

Transportation Spending Evaluation

Utah Transit Authority

Carlton Christensen, Board of Trustees Chair

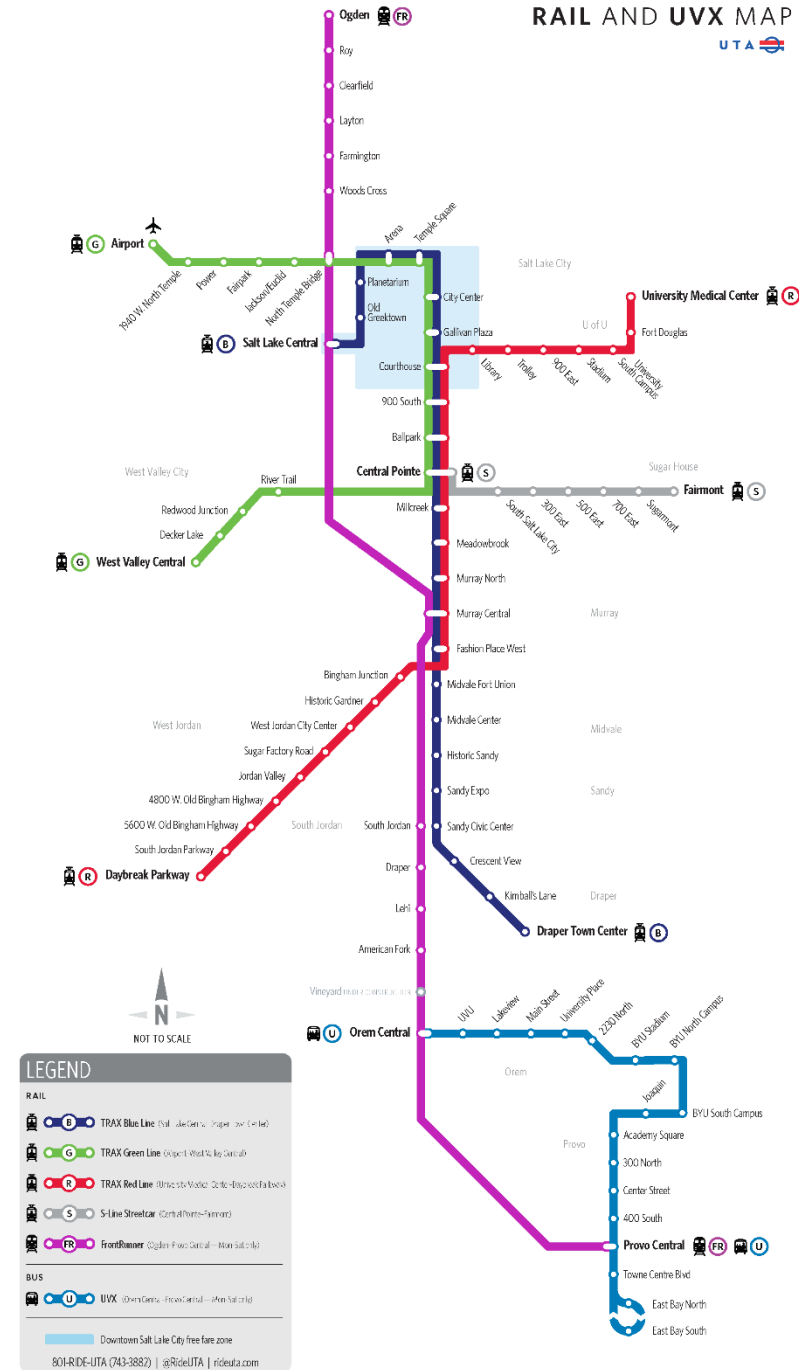
Hal Johnson, Manager of Research and Project Development

September 2021



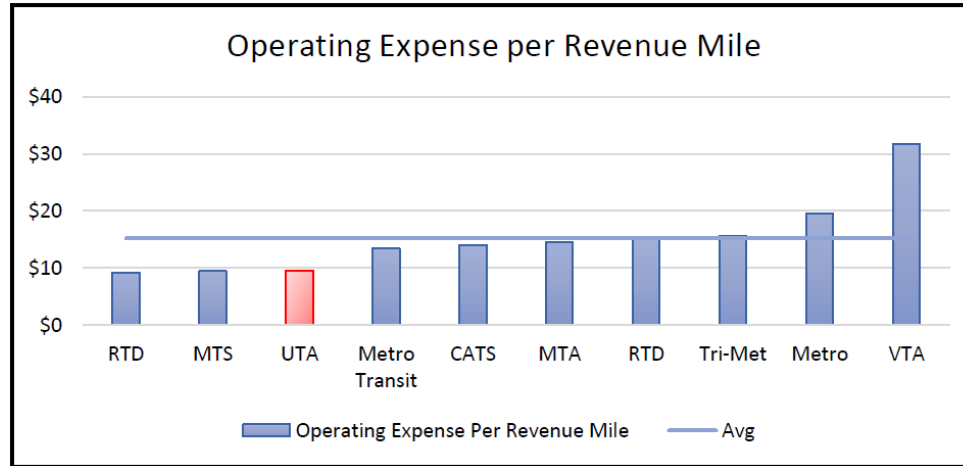
Benefits of Multimodal Planning and Investments

- Transit projects have increased people moving capacity in many key corridors: I-15 (FrontRunner), 400 South (University TRAX Line), University Parkway (UVX)
- Key investments in rail have helped reduce operating cost and made UTA more efficient
 - UTA operates very efficiently, among the lowest cost in cost per mile
- Multimodal transportation systems help improve air quality, reduce congestion, provide access to opportunity, and reduce the need for parking

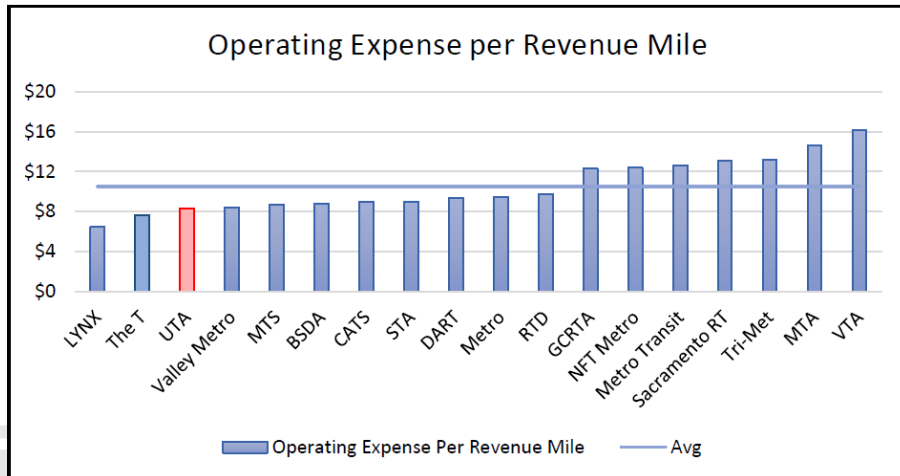


Operating Costs Peer Comparison

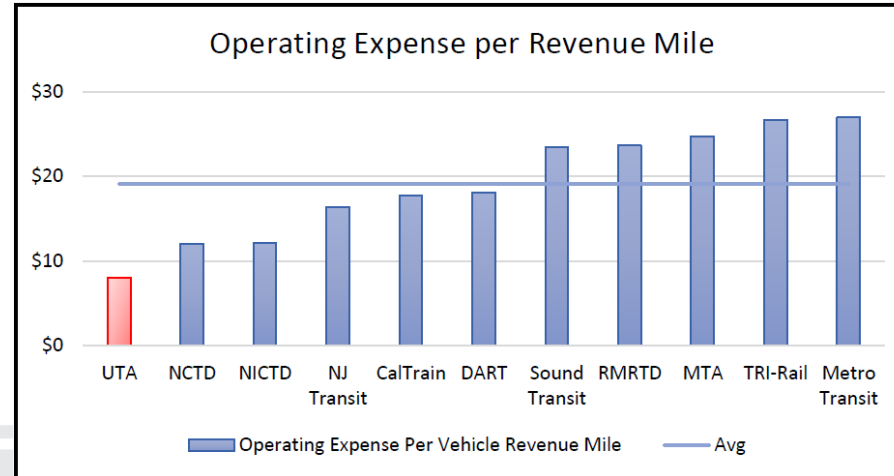
Light Rail



Bus



Commuter Rail



Success of Transit Investments in Salt Lake City

SEARCH

The Salt Lake Tribune

Why there are fewer cars now on Salt Lake City's 400 South

TRAX is driving down traffic volume along this key road connecting downtown to the University of Utah.

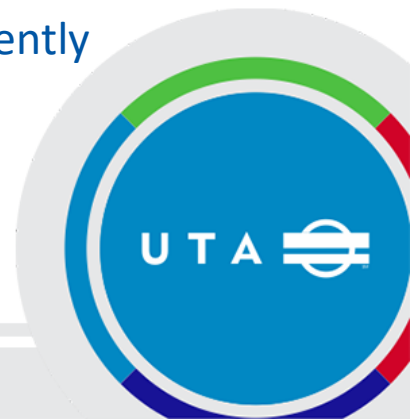


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Strategies to Reduce Costs and Promote Cost-Efficiency with Current Projects

- UTA takes many actions operate more efficiently, which is especially important in the current economy with rising costs
 - **Regional Transportation Planning** – Investments made in high ridership corridors
 - **Alternative Fuel Buses** – Help reduce operating costs
 - **No Idling Policy & FrontRunner Wayside Power** – Reduces fuel usage
 - **Active Transportation Projects** – Enables more customers to connect to UTA’s system without a car
 - **State of Good Repair** – Vehicle and facility upgrades allows UTA to continue to operate efficiently
 - **Continuous Improvement** – “UTA Way” focuses on improving processes and procedures



Strategies and Needs for Increasing Cost-Efficiency in the Future

▪ *Bus Investments*

- Improve successful routes and provide increased access to the rail system
- Bus fleet energy diversification
- Depot District
- Bus Stop improvement
- Future FrontRunner connectors: Ogden BRT and Midvalley BRT

▪ *Rail Investments*

- FrontRunner investment plan to increase frequency and reduce travel time



Strategies and Needs for Increasing Cost-Efficiency in the Future

- *Partnerships*

- UTA works closely with UDOT, WFRC, MAG, and municipalities to plan for the future
- Salt Lake City partnership for service expansion
- Ski service contracts
- Rocky Mountain Power WattSmart Program
- Local funds leverage federal investments



Strategies and Needs for Increasing Cost-Efficiency in the Future

- ***Transit Oriented Development***
 - Fosters economic growth and increases ridership
- ***Corridor Preservation***
 - Acquiring property ahead of development helps reduce costs and impacts of future projects
- ***Workforce Development***
 - UTA apprenticeship programs allows local workforce to gain hands-on education



Community Building

- An article published by the Salt Lake Tribune highlighted the importance of smart growth, which recognizes the tie between land use and transportation planning
 - Envision Utah estimates about 305,098 residents of the 10 counties analyzed now live within a half-mile of a transit station
 - This has brought lots of transit-oriented development near those rail lines over 20 years
 - Fairbourne Station area in West Valley City illustrates how transit-oriented development can help create mixed-use centers
 - The new housing along Salt Lake City's 400 South and S-Line corridors demonstrate how zoning can help spur more dense housing around transit lines and reduce driving

Over 20 years ago, Utah aimed for 'quality growth' as its population boomed. How has that turned out?



(Francisco Kjolseth | Tribune file photo) Aerial photos of various Salt Lake points of interest including the proposed inland port area. Salt Lake Tribune, downtown, capitol, North Salt Lake.

By Tony Semerad | July 11, 2020, 6:00 a.m. | Updated: 11:51 a.m.



Thank You

For more information contact:

Hal Johnson

hjohnson@rideuta.com

801-230-5751

