

Timeline of Transit Programs 2017 - 2022



FUNDING
OUR FUTURE



City Council adopts
Transit Master Plan

Budget N/A



FTN routes 2, 9, 21 launch & Capital projects, Marketing, TMA development, Hive Pass analysis launch

\$7,794,388 in FY 2019-2020



WE ARE HERE!
Council to decide: T2T option to launch in Fall; Mobilization funding for 1000 North/South Temple to launch in 2022



2017

2018

2019

2020

2021

2022

Why a Transit Master Plan

The Salt Lake City Transit Master Plan is a blueprint for the future of public transportation in Salt Lake City. It addresses public transit service, facilities, and policies and programs, just as the Pedestrian and Bicycle Master Plan addresses active transportation elements for the city. The Transit Master Plan emphasizes providing choices in travel and reducing dependence on the single-occupant automobile. The Plan builds on numerous Salt Lake City and regional plans (see sidebar) that have identified the availability of

The Transit Master Plan builds on previous planning efforts including:

- Plan Salt Lake
- Sustainable Salt Lake
- Pedestrian and Bicycle Master

City Council approves Funding Our Future sales tax increase, fund mobilization for FTN routes 2, 9, 21

\$8-12 million per year for transit



Continue FTN & Capital projects, TMAs, Marketing, adapt to COVID

\$6,375,695 in FY 2020-2021

Transit Options and Timeline

Trips to Transit (T2T)
The proposal with UTA is to launch a 12-month microtransit pilot in the Westside SLC neighborhood. This proposal is designed to support the strategic objectives of Salt Lake City and outlined in the 2017 Transit Master Plan while providing access to transit options during the COVID-19 pandemic.

Options for Cost Savings

1 Full amount for Trips to Transit: \$1,000,000	2 Full amount for Rally Day Fund: \$1,000,000	3 Split between Option 1 and Option 2: Trips to Transit: \$800,000 Rally Day: \$200,000
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Launch of 600 North/500 East (UTA-funded), 1000 North/South Temple routes pending funding from SLC/UTA

Top 4 Priorities of 2017 Transit Master Plan

- 1) Implement a Frequent Transit Network (FTN): Council's direction at the time was phase 1 priority (Bus routes 2, 9, 21) & new routes on 600 North, 1000 North, and 400 South
- 2) Develop pilot programs for employer shuttles & on-demand ride services
- 3) Implement capital investments along FTN corridors
- 4) Implement a variety of transit-supportive programs and transit access improvements that overcome barriers to using transit

Ongoing Implementation of 2017 Transit Master Plan

- FTN Routes & Marketing/Branding: Bus routes 2, 9, 21 plus additional routes
- Transit Improvements: Signal upgrades, ADA, bus stop improvements, first/last mile enhancements, etc
- Transportation Management Associations (TMAs) & Trips to Transit (T2T): Managing transportation to major employment centers & on-demand microtransit pilot in Westside SLC neighborhood(s)
- Transit Staff: Positions supporting transit programs & public outreach

Transit Options and Timeline

In December 2020, City Council supported approving the latest addenda to the ILA with UTA via straw poll. Council wished to discuss *Trips to Transit* and other aspects of the Funding Our Future Transit Critical Need area in early 2021. Due to numerous reasons, there are cost savings of approximately \$1,000,000* which the Council will allocate as they see fit. Below is an overview of the options and tentative timeline for Council's consideration.



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Trips to Transit (T2T)

The proposal with UTA is to launch a 12-month microtransit pilot, T2T, in the Rose Park neighborhood. This proposal is intended to support the strategic objectives of Salt Lake City as defined in the 2017 Transit Master Plan while providing more transit options during the COVID-19 pandemic.

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The regular adult one-way fare is only \$2.50, so grab your friends and take a ride!

Options for Cost Savings

1

Full amount for
Trips to Transit

\$1,000,000

2

Full amount for
Rainy Day Fund

\$1,000,000

3

Split between Option 1
and Option 2

Trips to Transit: \$800,000
Rainy Day: \$200,000

Budget numbers have been
rounded for simplicity*



BUS
STOP



T2T Full Service Area: Rose Park, Poplar Grove, & Glendale

A 12-month pilot for this full service area would cost **\$1,827,000** assuming a gas fleet.

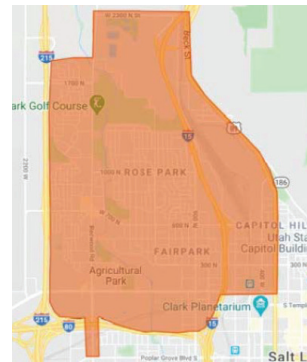
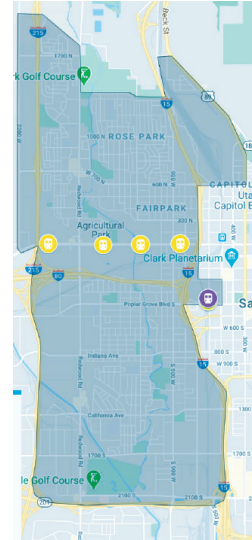
A 12-month pilot for this full service area would cost **\$1,874,000** assuming a mixed gas and electric fleet.

T2T Reduced Service Area: Rose Park & Poplar Grove to End of Line (400 South Redwood)

A 12-month pilot for this reduced service area would cost **\$1,284,000** assuming a gas fleet.

A 12-month pilot for this reduced service area would cost **\$1,317,200** assuming a mixed gas and electric fleet.

This is the minimum service required to get 1000 North for a reasonable cost and for UTA to free up resources to pay for 600 North.



Timeline for Next Steps

2021 - 2022

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January – Adopt Amendment 2.1 and Addendum 3
Later January – BA7, Council to appropriate cost savings based on preferences

Spring – UTA to resolicit for on-demand provider; UTA, SLC to work out conditions of subcontract; capital improvements in preparation for 600 North/500 East and 1000 North/South Temple routes

May – Addendum 4 to Council for mobilization and Addendum 5 for continuation of routes 2, 9, and 21

June – Fund additional Trips to Transit funds? Fund mobilization for 1000 North/South Temple in 2022?

August – Launch Trips to Transit (if UTA awards new contract to Via, the current provider)
If not Via, staff will work to launch T2T ASAP

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April – Finalize service plans for August expansion; this will include service upgrades on several Transit Master Plan routes funded by UTA as part of the 5-Year Service Plan, including 600 North/500 East; continue capital improvements to bus stops and access to stops

May – Addendum 6 for new FTN Routes

June – Council to determine whether to fund service on 1000 North/South Temple

