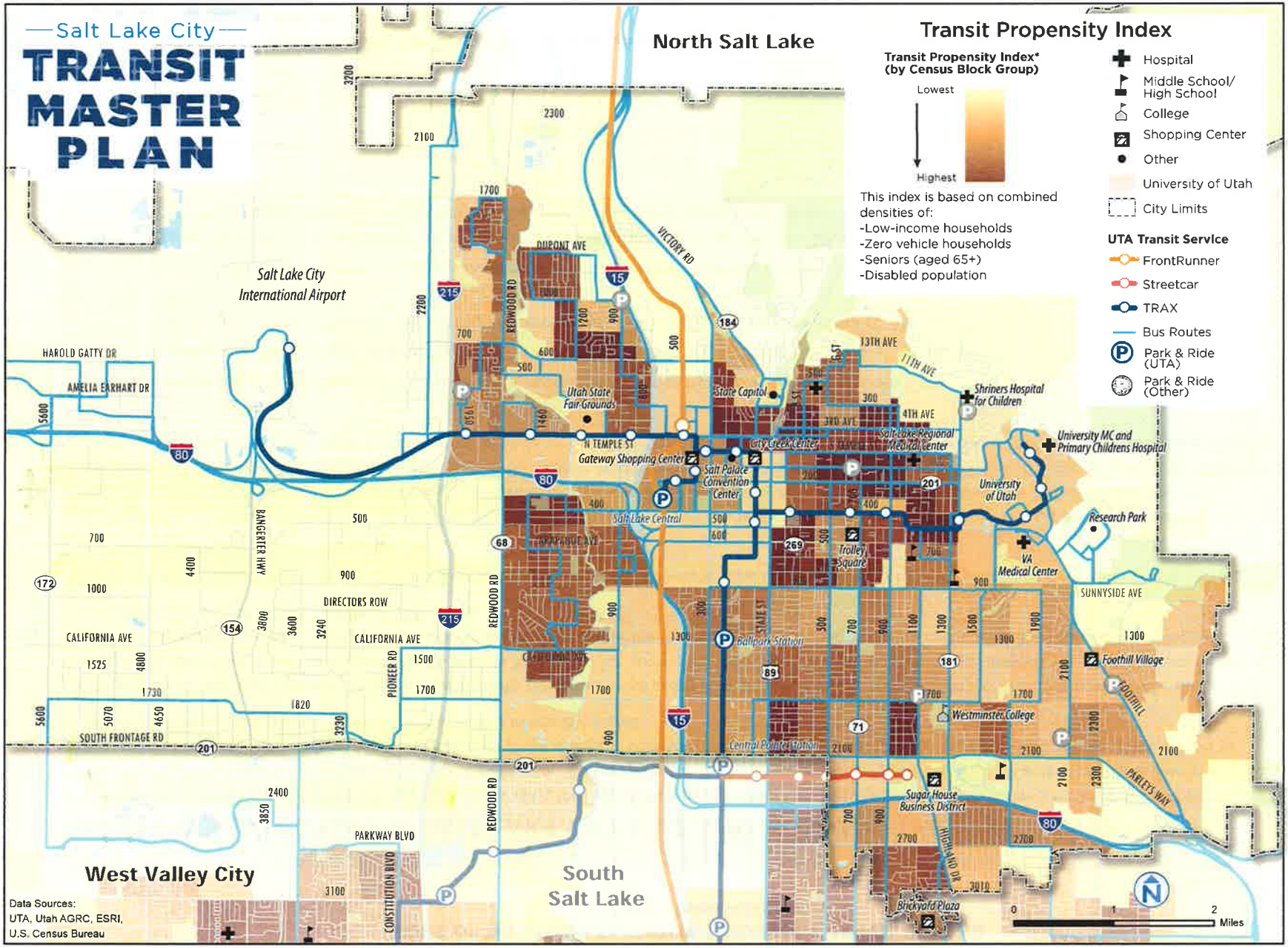
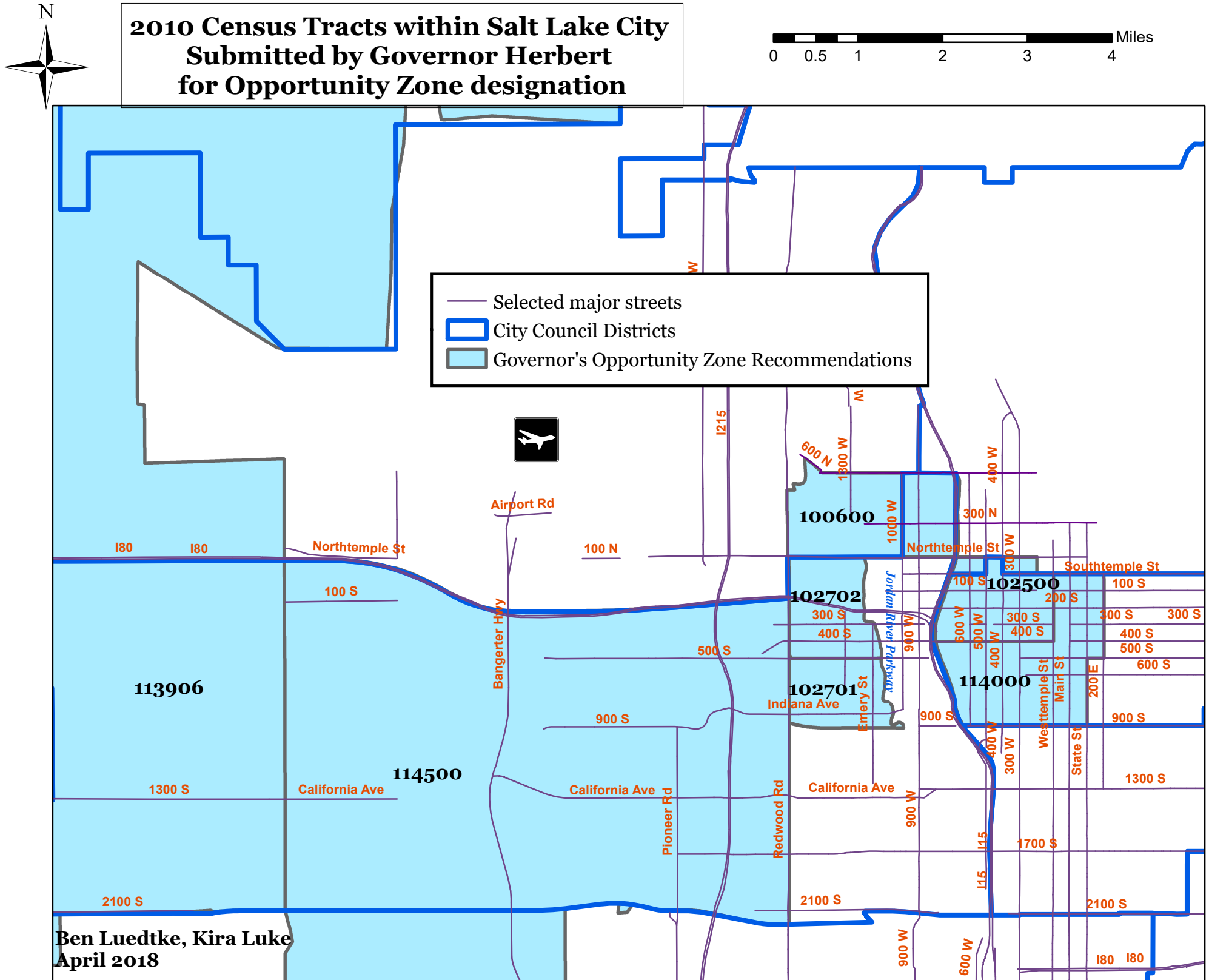
Figure 3-6 Transit Use Propensity Index



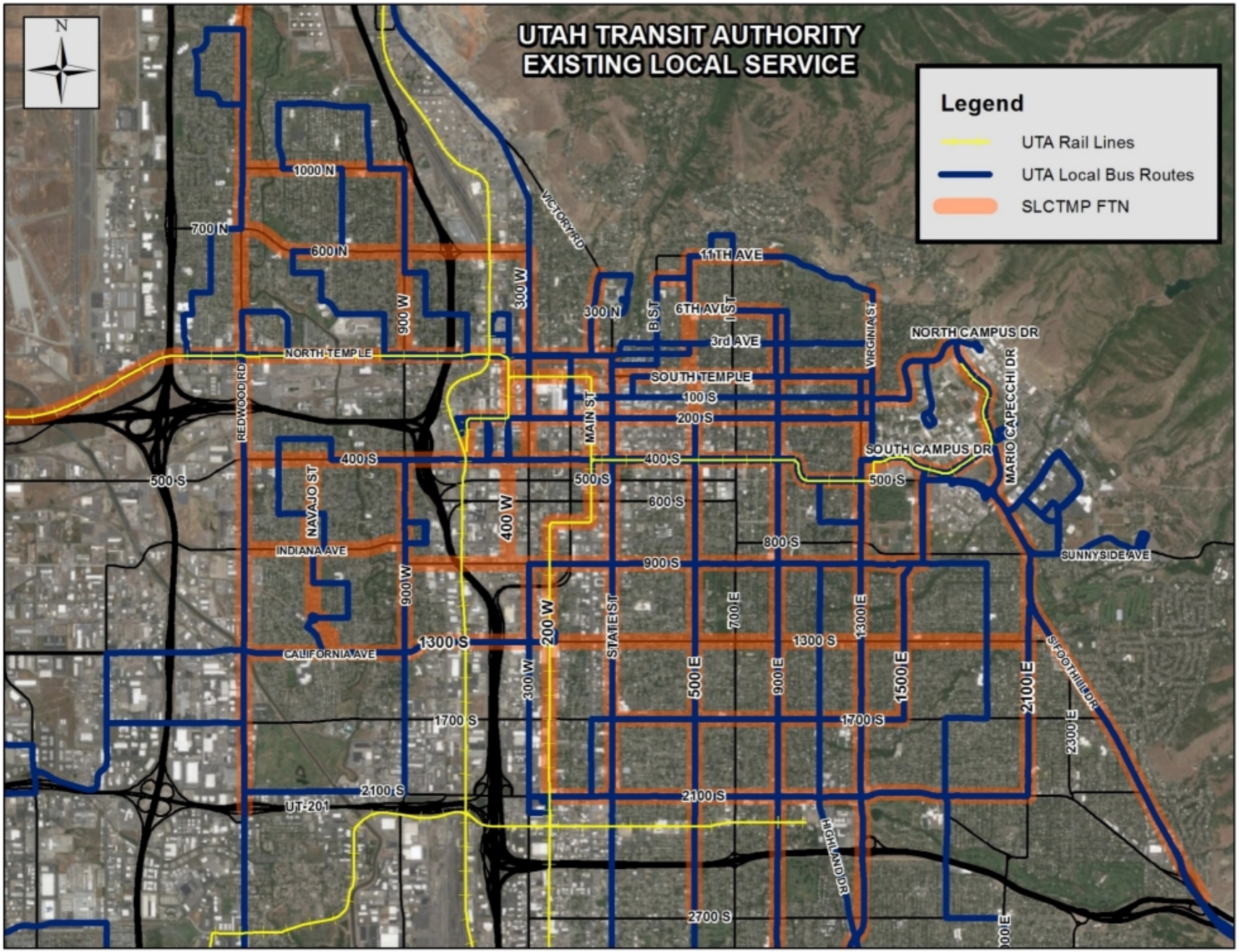
2010 Census Tracts within Salt Lake City Submitted by Governor Herbert for Opportunity Zone designation



Ben Luedtke, Kira Luke
April 2018

Transit Master Plan
Implementation Scenarios

Salt Lake City Council
Tuesday April 17, 2018


UTAH TRANSIT AUTHORITY
EXISTING LOCAL SERVICE
N
Legend
UTA Rail Lines
UTA Local Bus Routes
SLCTMP FTN
1000 N
700 N
600 N
900 W
300 W
VICTORY RD
300 N
B ST
11TH AVE
6TH AVE
I ST
3rd AVE
VIRGINIA ST
NORTH CAMPUS DR
NORTH TEMPLE
REDWOOD RD
SOUTH TEMPLE
100 S
MAIN ST
200 S
MARIO CAPECCHI DR
SOUTH CAMPUS DR
400 S
500 S
NAVAJO ST
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STATE ST
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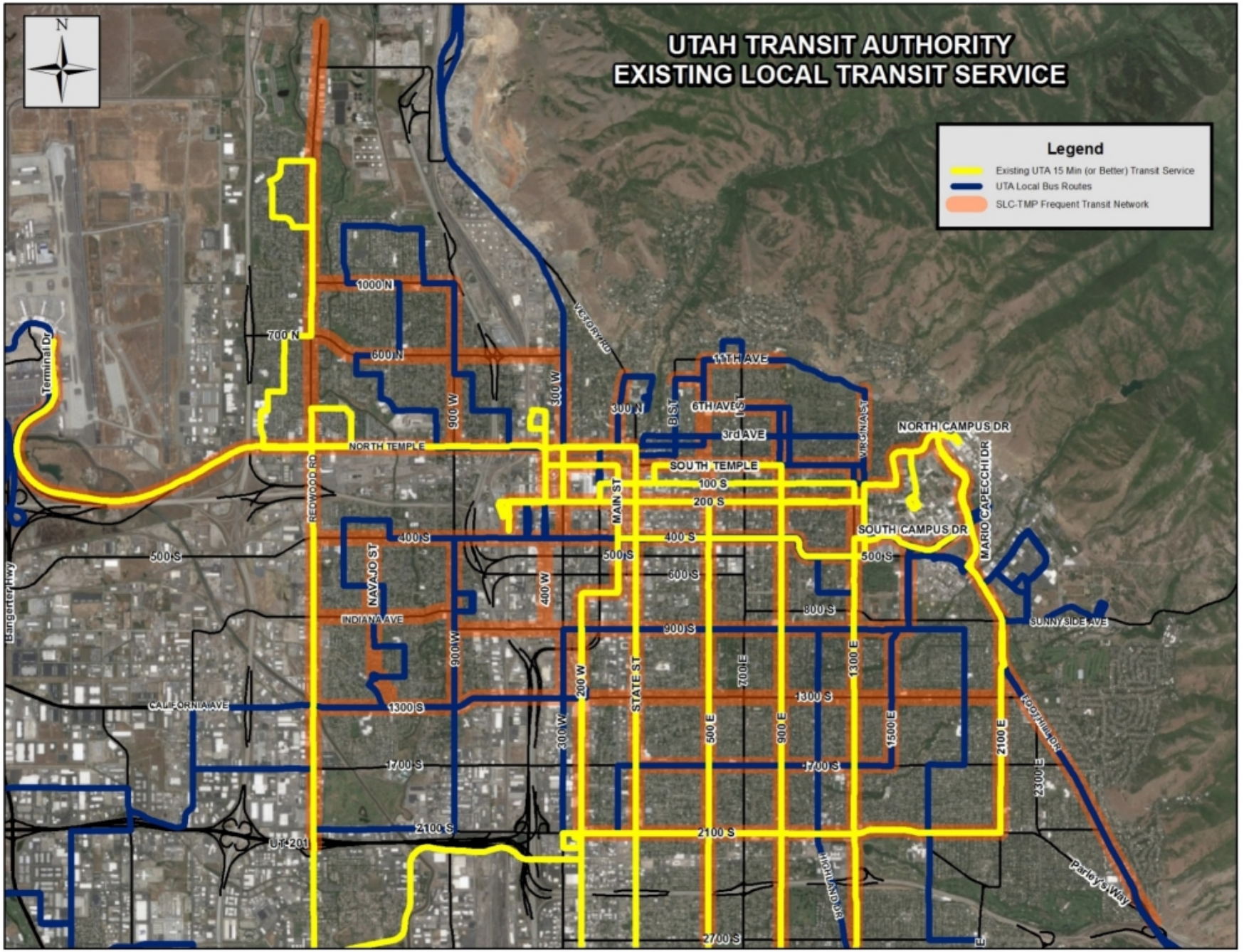
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Legend
Existing UTA 15 Min (or Better) Transit Service
UTA Local Bus Routes
SLC-TMP Frequent Transit Network
1000 N
700 N
600 N
Terminal Dr
Victory Rd
300 W
900 W
300 N
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6TH AVE
3rd AVE
BST
VIRGINIA ST
NORTH CAMPUS DR
MARIO CAPECCHI DR
NORTH TEMPLE
REDWOOD RD
SOUTH TEMPLE
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CALIFORNIA AVE
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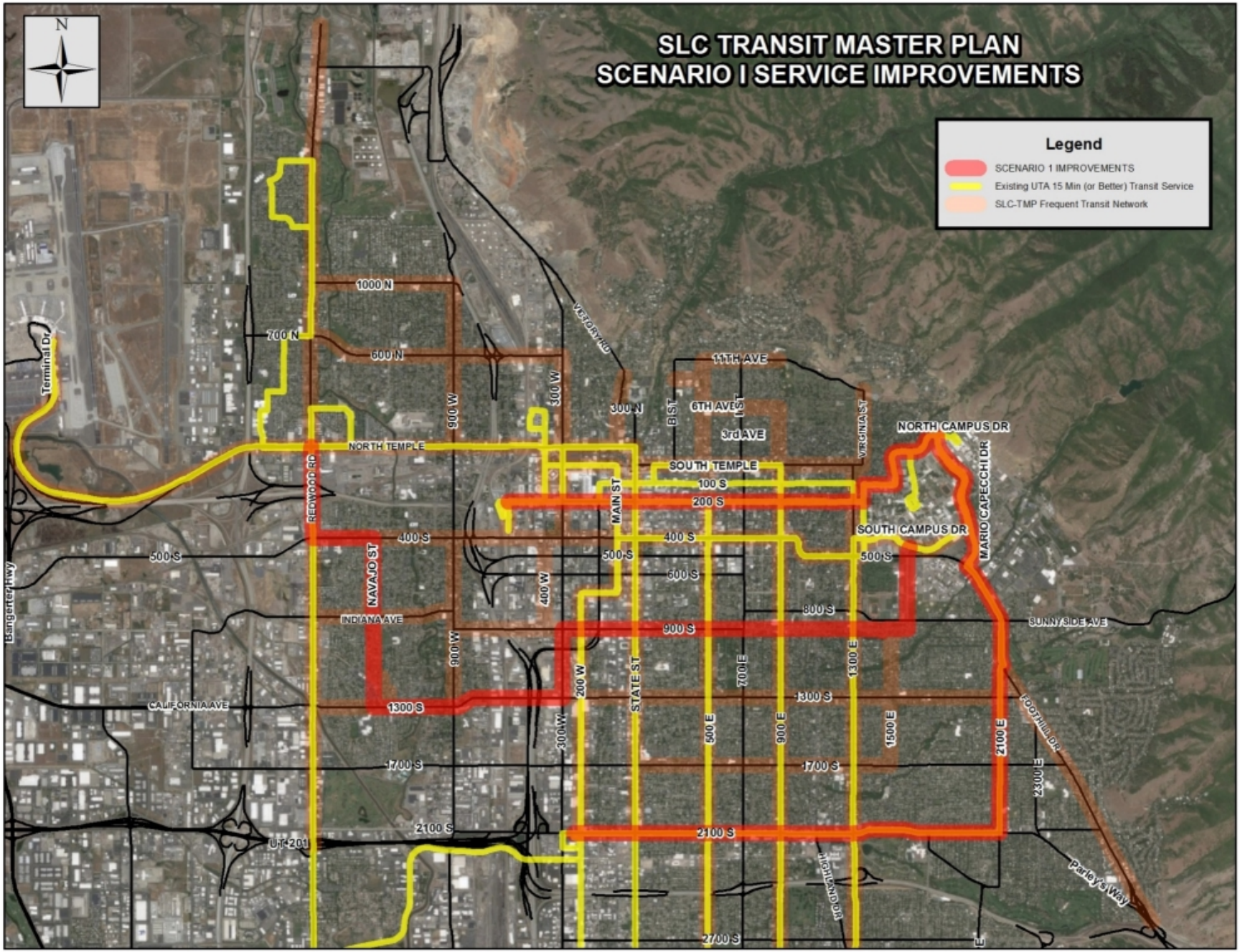
Parley's Way
2700 S


SLC TRANSIT MASTER PLAN
SCENARIO I SERVICE IMPROVEMENTS
N
Legend
SCENARIO 1 IMPROVEMENTS
Existing UTA 15 Min (or Better) Transit Service
SLC-TMP Frequent Transit Network
1000 N
700 N
600 N
Terminal Dr
VICTORY RD
900 W
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BIST
11TH AVE
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3rd AVE
VIRGINIA ST
NORTH CAMPUS DR
MARIO CAPECCHI DR
NORTH TEMPLE
SOUTH TEMPLE
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200 S
REDWOOD RD
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SOUTH CAMPUS DR
SUNNYSIDE AVE
NAVAJO ST
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INDIANA AVE
Bangerter Hwy
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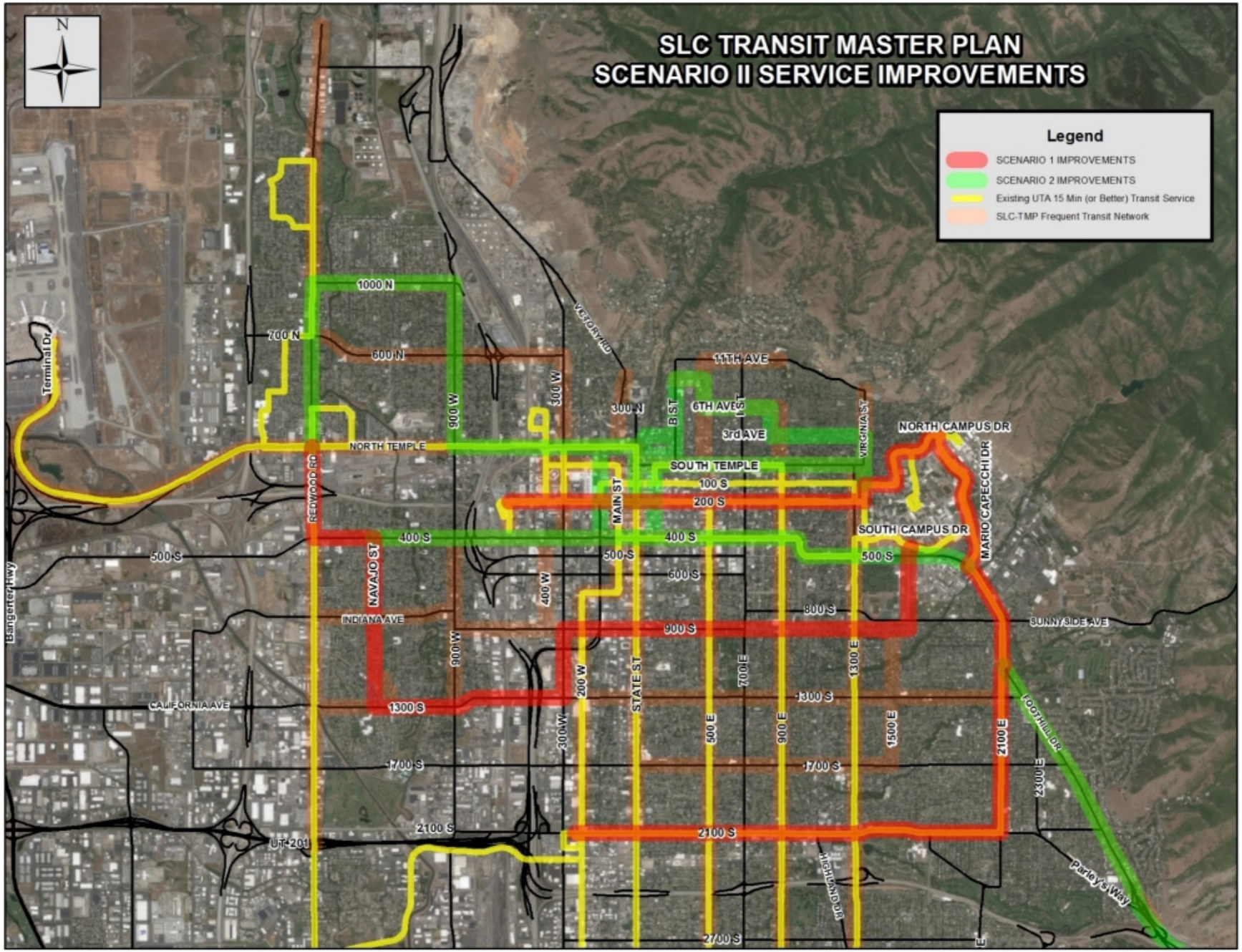
HIGHLAND DR
Parley's Way
2700 S


SLC TRANSIT MASTER PLAN
SCENARIO II SERVICE IMPROVEMENTS
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SCENARIO 1 IMPROVEMENTS
SCENARIO 2 IMPROVEMENTS
Existing UTA 15 Min (or Better) Transit Service
SLC-TMP Frequent Transit Network
1000 N
700 N
600 N
300 N
Terminal Dr
VICTORY RD
900 W
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11TH AVE
6TH AVE
3rd AVE
VIRGINIA ST
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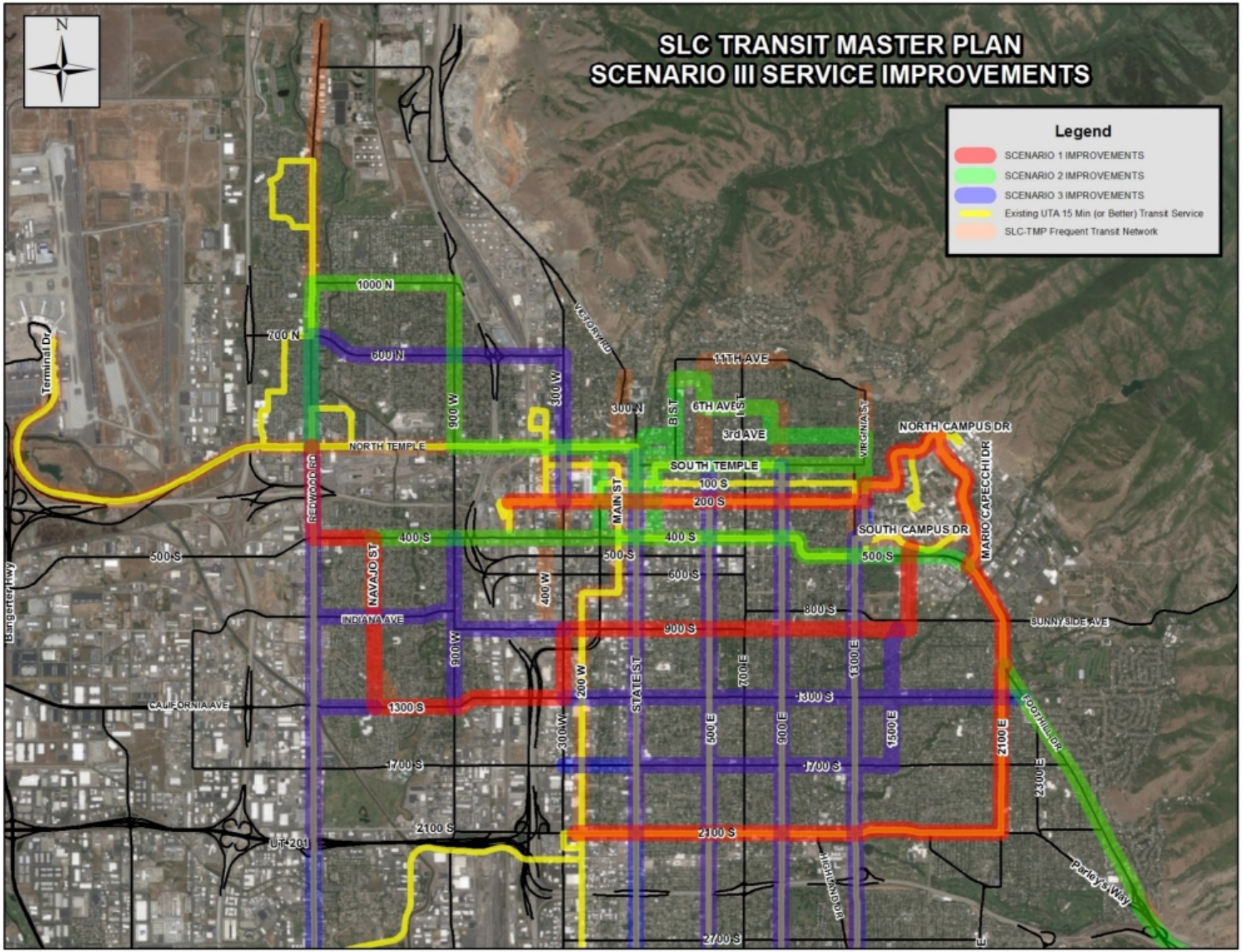
HIGHLAND DR
Parley's Way
2700 S


SLC TRANSIT MASTER PLAN
SCENARIO III SERVICE IMPROVEMENTS
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Legend
SCENARIO 1 IMPROVEMENTS
SCENARIO 2 IMPROVEMENTS
SCENARIO 3 IMPROVEMENTS
Existing UTA 15 Min (or Better) Transit Service
SLC-TMP Frequent Transit Network
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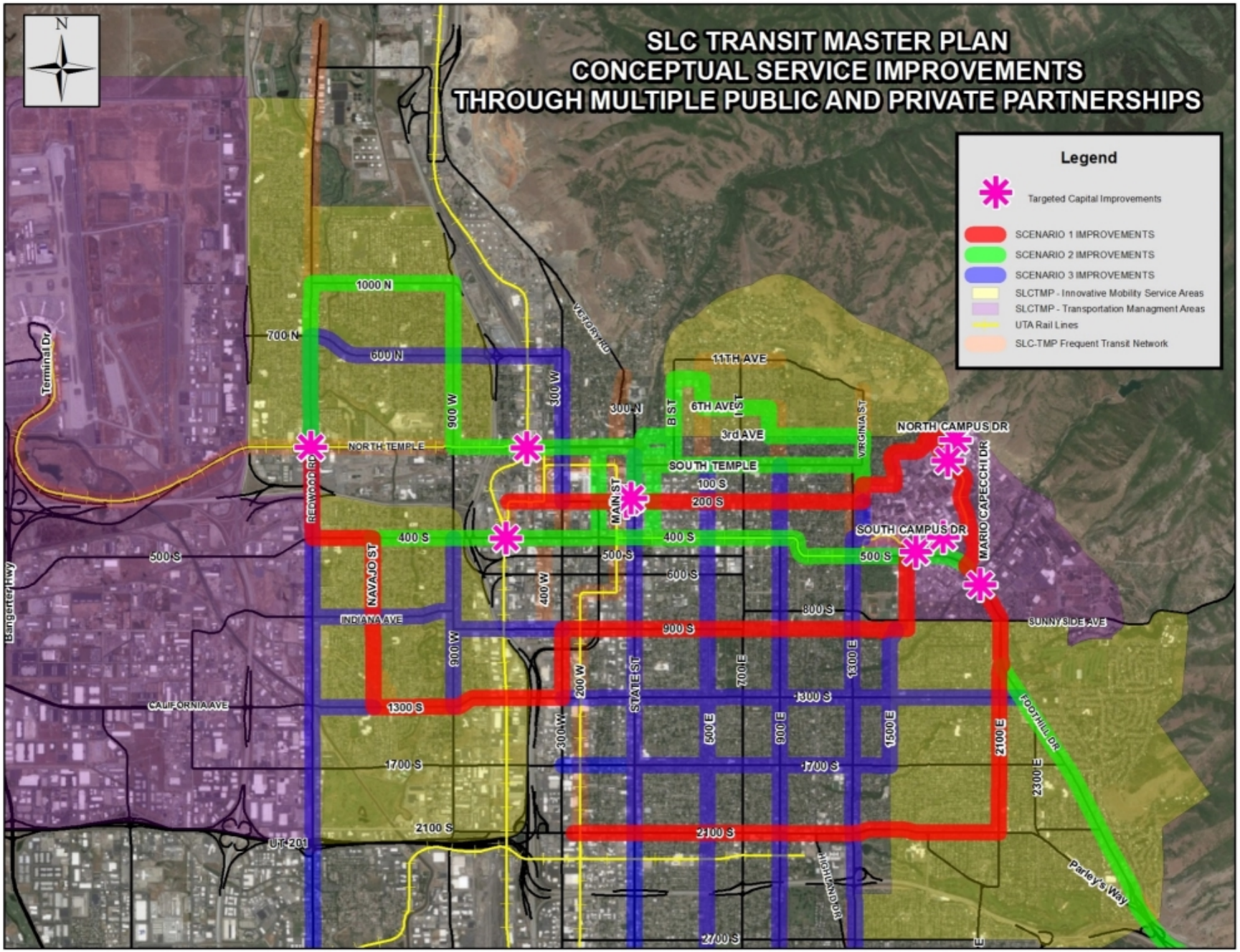
Parley's Way
UT-201


SLC TRANSIT MASTER PLAN
CONCEPTUAL SERVICE IMPROVEMENTS
THROUGH MULTIPLE PUBLIC AND PRIVATE PARTNERSHIPS
N
Legend
Targeted Capital Improvements
SCENARIO 1 IMPROVEMENTS
SCENARIO 2 IMPROVEMENTS
SCENARIO 3 IMPROVEMENTS
SLCTMP - Innovative Mobility Service Areas
SLCTMP - Transportation Managment Areas
UTA Rail Lines
SLC-TMP Frequent Transit Network
1000 N
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Terminal Dr
Bangerter Hwy
VICTORY RD
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JACQUELINE M. BISKUPSKI
Mayor

DEPARTMENT *of* **COMMUNITY**
and **NEIGHBORHOODS**

CITY COUNCIL TRANSMITTAL

Patrick Leary, Chief of Staff

Date Received: April 6, 2018
Date sent to Council: April 10, 2018

TO: Salt Lake City Council
Erin Mendenhall, Chair

DATE: April 6, 2018

FROM: Mike Reberg, Community & Neighborhoods Director

SUBJECT: Transit Master Plan Implementation

STAFF CONTACT: Julianne Sabula, Transit Program Manager, (801) 535-6678, julianne.sabula@slcgov.com

DOCUMENT TYPE: Information Only

RECOMMENDATION: Consider proposed implementation steps and provide feedback in conjunction with UTA's briefing materials

BUDGET IMPACT: None

BACKGROUND/DISCUSSION: On December 5, 2017 City Council approved the City's first ever Transit Master Plan. The plan identifies key moves and implementation steps that should be tackled first, to lay the groundwork and launch the Plan.

As the Council considers the ways in which transit could be supported by the Funding Our Future initiative, UTA has been invited to talk about the partnership with Salt Lake City to implement the Transit Master Plan. The Transportation Division has been working to develop the specifics of how new funding sources would be used, and this transmittal provides supplemental information about what City staff is doing to develop the programs, policies, plans and partnerships needed for successful implementation of the plan.

Key Moves identified in the Plan include initial implementation of the Frequent Transit Network (FTN), development of alternative service models for lower-density residential and employment areas, making capital investments in key corridors, and improving transit access and affordability. In particular, the 200 South corridor is called out because it is instrumental in the expansion of span and frequency of other FTN routes and making connections more direct. The Implementation Chapter identifies steps the

City needs to take as we advance the plan, including strengthening our partnership with UTA, identifying new funding sources, establishing new public-private partnerships, coordinating between City Departments, and adapting to changing needs.

The City has already been working to identify new funding, and if new sources are approved, staff is currently preparing to initiate implementation in the following ways.

Implement the FTN
UTA and Transportation have been working closely to develop on-the-ground network scenarios, identify service-supportive needs, and understand projected costs. For instance, some scenarios will require additional vehicles, while others could be implemented during the time it takes to procure those vehicles. All scenarios require space for bus operators to take breaks, turn the buses around, and make connections with other routes. In addition to working with UTA, Transportation is working with the University of Utah to participate in a study identifying needs for one or more transit hubs to serve main campus, Health Sciences, Research Park, the V.A. and the Foothill Cultural district. In addition to an East Downtown Transit Hub, at least one hub will be needed in the University area for the frequent network to function well.

Develop Alternative Service Models
Transportation has recently requested information from the private sector to better understand how we can form public-private partnerships to provide on-demand shared ride services. The City has already researched models being planned and deployed across the nation, and is narrowing in on what will work best in our particular market. Transportation has been working with Research Park and UDOT as they explore transportation demand strategies and the potential development of a Transportation Management Association that would implement those strategies. Economic Development has been working closely with Transportation and businesses in the City's West Side industrial areas to similarly develop strategies appropriate to that area's needs.

Develop Enhanced Bus Corridors
Salt Lake City streets are entirely within City control, and are therefore opportunities to create a vastly improved environment for transit and its riders. Transportation has already been working closely with UTA on bus stop improvements throughout the City, and Engineering has implemented stop improvements along its corridor projects. The City is also working with the development community to capitalize on opportunities to make improvements together in a more coordinated way. This could expand to include a transit mall and an in-street transit hub along 200 South, where stop improvements have already suppported significant ridership increases. Corridor branding, maps and better information, if implemented along with service increases, will make the system more visible, comfortable and intuitive to riders, while making transit streets a better place for all users and supporting economic development.

Improving Transit Access and Affordability
Bicycle and pedestrian access to transit make the difference between whether the system can and will be used. In addition to stop improvements, the City is making sidewalk connections to stops, and will be updating the Bus Stop and Bike Share Design Guidelines to better incorporate accessible design elements in consultation with the SLC Accessiblity Council and UTA's Committee on Accessible Transportation (CAT) Committee. Transportation is also exploring ways to expand fare and pass

programs to put passes in more pockets and make transit more affordable. Outreach will be a key element of ensuring transit changes work for the neighborhoods in which routes operate.

As these activities move forward, the City will track performance according to tangible metrics as identified in the Master Plan, gathering data, evaluating and adapting strategies along the way. Transportation has ongoing coordination with other City Departments/Divisions to ensure that the Transit Plan is mutually supportive with Growing SLC and economic development opportunities, as these things are inextricably connected and are tied to the City's ability to continue to be a livable, equitable place.

PUBLIC PROCESS: None

EXHIBITS: None

SALT LAKE CITY SPONSORED TRANSIT SERVICE SCENARIOS

Prepared for

Salt Lake City Council Work Session
April 17, 2018

Background

The Salt Lake City Council adopted the Salt Lake City Transit Master Plan on December 5, 2017. The Utah Transit Authority is appreciative of the offer to work closely with City staff in the development of this plan and we look forward to the opportunity to partner with the City on its implementation.

The "Key Moves" of Salt Lake City Transit Master Plan include:

- Implement a Frequent Transit Network (FTN)
- Develop alternative service models
- Develop enhanced bus corridors
- Improve transit access and affordability

In discussions with the Mayor, City Administration and Council members these recommendations are reinforced with specific priorities for future transit and mobility services in the City. These include:

- Focus on West-East connections
- Connect all four corners of the City
- Better serve west side residents attending East and Highland High schools
- Explore new innovations in mobility services – partnerships with transportation network companies (TNC) and transportation management associations (TMA)
- Pilot new technologies – electric buses and connected autonomous vehicle pilots and smart streets

The Salt Lake City Council and Mayors Office have expressed interest in exploring an agreement with the Utah Transit Authority to sponsor additional transit service, above and beyond what is currently provided within the Salt Lake City boundaries, to begin implementation of the newly adopted Transit Master Plan.

In response, the Utah Transit Authority has worked closely with City staff to explore bus service planning scenarios. These scenarios are designed to respond to the City's priorities, as well as addressing feedback from additional community partners including the Salt Lake School District, the University of Utah, and the current riders of the UTA system.

Master Plan Implementation Scenario Elements

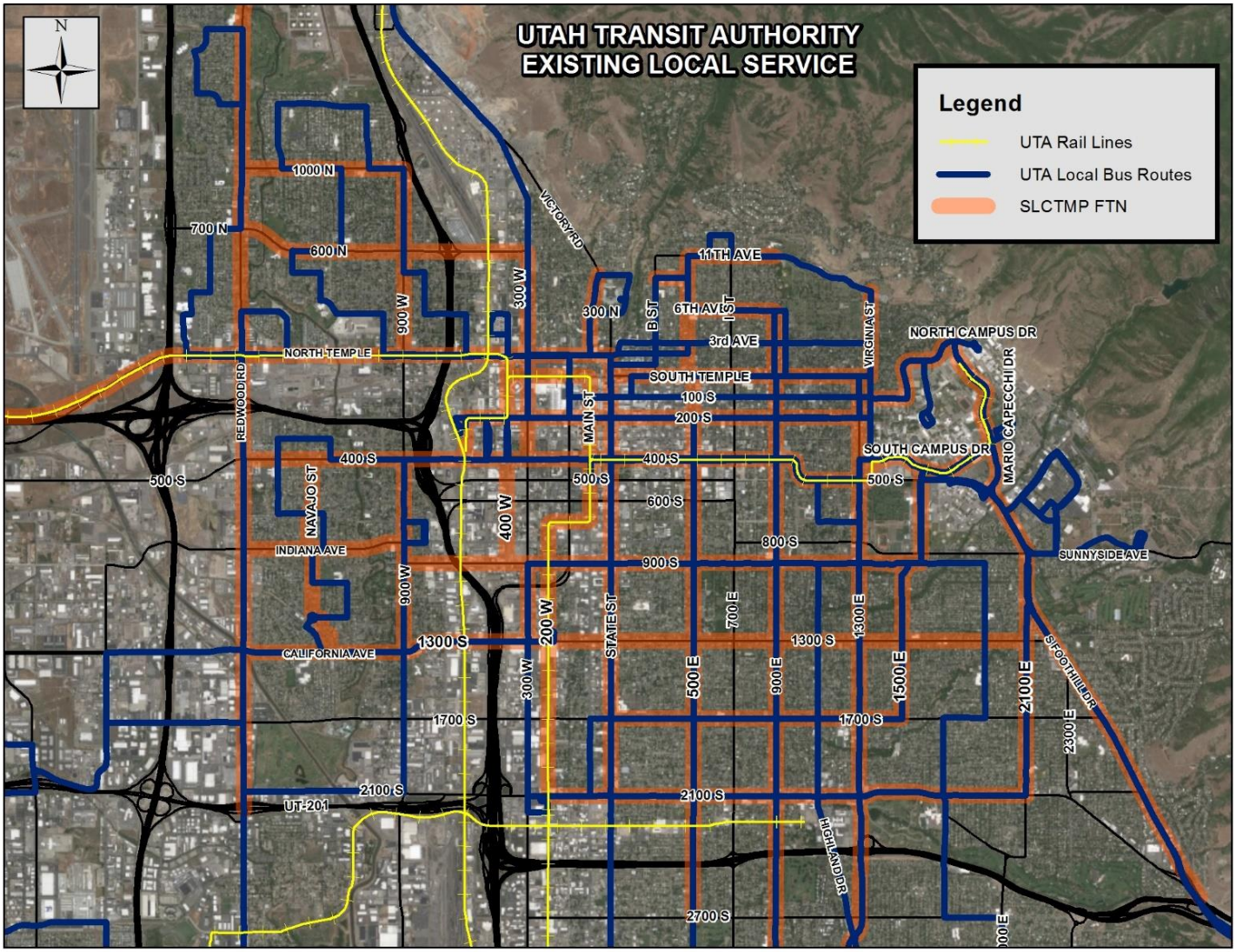
UTA and City staff have developed three possible Scenarios for implementation of the Transit Master Plan, which are outlined below. It is important to understand, these scenarios are preliminary in nature and will need further evaluation to solidify final capital and service costs.

These scenarios all include:

- FTN Corridors
  - Fifteen minute frequency or better
  - Early and late hours of service:
    - 5:00 am to midnight on weekdays and Saturdays
    - 7:00 am to 7:00 pm on Sundays
  - Exploration with City staff to pilot new technologies for electric, connected, shared, and/or autonomous transit vehicles on key corridors.

- **Continued** Local Bus Service
  - Basic "life-line" service to provide access for the most vulnerable of our community and meet regulatory requirements of Title VI of the Civil Rights Act.
  - Exploration with City staff to serve these areas with innovative mobility solutions as they become available as Federal regulations allow.

- Capital Investments
  - Facilitation to begin strategically-located transit centers, starting with a 200 South "Transit Mall" where several routes and mobility services are collocated.
  - Enhanced bus stops, signage and rider amenities along FTN corridors (included in the SLC Administration investment portion)


UTAH TRANSIT AUTHORITY
EXISTING LOCAL SERVICE
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UTA Local Bus Routes
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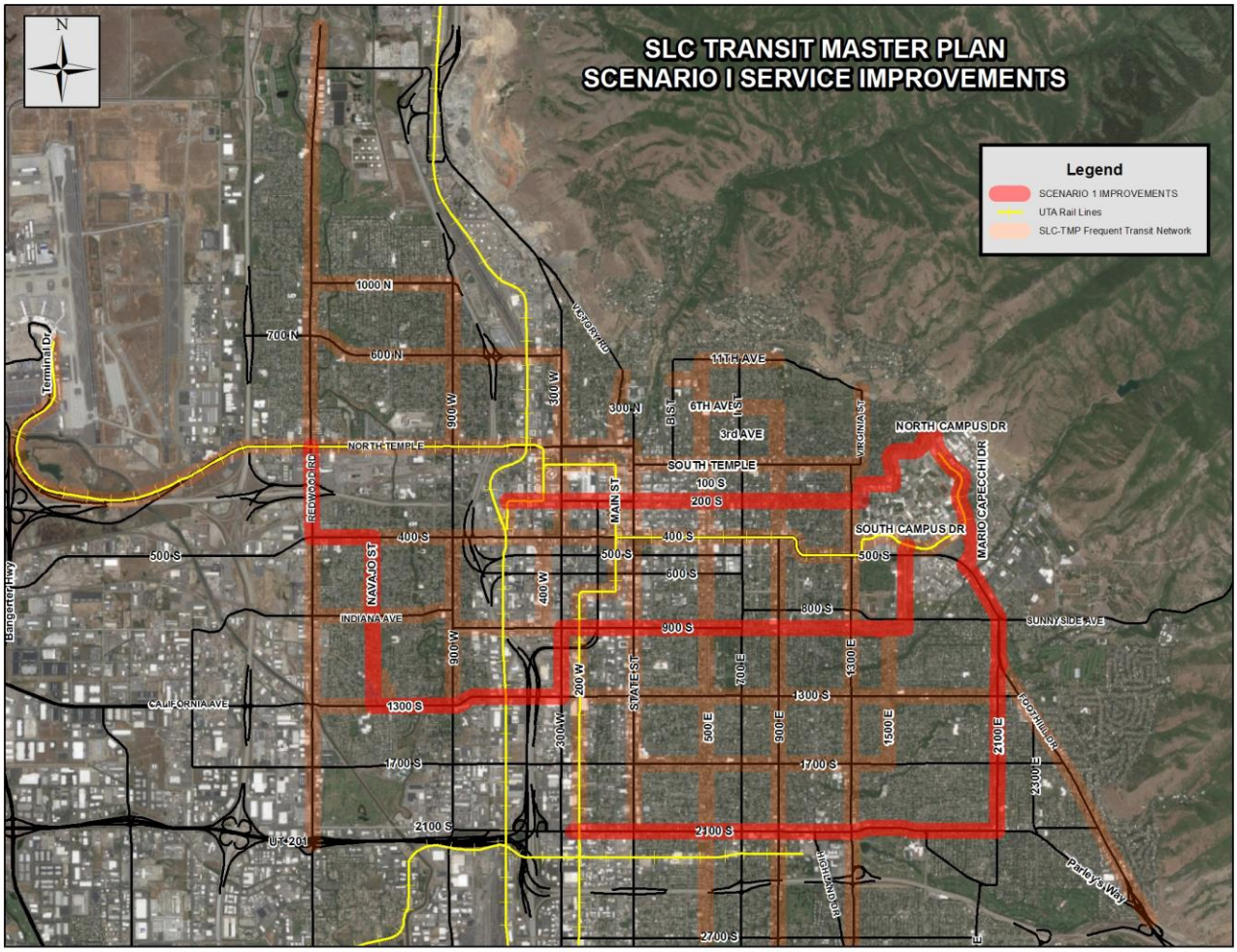
HIGHLAND DR
2700 S

Salt Lake City allocation: $8,000,000 annually
UTA Transit Service: $4,800,000 (60% of total) - $3,600,000 fixed route, $1,200,000 paratransit
Other Investments: $3,200,000 (40% of total)
These include innovative mobility solutions, capital investments, transit marketing, administration, fare program expansion, and bus vehicle leasing (eight additional buses leased at $40,600 each).

Scenario I - Service Focus	
West-East Connections	Poplar Grove/Glendale
Downtown	University of Utah
East High School	

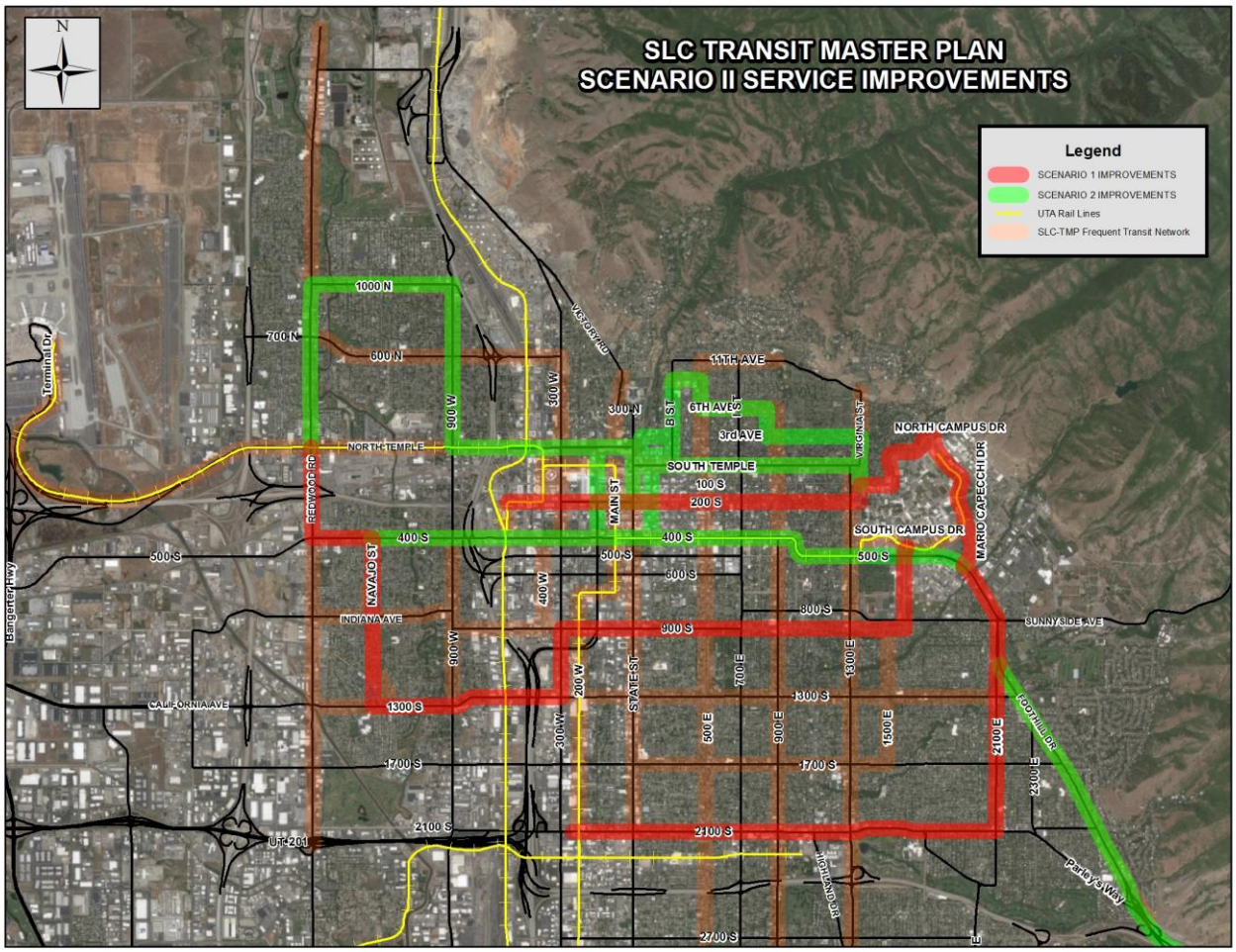
Scenario I - FTN Network Implementation	
East-West Corridors	**North-South Corridors**
200 South	Redwood Road
900 South (415% increase in service)	Navajo St
1300 South	2100 East
2100 South	



Salt Lake City allocation: $12,000,000 annually
UTA Transit Service: $7,200,000 (60% of total) - $5,400,000 fixed route, $1,800,000 paratransit
Other Investments: $4,800,000 (40% of total)
These include innovative mobility solutions, capital investments, transit marketing, administration, fare program expansion, and bus vehicle leasing (12 additional buses leased at $40,600 each).

Scenario II - Service Focus	
Additional West-East connections	University of Utah
Rose Park	Downtown
Poplar Grove/Glendale	East High School
Foothill	

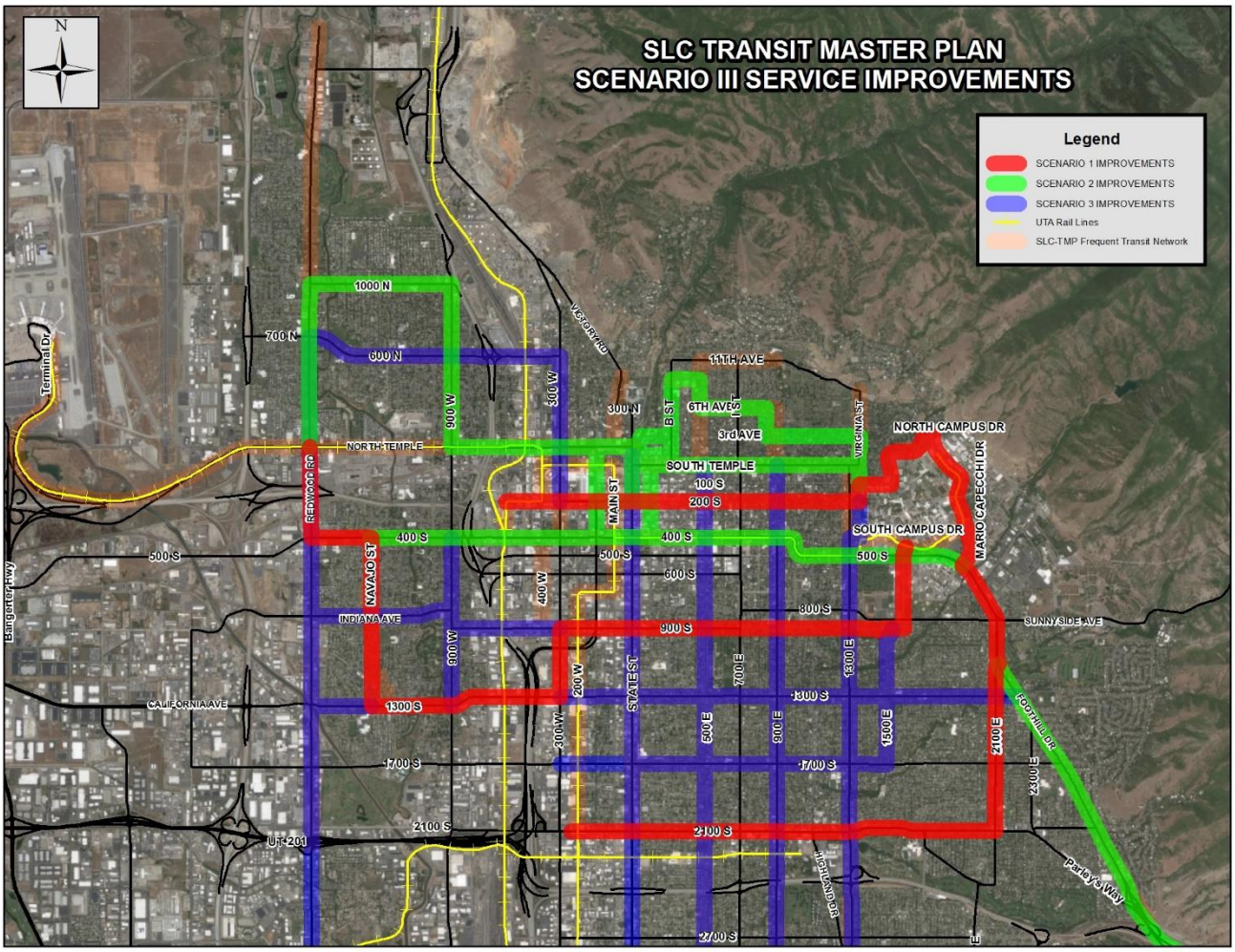
Scenario II - FTN Network Implementation		
East-West Corridors		North-South Corridors
200 South	1000 North	Redwood Road
900 South	North/South Temple	Navajo St
1300 South	400 South	2100 East
2100 South		Foothill Boulevard
		Redwood Road



Salt Lake City allocation: $16,000,000 annually
UTA Transit Service: $9,600,000 (60% of total) - $7,200,000 fixed route, $2,400,000 paratransit
Other Investments: $6,400,000 (40% of total)
These include innovative mobility solutions, capital investments, transit marketing, administration, fare program expansion, and bus vehicle leasing annually (16 additional buses leased at $40,600 each)

Scenario III - Service Focus	
Rose Park	North-South Connections
Poplar Grove/Glendale	Robust West-East connections
Central City	University of Utah
Sugarhouse	Downtown
Foothill	East and Highland High Schools

Scenario III - FTN Network Implementation			
West-East Corridors		**North-South Corridors**	
1000 North	400 South	Redwood Road	900 East
600 North	1300 South	Navajo St	500 East
North/South Temple	1700 South	900 West	1300 East
200 South	2100 South	300 West	2100 East
900 South		Foothill Boulevard	



Conceptual Master Plan Implementation with Public and Private Partnerships

The full implementation of the Salt Lake City Transit Master Plan involves several components beyond additional fixed route transit service. These include: capital investments at bus stops and in the pedestrian environment, partnerships with private employers and transportation network companies (such as Uber or Lyft), FTN corridor branding and marketing, and expansion of fare programs such as the Hive Pass.

Below is a conceptual vision for implementation of the master plan, including areas largely served with new innovative partnerships, and targeted capital investments at strategic locations within the city.

UTA looks forward to partnering with the City, and the larger community (University of Utah, Salt Lake School District, Westside industrial businesses, etc.) to help achieve this ambitious vision for the future.