Utah Transit Authority

Providing the Right Service for Your Community
Board of Trustees

Current Board
16 member Part-time volunteer board
County Executives
The Governor
Consent
Submit 2 or more names to the Governor
Selects 3 trustees

New Board Under SB 136
3 member full-time paid board

New UTA Board in place on or before November 1, 2018.

Governance
Board Nominees Awaiting Senate Confirmation

Carlton Christensen
Salt Lake County

Beth Holbrook
Weber/Davis/Box Elder Counties

Appointment Pending
Utah/Tooele Counties
Nine-Person Local Advisory Board

- UTA Advisory Board
  - Salt Lake County COG
    - 3 appointments
  - Salt Lake City Mayor
    - 1 appointment
  - Utah County COG
    - 2 appointments
  - Davis County COG
    - 1 appointment
  - Weber County COG
    - 1 appointment
  - Tooele & Box Elder COGS Jointly
    - 1 appointment
Federal Funding Received by UTA

- FrontRunner North revenue service begins; groundbreaking for Mid-Jordan, Airport, West Valley, and Draper TRAX and S-Line streetcar
- 2015 program begins
- Mid-Jordan TRAX, West Valley TRAX, and MAX BRT revenue service begins
- Draper TRAX, Airport TRAX, and S-Line revenue service begins
Sales Tax Rate Received by UTA (by county)

<table>
<thead>
<tr>
<th>County</th>
<th>Rate</th>
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<tbody>
<tr>
<td>Salt Lake</td>
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<tr>
<td>Weber</td>
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<tr>
<td>Davis</td>
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<tr>
<td>Utah</td>
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<tr>
<td>Box Elder</td>
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</tr>
<tr>
<td>Tooele</td>
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</table>
2017 Transit Tax Distribution by County

- Salt Lake: 61%
- Weber: 9%
- Davis: 12%
- Utah: 16%
- Box Elder: 1%
- Tooele: 1%
- Tooele: 1%
- Salt Lake: 61%
Regional Transit Equity Analysis

UTA’s commitment is to provide balance between the revenues received from each county and the level of service and capital investment provided to each county.

- All transit modes are evaluated, including paratransit and vanpool services
- Analysis is independently verified by a third party accounting firm
Utah’s Population Growth

Wasatch Front Regional Council, 2018
Population Change by Utah’s Largest Counties

Mountainlands AOG, 2018
Challenges of Growth
Wasatch Choice 2050 Regional Vision

- Access to economic and educational opportunities
- Ample parks, open spaces, and recreational opportunities
- Clean air
- Manageable and reliable traffic conditions
- Fiscally responsible communities and infrastructure
- Housing choices and affordable living expenses
- Livable and healthy communities
- Sustainable environment, including water, agricultural, and other natural resources
- Quality transportation choices
- Safe, user friendly streets
Access to Opportunity

How many valuable destinations (jobs, education) can be reached in a reasonable period of time?

Freedom Analysis: 30 minute trip
The Role of Public Transit

Public Transit is a tool to:

• Meet the challenges and demands of growth

• To help local governments achieve their unique goals

• Provide mobility choices for individuals

• Fill the gaps that private enterprise does not serve
UTA’s Service Area

- BOX ELDER COUNTY
- WEBER COUNTY
- DAVIS COUNTY
- SALT LAKE COUNTY
- TOOELE COUNTY
- UTAH COUNTY
UTA’s Ridership Trends

Assuming that UTA is funded at a full 1% sales tax, 127 million boardings per year are projected by the year 2040.

- Utah Transit Authority is Incorporated (1970)
- First Commuter Rail Line Opens (2008)
- First Streetcar (S-Line) Opens (2013)
- 45.6 Million Boardings (2016)

Boardings per Year (Millions)

UTA’s 2040 Strategic Plan

1. Customer Experience
2. Workforce of the Future
3. Leadership & Advocacy
4. Access to Opportunity
5. Strategic Funding
A Future of Integrated Mobility
UTA’s Service Vision

Legend:
- Bus, Vanpool, Flex Routes
- Dial-a-Ride, Bike Sharing
- Ride Sharing
- Commuter Rail
- Light Rail/Streetcar
- BRT
- Electrified Core Bus Route Network
- Corridor Preservation

2040
The Right Service for Your Community

Urban or Suburban?
The Right Service for Your Community

Economic Development or Access to Opportunity?
The Right Service for Your Community

Commuter Market or Local Circulation?
The Right Service for Your Community

Coverage or Frequency?
Seven Demands of Effective Public Transit

“It takes me where I want to go.”
“It takes me when I want to go.”
“It’s a good use of my time.”
“It’s a good use of my money.”
“It respects me.”
“I can trust it.”
“It gives me freedom to change my plans.”

Jarrett Walker, Human Transit
The Right Service for Your Community
The Right Service for Your Community

How many people are near transit?

High Ridership

Low Ridership
The Right Service for Your Community

Are there long distances between destinations?

- High Ridership
- Low Ridership
The Right Service for Your Community

How easily can people get to transit stops?

Low Ridership

High Ridership
The Right Service for Your Community

Can transit run in straight lines to attract through-riders?

High Ridership

Low Ridership
Elements of a Successful Public Transit System

Transit Service Quality
Supportive Land Use
Connected Street Network

Two-thirds of transit planning is the role of local governments.
Collaborative Long-Range Planning
Five-Year Mobility Plan

This rolling work plan will:

• Bridge the gap between RTP and annual service changes
• Apply innovative mobility solutions
• Respond to local goals and objectives
• Result in data-driven annual work plans
Future of FrontRunner

This study recommends investments to:

• Increase frequency to 15-minutes, double-track, and electrify

• Maximize operational efficiency and accommodate future growth

• Prioritize investments where they most beneficial

• Estimate costs of five investment scenarios
Core Routes

This robust stakeholder engagement process will:

• Help communities articulate their goals for transit

• Distinguish between coverage and frequency services

• Guide future investments

• Result in right service for each community
Questions?