Call to Order
and Opening Remarks
Pledge of Allegiance
Safety First Minute
In case of fire, exit the building before tweeting about it!

March 2019
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)
Planning Differently
The Partnership
Study Limits
The Challenge

LOTS OF PEOPLE
NOT MUCH SPACE
LOTS MORE TRAVEL
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
I-15 Lanes Needed by 2050 if Widening is the 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

## A.M. Peak Hour (7-8 A.M.)

<table>
<thead>
<tr>
<th></th>
<th>Northbound</th>
<th>Southbound</th>
</tr>
</thead>
<tbody>
<tr>
<td>FrontRunner</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TRAX Blue</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TRAX Red</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local Bus</td>
<td></td>
<td></td>
</tr>
<tr>
<td>I-15</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Seating Capacity

- FrontRunner: 1,250
- TRAX Blue: 500
- TRAX Red: 250
- Local Bus: 125
- I-15: 50

### Occupied Seats

- FrontRunner: 350
- TRAX Blue: 200
- TRAX Red: 100
- Local Bus: 45
- I-15: 20

**32%**

Total Utilization

## P.M. Peak Hour (4-5 P.M.)

<table>
<thead>
<tr>
<th></th>
<th>Northbound</th>
<th>Southbound</th>
</tr>
</thead>
<tbody>
<tr>
<td>FrontRunner</td>
<td></td>
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### Occupied Seats

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- TRAX Red: 100
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- I-15: 20

**31%**

Total Utilization

*Percent of vehicle and transit seats in use*
Refined Scenarios

MANAGE MORE  SCENARIO 2  SCENARIO 1  SCENARIO 3  BUILD MORE
Hybrid Mobility Scenario

SCENARIO 2

SCENARIO 1

HYBRID MOBILITY SCENARIO

SCENARIO 3

MANAGE MORE

BUILD MORE
Hybrid Mobility Scenario

**I-15**
- Expanded collector-distributor system
- Enhanced variable-pricing on all non-carpool I-15 lanes during rush hours to reduce congestion
- Barrier-separated lanes exclusively for carpooling and enhanced, premium variable-pricing to help reduce congestion

**Surface Streets**
- Improved street connections
- Driveway consolidation (access management) on select arterials
- Managed Lanes Networks (includes transit/Express Lanes on arterials)

**Transit**
- No-fare transit
- Double FrontRunner frequency - Double-track and electrify
- Double bus service - Increase frequency
- Double TRAX frequency - Extend TRAX stations (longer trains)

**Active Transportation**
- Cycle superhighway
- Buffered bike lanes
- Extensive active transportation networks

**Programs**
- Pay-per-use transportation apps
- Choice Architecture - Incentive strategy to promote more efficient travel choices [Travel Demand Management (TDM) strategy]
- Mobility hubs - Regional mixed-use transportation hubs
- Comprehensive and voluntary TDM strategies
Hybrid Mobility Scenario

- **I-I5**: Expanded collector-distributor system
  - Enhanced variable-pricing on all non-carpool I-15 lanes during rush hours to reduce congestion
  - Barrier-separated lanes exclusively for carpooling and enhanced, premium variable-pricing to help reduce congestion

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  - Mobility hubs - Regional mixed-use transportation hubs
  - Comprehensive and voluntary TDM strategies

---

**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.
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

Initial Project Request
- Description
- Justification
- Cost Estimate
- Schedule
- Funding Potential

Manager/Executive Approval

Detailed Project Request
- Detailed Description
- Alignment with UTA Mission and Goals
- Objectives/Benefits
- Capital Cost by Year
- O&M/SGR Costs
- Funding Sources

Manager/Executive Approval

5-year Project Request List
- Identifies Expenditures by Year
- Identifies Funding Sources by Year
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

1. **Capital Project Plan and LPA**
2. **Advisory Board Review and Approval**
3. **Board Review Approval**
4. **Inclusion in 5-Year Capital Plan**
Five Year Capital Plan and Annual Budget

1. Capital Priorities Established
2. 5-Year Capital Plan Developed
3. Advisory Board Consultation
4. Board Review and Approval
5. Capital Budget Incorporated into UTA Annual Budget
6. Public Comment
7. Advisory Board Consultation
8. Board Approval
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
Bus Stop Master Plan

- 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.
## Inventory Category

<table>
<thead>
<tr>
<th></th>
<th>Obstruction - Guy Wire</th>
<th>Park Strip</th>
<th>Park and Ride</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADA Access</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bench – Advertisement</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shelter</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lighting</td>
<td></td>
<td>Bike Lane – Buffered</td>
<td></td>
</tr>
<tr>
<td>Schedule Holder</td>
<td></td>
<td>Bike Rack</td>
<td></td>
</tr>
<tr>
<td>Route Information</td>
<td></td>
<td>Bathroom</td>
<td></td>
</tr>
</tbody>
</table>
Bus Stop Master Plan
# Bus Stop Master Plan

<table>
<thead>
<tr>
<th>Stop Level</th>
<th>Headway</th>
<th>TSA* (Avg. Daily)</th>
<th>Amenities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Level I</td>
<td>15 Min or Less</td>
<td>0 to 9</td>
<td>Pole Sign, ADA Pad</td>
</tr>
<tr>
<td>Level II</td>
<td>15 Min or Less</td>
<td>10 to 39</td>
<td>Pole Sign, ADA Pad, Bench, Trash Can</td>
</tr>
<tr>
<td>Level III</td>
<td>15 Min or Less</td>
<td>40 to 59</td>
<td>Pole Sign, ADA Pad, Bench, Trash Can, 4’x8’ Shelter**</td>
</tr>
<tr>
<td>Level IV</td>
<td>15 Min or Less</td>
<td>60 to 79</td>
<td>Pole Sign, ADA Pad, Bench, Trash Can, 6’ x 12’ Shelter**</td>
</tr>
<tr>
<td>Level V</td>
<td>15 Min or Less</td>
<td>80 to 99</td>
<td>Pole Sign, ADA Pad, Trash Can, Two (2) Benches, 6’ x 12’ Shelter**</td>
</tr>
<tr>
<td>Level VI</td>
<td>15 Min or Less</td>
<td>100 to 49</td>
<td>Pole Sign, ADA Pad, Trash Can, 6’ x 16’ Shelter**, Two (2) Benches, Light Fixture</td>
</tr>
<tr>
<td>Level VII</td>
<td>15 Min or Less</td>
<td>150 +</td>
<td>Pole Sign, ADA Pad, Trash Can, Two (2) Benches, Custom Shelter, Light Fixture, Digital Sign</td>
</tr>
</tbody>
</table>
Bus Stop Master Plan

Best Practices:
• Stop Spacing
• Stop Siting
• Amenity Levels
• Federal Regulations

Customer Experience:
• Lighting
• Information
• Visibility
• Accessibility

Standard Designs
## Bus Stop Master Plan

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

**Wheelchair ramp deployment**
Bus Stop Master Plan
Bus Stop Master Plan
Utah Compact
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