New UTA Transit Service Scenarios

UTA Board Committee Meetings

August 12, 2015
Overview of Discussion

- HB 362 Overview from 2015 Legislative Session
- Overall Transit Priorities
  - Analytical and technical input
  - Customer feedback
  - Big picture priorities
  - Snapshot of Baseline Transit Additions
  - Non-Bus/Rail components
- Benefits of New Transit Investments
- Next Steps and Action Items
HB 362 and the Unified Transportation Plan

Comprehensive Funding Package

Fuel Tax Reform

- State Roads
- Local Roads (City/County)
- Transit

Local Option Component (0.25 cent sales tax*)
- 40% to Cities, 40% to UTA, 20% to Counties
- No restrictions on uses
- 1/10th cent for transit in HB 362 is approximately a 13% increase in UTA funding

*subject to voter approval
The Big Question:

• What would UTA do with new resources?
What do UTA customers want?

**UTA’s 2020 Strategic Plan**
What do UTA customers want?

Customer Concerns, 2004-2014

- Time Schedule: 45%
- Routing: 25%
- Overcrowd: 13%
- More Early Service: 3%
- More Frequent Service: 3%
- Shorter Travel Time: 1%

- New Service Area
- Customer request/concern
- Transfer
- Route Sign Information
- Holiday Service
- Connection Protection
- Type Assigned
Overview of Additional UTA Transit Priorities

Service, Service, Service

1. Expanded Frequency
2. Extended Service Hours (Span of Service)
3. More Weekend Service
4. “Non-traditional” Community Connecting Service
   - Mobility Management (Dial-a-Ride, community shuttles)
   - Vanpools (three different types)
   - Expanded, Regional BikeSharing + First/Last Mile
5. Passenger Amenities (Bus Stops)
   - Double the number of shelters
Shared Transit/Community Priorities

UTA $ightarrow$ County $\rightarrow$ City $ightarrow$ Pooled and Leveraged Resources

- Pooled and Leveraged Resources
- UTA $\rightarrow$ County $\rightarrow$ City

What UTA can do for bikes in your community:
- Design and paint bike lanes leading to a transit station
- Provide bike stations with repair stands and pumps
- Provide bike lockers and racks
- Shuttle your kids via bus or train

We need your help!
UTA is looking for community partners to help design and complete new projects.
Big Picture: UTA Service Improvements

- 15-20% More Bus Service by 2020
- 40-50% More Bus Service by 2026
- 20% More TRAX Service to Airport
- 4x the number of bus routes that run past 8 pm
- Core Bus Routes (Frequent/Early/Late Service): Increase by 30%

ROI (New Bus Service per Investment)
1.5:1
Benefits

Air Quality

- Boosts Ridership by 15%
- Removes another 2.3 million cars from the road every year
Weber County
Davis County
Transit Benefits: by the Numbers

<table>
<thead>
<tr>
<th>Overall UTA Service Area</th>
<th>Population with Improved Service</th>
<th>% Positively Impacted</th>
</tr>
</thead>
<tbody>
<tr>
<td>General</td>
<td>1.2 million</td>
<td>89% (1)</td>
</tr>
<tr>
<td>Low-Income</td>
<td>86,200</td>
<td>70% (2)</td>
</tr>
<tr>
<td>Minority</td>
<td>97,400</td>
<td>68% (2)</td>
</tr>
<tr>
<td>Zero-Car HH</td>
<td>15,600</td>
<td>78% (2)</td>
</tr>
</tbody>
</table>

(1) Within ¼ mile buffer of existing service
(2) Within entire County

Sources: 2010 U.S. Census, 2012 ACS, WFRC Travel Demand Model Socio-Economic Data
Next Steps and Action Items

- Councils of Governments
- Grassroots Feedback
- Transportation Coalition
- ULCT
- UAC
- City/County Councils
- Online Feedback
Your Thoughts?