

## **SECTION VII**

### **SALT LAKE AND OGDEN/ LAYTON URBAN AREA**

#### **Public Transit Program**

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#### **Federal Transit Administration (FTA)**

Section 5307 – Urbanized Area Formula

Section 5309 – Capital Investment Program – New Starts

Section 5309 – Capital Investment Program – Bus

Section 5309 – Capital Investment Program – Fixed Guideway Modernization

Section 5310 – Elderly Persons and Persons with Disabilities

Section 5316 – Job Access Reverse Commute

Section 5317 – New Freedom



2010 – 2015 Transportation Improvement Program (TIP)

**SALT LAKE – OGDEN/ LAYTON TRANSPORTATION IMPROVEMENT PROGRAM  
PUBLIC TRANSIT PROGRAM**

Grantee	Project Description	Estimated Total Project Cost	Local Share of Project	5307 Funds Obligated in FY 2009	Estimated Federal Share and Phasing (Fiscal Year)					
					2010	2011	2012	2013	2014	2015
<b>SALT LAKE URBANIZED AREA FORMULA - SECTION 5307</b>										
UTA	Preventive Maintenance of Buses, Light Rail Vehicles and Facilities	200,958,436	40,191,687	23,305,289	24,237,501	25,207,001	26,215,281	27,263,892	28,354,448	29,488,626
UTA	Transit Enhancements (Street Furniture, Stop/Station Amenities, Signage, Bike Racks, Transit Access Improvements)	2,050,593	410,119	237,809	247,321	257,214	267,502	278,202	289,331	300,904
UTA	Security Equipment	2,050,593	410,119	237,809	247,321	257,214	267,502	278,202	289,331	300,904
<b>SUBTOTAL: SALT LAKE URBANIZED AREA FORMULA - SECTION 5307</b>		205,059,622	41,011,925	23,780,907	24,732,143	25,721,429	26,750,285	27,820,296	28,933,110	30,090,434
<b>OGDEN/ LAYTON URBANIZED AREA FORMULA - SECTION 5307</b>										
UTA	Preventive Maintenance of Buses and Facilities	61,736,701	12,347,341	7,159,648	7,446,034	7,743,875	8,053,630	8,375,776	8,710,807	9,059,239
UTA	Transit Enhancements (Street Furniture, Stop Amenities, Signage, Bike Racks, Transit Access Improvements)	629,966	125,994	73,058	75,980	79,019	82,180	85,467	88,886	92,441
UTA	Security Equipment	629,966	125,994	73,058	75,980	79,019	82,180	85,467	88,886	92,441
<b>SUBTOTAL: OGDEN/ LAYTON URBANIZED AREA FORMULA - SECTION 5307</b>		62,996,633	12,599,329	7,305,764	7,597,994	7,901,913	8,217,990	8,546,710	8,888,579	9,244,121

2010 – 2015 Transportation Improvement Program (TIP)

SALT LAKE – OGDEN/ LAYTON TRANSPORTATION IMPROVEMENT PROGRAM  
PUBLIC TRANSIT PROGRAM

Sponsor	Year Added to TIP	Project Description	Fund Source (FTA Section)	Estimated Total Project Cost	Local Share of Project	5309 Funds Obligated to Date	Estimated Funding and Phasing (Fiscal Year)					
							2010	2011	2012	2013	2014	2015
<b>SALT LAKE URBANIZED AREA FORMULA - SECTION 5309 NEW STARTS</b>												
UTA	2000	Commuter Rail: Weber County to Salt Lake City	5309 New Starts	611,684,000	122,338,000	260,798,510	80,000,000	80,000,000	68,547,490			
UTA	2007	Commuter Rail: Salt Lake City to Utah County	Local Funding	475,000,000	475,000,000							
UTA	1997	Mid-Jordan LRT Line: Design / Build	5309 New Starts	535,366,000	107,073,200	130,780,050	100,000,000	100,000,000	97,512,750			
UTA	1997	West Valley LRT Line: Design, ROW Acquisition, Construction	Local Funding	390,000,000	390,000,000							
UTA	1997	Draper to Sandy LRT Line: Design, ROW Acquisition, Construct (Phase I)	5309 New Starts	210,000,000	42,000,000			40,000,000	40,000,000	42,000,000	46,000,000	
UTA	1997	Airport to Salt Lake City Central Business District LRT Line: Design, ROW Acquisition, Construction	Local Funding	380,000,000	380,000,000							
<b>TOTAL: SALT LAKE and OGDEN/ LAYTON URBANIZED AREAS CAPITAL INVESTMENT PROGRAM - SECTION 5309 NEW STARTS</b>				2,602,050,000	1,516,411,200	391,578,560	180,000,000	220,000,000	206,060,240	42,000,000	46,000,000	

\*Note\* Transit Capital Investment Project costs are listed different than those of highway capacity projects where in they include the project cost debt service and finance charges.

2010 – 2015 Transportation Improvement Program (TIP)

**SALT LAKE – OGDEN/ LAYTON TRANSPORTATION IMPROVEMENT PROGRAM  
PUBLIC TRANSIT PROGRAM**

Sponsor	Year Added to TIP	Project Description	Fund Source (FTA Section)	Estimated Total Project Cost	Local Share of Project	5309 Funds Obligated to Date	Estimated Federal Share and Phasing (Fiscal Year)					
							2010	2011	2012	2013	2014	2015
<b>SALT LAKE and OGDEN/ LAYTON URBANIZED AREAS CAPITAL INVESTMENT PROGRAM - SECTION 5309 RAIL MODERIZATION</b>												
UTA	2002	Rail System Improvements	5309 Fixed Guideway Modernization	28,395,672	5,679,135	6,380,564	3,424,788	3,561,780	3,704,251	3,852,421	4,006,518	4,166,779
<b>TOTAL: SALT LAKE and OGDEN/ LAYTON URBANIZED AREAS CAPITAL INVESTMENT PROGRAM - SECTION 5309 RAIL MODERIZATION</b>				28,395,672	5,679,135	6,380,564	3,424,788	3,561,780	3,704,251	3,852,421	4,006,518	4,166,779

2010 – 2015 Transportation Improvement Program (TIP)

SALT LAKE – OGDEN/LAYTON TRANSPORTATION IMPROVEMENT PROGRAM  
PUBLIC TRANSIT PROGRAM

Sponsor	Year Added to TIP	Project Description	Fund Source (FTA Sec)	Estimated Total Project Cost	Local Share of Project	5309 Funds Obligated to Date	Estimated Funding and Phasing (Fiscal Year)					
							2010	2011	2012	2013	2014	2015
<b>SALT LAKE and OGDEN/ LAYTON URBANIZED AREAS CAPITAL INVESTMENT PROGRAM - SECTION 5309 BUS</b>												
UTA	1998	Intermodal Terminal: Gateway, Salt Lake City: Construction (Phase II)	5309 Bus	11,000,000	2,200,000	2,920,500	3,781,250		2,098,250			
UTA	1998	Intermodal Terminal: Gateway TRAX Extension to Gateway Intermodal Terminal	5309 Bus and Local Funds	29,700,000	5,940,000	3,200,000	3,000,000	4,500,000	4,500,000	4,500,000	4,060,000	
UTA	1998	Intermodal Terminal: West Valley City: Property Acquisition, Design and Construction	5309 Bus	9,600,000	1,920,000	6,454,711	1,225,289					
UTA	NA	Park and Ride Lots: Property Acquisition, Design and Construction	5309 Bus	8,700,000	1,740,000			2,320,000	2,320,000	2,320,000		
UTA	NA	Purchase approx. 120 Standard Replacement Buses and Related Equipment: Approx. 20 Buses Per Year	5309 Bus	51,073,909	10,214,782	5,599,120 (FY2009)	6,160,000	6,406,400	6,662,656	6,929,162	7,206,328	7,494,581
UTA	NA	Purchase approx. 280 Standard Replacement Buses and Related Equipment: Approx. 47 Buses Per Year	Local Funds	120,023,692	120,023,692							
UTA	2001	Replace approx. 60 Paratransit Vehicles and Related Equipment	5309 Bus	6,632,975	1,326,595		800,000	832,000	865,280	899,891	935,887	973,322
UTA	2001	Replace approx. 100 Paratransit Vehicles and Related Equipment	Local Funds	11,276,059	11,276,059							

2010 – 2015 Transportation Improvement Program (TIP)

Sponsor	Year Added to TIP	Project Description	Fund Source (FTA Sec)	Estimated Total Project Cost	Local Share of Project	5309 Funds Obligated To Date	Estimated Federal Share and Phasing (Fiscal Year)					
							2010	2011	2012	2013	2014	2015
<b>- Continued - SALT LAKE and OGDEN/ LAYTON URBANIZED AREAS CAPITAL INVESTMENT PROGRAM - SECTION 5309 BUS</b>												
UTA	2008	Bus Rapid Transit (BRT) Buses and Guideway: West Valley City (Phase I)	Local Funds	15,670,000	15,670,000							
UTA	2001	Facilities Expansion and Renovation	5309 Bus and Local	6,250,000	1,250,000			1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
UTA	2004	ITS/ APTS Deployment	5309 Bus and Local	3,125,000	625,000			500,000	500,000	500,000	500,000	500,000
<b>TOTAL: SALT LAKE and OGDEN/ LAYTON URBANIZED AREAS CAPITAL INVESTMENT PROGRAM - SECTION 5309 BUS</b>				273,051,635	172,186,128	18,174,331	14,966,539	15,558,400	15,850,034	16,149,053	13,702,215	9,967,903

2010 – 2015 Transportation Improvement Program (TIP)

**SALT LAKE – OGDEN/ LAYTON TRANSPORTATION IMPROVEMENT PROGRAM  
- ILLUSTRATIVE PROJECTS - PUBLIC TRANSIT PROGRAM**

Sponsor	Project Description	Estimated Total Project Cost	Local Share of Project	Estimated Funding and Phasing (Fiscal Year)					
				2010	2011	2012	2013	2014	2015
UTA	South Davis County Transit Improvements	400,000,000	80,000,000			80,000,000	80,000,000	80,000,000	80,000,000
UTA	Ogden Intermodal Terminal to Weber State University Corridor	60,000,000	30,000,000		5,000,000	10,000,000	10,000,000	5,000,000	
UTA	Sugarhouse Transit Improvements	36,660,000	14,664,000			7,332,000	7,332,000	7,332,000	
UTA	Draper to Utah County Light Rail (12400 So. to 14600 So.: Phase II)	470,500,000	94,100,000						376,400,000
UTA	Pleasant View to Brigham City Transit Improvement	100,000,000	20,000,000						80,000,000
	Mountain View Corridor Transit Improvement	42,000,000	8,400,000		6,000,000	10,000,000	17,600,000		
UTA	9400 South East-West Transit Improvements	2,000,000	400,000						1,600,000
UTA	Bus Rapid Transit (BRT) Phase II	12,000,000	2,400,000			3,200,000	3,200,000	3,200,000	
UTA	Intelligent Transportation Systems	30,000,000	6,000,000			10,000,000	10,000,000	4,000,000	
UTA	40 Replacement Buses	16,000,000	3,200,000				12,800,000		
UTA	Clean Fuels Bus Program (Hybrid Electric) 45 Replacement Buses	33,600,000	6,720,000			8,960,000	8,960,000	8,960,000	
UTA	Taylorville/Murray Transit Improvements	52,000,000	26,000,000			26,000,000			
<b>SUBTOTAL: SALT LAKE and OGDEN/ LAYTON URBANIZED AREAS ILLUSTRATIVE PROJECTS REQUEST (-FOR INFORMATION ONLY-)</b>		1,254,760,000	291,884,000	0	11,000,000	155,492,000	159,892,000	108,492,000	538,000,000



2010 – 2015 Transportation Improvement Program (TIP)

**SALT LAKE – OGDEN/ LAYTON TRANSPORTATION IMPROVEMENT PROGRAM  
PUBLIC TRANSIT PROGRAM – SECTION 5310**

County	Project Description	Estimated Total Project Cost	Local Share of Project	5310 Funds Obligated in FY 2006	Estimated Federal Share and Phasing (Fiscal Year)					
					2009	2010	2011	2012	2013	2014
<b>SPECIAL NEEDS FOR ELDERLY INDIVIDUALS AND INDIVIDUALS WITH DISABILITIES - SECTION 5310</b>										
Salt Lake County	Purchase Buses, Vans, and Related Equipment For Elderly Persons and Persons with Disabilities	2,915,761	583,152	236,000	285,800	308,664	333,357	360,026	388,828	419,934
Davis & Weber Counties	Purchase Buses, Vans, and Related Equipment For Elderly Persons and Persons with Disabilities	1,476,297	295,259	132,000	143,000	154,440	166,795	180,139	194,550	210,114
Morgan & Tooele Counties	Purchase Buses, Vans, and Related Equipment For Elderly Persons and Persons with Disabilities	165,058	33,012	0	18,000	19,440	20,995	22,675	24,489	26,448
<b>TOTAL: SALT LAKE, OGDEN/LAYTON URBANIZED AREAS AND THE NON-URBAN AREAS OF MORGAN &amp; TOOELE ELDERLY AND PERSONS WITH DISABILITIES - SECTION 5310</b>		<b>4,557,116</b>	<b>911,423</b>	<b>368,000</b>	<b>446,800</b>	<b>482,544</b>	<b>521,148</b>	<b>562,839</b>	<b>607,866</b>	<b>656,496</b>

2010 – 2015 Transportation Improvement Program (TIP)

SALT LAKE – OGDEN/LAYTON TRANSPORTATION IMPROVEMENT PROGRAM  
PUBLIC TRANSIT PROGRAM – SECTION 5316 & SECTION 5317

Counties	Project Description	Estimated Total Project Cost	Local Share of Project	Funds Obligated in FY 2009	Estimated Federal Share and Phasing (Fiscal Year)					
					2010	2011	2012	2013	2014	2015
<b>JOB ACCESS AND REVERSE COMMUTE - SECTION 5316</b>										
Salt Lake County	Provide flexibility to job access designed to meet the needs of individuals who are not effectively served by public transportation	5,765,993	2,375,589	360,279	459,740	487,324	516,563	547,557	689,610	689,610
Davis & Weber Counties		2,506,391	1,032,633	156,607	199,842	211,833	224,543	238,014	299,763	299,763
Morgan & Tooele Counties		270,632	81,189	23,520	23,520	25,401	27,433	29,628	31,998	34,558
<b>TOTAL: AREA JOB ACCESS AND REVERSE COMMUTE – SECTION 5316</b>		8,543,016	3,489,411	540,406	683,102	724,558	768,539	815,199	1,021,371	1,023,931
<b>NEW FREEDOM PROGRAM - SECTION 5317</b>										
Salt Lake County	Provide transportation services and public transportation alternatives beyond those required by ADA to assist persons with disabilities.	3,633,294	1,496,917	230,508	289,693	307,075	325,500	345,030	434,539	434,540
Davis & Weber Counties		1,524,679	628,168	96,731	121,567	128,861	136,593	144,789	182,350	182,351
Morgan & Tooele Counties		126,282	36,794	10,735	10,735	11,594	12,522	13,523	14,605	15,774
<b>TOTAL: JOB ACCESS AND REVERSE COMMUTE - SECTION 5317</b>		5,284,255	2,161,879	337,974	421,995	447,530	474,615	503,342	631,494	632,665

\* Note\* Section 5316 and Section 5317 are new Federal Programs that place a High Priority on cooperation among agencies and participation in UDOT’s “Coordinated Human-Services Public Transportation Planning Process”.

**SALT LAKE and OGDEN/ LAYTON URBANIZED AREAS FORMULA - SECTION 5307**  
**PREVENTIVE MAINTENANCE OF BUSES, RAIL VEHICLES, AND FACILITIES 2010-2015**

Salt Lake Urbanized Area			Ogden-Layton Urbanized Area		
	<u>Total Cost</u>	<u>Federal Cost</u>		<u>Total Cost</u>	<u>Federal Cost</u>
(2010)	\$30,296,876	\$ 24,237,501	(2010)	\$9,307,543	\$7,446,034
(2011)	\$31,508,751	\$25,207,001	(2011)	\$9,679,844	\$7,743,875
(2012)	\$32,769,101	\$26,215,281	(2012)	\$10,067,038	\$8,053,630
(2013)	\$34,079,865	\$27,263,892	(2013)	\$10,469,720	\$8,375,776
(2014)	\$35,443,060	\$28,354,448	(2014)	\$10,888,509	\$8,710,807
(2015)	\$36,860,783	\$29,488,626	(2015)	\$11,324,049	\$9,059,239

Salt Lake and Ogden/ Layton Urbanized Areas

	<u>Total Cost</u>	<u>Federal Cost</u>
(2010)	39,604,419	31,683,535
(2011)	41,188,595	32,950,876
(2012)	42,836,139	34,268,911
(2013)	44,549,585	35,639,668
(2014)	46,331,569	37,065,255
(2015)	48,184,832	38,547,866

Source of Funds: FTA Section 5307  
 Federal: (80%)  
 Non-Federal: UTA (20%)

Project Description:

Beginning in 1998, operating assistance for transit agencies in areas of 200,000 or more population was eliminated from the transportation bill; however, these transit agencies were given the option of using a portion of their capital funds received under Section 5307 grants for preventive maintenance (PM). UTA capitalized operating expenses by using the majority of Section 5307 funds for preventive maintenance of rolling stock (including bus and rail vehicles), equipment maintained on an on-going basis, and facilities. The other requests in the Federal Transit Administration (FTA) Section 5307 formula money include: transit enhancements, security equipment, and planning studies. The planning studies are addressed in the WFRC and MAG Unified Planning Work Programs.

**TRANSIT ENHANCEMENTS (Transit Stop/Passenger Waiting Area Enhancements including signs, benches, shelters, automated passenger information/signage; bike storage; passenger amenities) 2010-2015**

Salt Lake Urbanized Area			Ogden-Layton Urbanized Area		
	<u>Total Cost</u>	<u>Federal Cost</u>		<u>Total Cost</u>	<u>Federal Cost</u>
(2010)	\$309,151	\$ 247,321	(2010)	\$94,975	\$ 75,980
(2011)	\$321,518	\$ 257,214	(2011)	\$98,774	\$ 79,019
(2012)	\$334,378	\$ 267,502	(2012)	\$102,725	\$ 82,180
(2013)	\$347,753	\$ 278,202	(2013)	\$106,834	\$ 85,467
(2014)	\$361,664	\$ 289,331	(2014)	\$111,108	\$ 88,886
(2015)	\$376,130	\$ 300,904	(2015)	\$115,551	\$ 92,441

Salt Lake and Ogden-Layton Urbanized Areas

	<u>Total Cost</u>	<u>Federal Cost</u>
(2010)	\$404,126	\$323,301
(2011)	\$420,292	\$336,234
(2012)	\$437,103	\$349,682
(2013)	\$454,587	\$363,670
(2014)	\$472,772	\$378,218
(2015)	\$491,681	\$393,345

Source of Funds: FTA Section 5307  
 Federal: (80%)  
 Non-Federal: UTA (20%)

**Project Description:**

It is mandated by federal guidance that UTA spend one percent (1%) of federal Section 5307 formula funds for transit enhancements. The transit enhancements may include street furniture improvements to passenger waiting areas, such as new benches, ADA accessibility features at bus and rail stops, improved signage, lighting, passenger information kiosks, cement pads, shelters, or street furniture and other amenities that will enhance and improve bus stops and rail stations. Transit enhancement grant funds may also be used for bike storage at stations, and other amenities that would encourage transit ridership. Passenger amenities may also include improved electronic signage or other communication devices for convenience of passengers. The transit enhancement funds cannot be used for operational expenses such as replacement shelters, replacement panels in shelters, or to replace parts on street furniture already in existence. Transit enhancements are intended to encourage transit ridership and be direct benefits to passengers.

**SECURITY EQUIPMENT 2010-2015**

Salt Lake Urbanized Area			Ogden-Layton Urbanized Area		
	<u>Total Cost</u>	<u>Federal Cost</u>		<u>Total Cost</u>	<u>Federal Cost</u>
(2010)	\$309,151	\$ 247,321	(2010)	\$94,975	\$ 75,980
(2011)	\$321,518	\$ 257,214	(2011)	\$98,774	\$ 79,019
(2012)	\$334,378	\$ 267,502	(2012)	\$102,725	\$ 82,180
(2013)	\$347,753	\$ 278,202	(2013)	\$106,834	\$ 85,467
(2014)	\$361,664	\$ 289,331	(2014)	\$111,108	\$ 88,886
(2015)	\$376,130	\$ 300,904	(2015)	\$115,551	\$ 92,441

Salt Lake and Ogden-Layton Urbanized Areas

	<u>Total Cost</u>	<u>Federal Cost</u>
(2010)	\$404,126	\$323,301
(2011)	\$420,292	\$336,234
(2012)	\$437,103	\$349,682
(2013)	\$454,587	\$363,670
(2014)	\$472,772	\$378,218
(2015)	\$491,681	\$393,345

Source of Funds: FTA Section 5307  
 Federal: (80%)  
 Non-Federal: UTA (20%)

**Project Description:**

It is mandated by federal guidance that UTA spend one percent (1%) of federal Section 5307 formula funds for security purposes. Security equipment can be purchased and installed with these grant funds. Improvements may be surveillance equipment including security cameras and closed circuit TV monitors. Other equipment that can be purchased with security funds are such items as alarms, sirens, locking mechanisms, security card readers, permitted protection devices, lighting, fencing and perimeter control, transit police communications equipment, hand held radios, dispatch equipment, police vehicles and other equipment that will reduce public risk and make transit safe for passengers, as well as transit employees. A safe and secure transit environment is the intent of the 1% security funds. Drills, table top exercises and emergency and security training for employees can be paid with security funding. Wages and contracted security services are operational expenses and are not eligible under this funding category.

**SALT LAKE AND OGDEN-LAYTON URBANIZED AREAS CAPITAL INVESTMENT PROGRAM - SECTION 5309 NEW STARTS**

**2015 PROJECTS:** The five 2015 Projects are included in the Regional Transportation Plan (RTP). These projects are: Commuter Rail South, Mid-Jordan Light Rail, West Valley Light Rail, Airport Light Rail Line, and Draper Light Rail Extension.

**COMMUTER RAIL – FRONTRUNNER - WEBER COUNTY to SALT LAKE CITY 2010-2012**

	<u>Total Cost</u>	<u>Federal Cost</u>	Source of Funds
(2010)	\$100,000,000	\$80,000,000	Federal: FTA Section 5309 New Starts (80%)
(2011)	\$100,000,000	\$80,000,000	Non-Federal: UTA (20%)
(2012)	\$ 85,684,363	\$68,547,490	

**Project Description:**

The Commuter Rail, FrontRunner, was completed in late April 2008 and revenue service started in May. The project connects the Salt Lake (Gateway) and Ogden intermodal terminals. This project was completed under a Full Funding Grant Agreement (FFGA) with the Federal Transit Administration (FTA). Because UTA donated right-of-way, the FFGA was slightly more than an 80/20 match. The remaining funds for the reimbursement of expenses already incurred will be available to UTA in the form of payments in 2010, 2011 and 2012.

**COMMUTER RAIL SOUTH – SALT LAKE CITY TO UTAH COUNTY: LAND ACQUISITION, DESIGN AND CONSTRUCTION 2010-2014**

<u>Total Cost</u>	Source of Funds:
\$475,000,000	Local: 100%

**Project Description:**

The south phase of the commuter rail project in the WFRC TIP extends approximately 22 miles from the Salt Lake City Gateway Intermodal Terminal to the Utah County line. Because it is a regional project, it will be shown in both the WFRC TIP and the MAG TIP. Both the north and south segments of commuter rail are included in the Regional Transportation Plan.

**MID-JORDAN LRT LINE: DESIGN/ BUILD 2010-2012**

	<u>Total Cost</u>	<u>Federal Share</u>	Source of Funds:
(2010)	\$125,000,000	\$100,000,000	Federal: FTA Section 5309 New Starts (80%)
(2011)	\$125,000,000	\$100,000,000	Non-Federal: UTA/Local (20%)
(2012)	\$121,890,937	\$ 97,512,750	

**Project Description:**

Final design (99%) was substantially completed earlier in 2009. 47% of the project construction has been completed. This project remains ahead of schedule and under budget with 41.5% of the budget expended. Drainage, earthwork, and utility clearance continue to advance in the remaining Sugar Factory, Gardner Village, and Cottonwood segments. Utility relocation work is progressing along the full alignment. The FFGA was signed with FTA January 7, 2009. Due to UTA’s ROW donation, the matching ratio will be slightly higher than 80/20.

**WEST VALLEY LRT LINE: PE/FEIS, DESIGN/ BUILD 2010-2014**

<u>Total Cost</u>	Source of Funds:
\$390,000,000	Local (100%)

Project Description:

The construction phase of this project is approximately 40% complete. Work includes demolition, underground and overhead utility relocation, pole foundations, retaining walls, track work, station construction, significant bridge and widening work, embankment and geofoam placement activities. All the right of way acquisitions or right of entry agreements are 95% complete.

**DRAPER to SANDY LRT LINE: PE/FEIS, DESIGN/ BUILD 2011-2014**

	<u>Total Cost</u>	<u>Federal Share</u>	Source of Funds:
(2011)	\$50,000,000	\$40,000,000	Federal: FTA Section 5309 New Starts (80%)
(2012)	\$50,000,000	\$40,000,000	Non-Federal: UTA/Local (20%)
(2013)	\$52,500,000	\$42,000,000	
(2014)	\$57,500,000	\$46,000,000	

Project Description:

FTA approved the updated travel model to be used for the Draper ridership forecasts. All of the FTA's comments on the draft Environmental Impact Statement (DEIS) have now been addressed. With the update of the modeling and travel forecasts, the ridership numbers will be updated in the DEIS and the document should be ready for FTA approval. PE approval is anticipated by the end of 2009. If UTA donates right of way, the matching ratio may be a little higher than 80/20. Before work starts on this line, FTA must issue approval to enter the PE phase.

**AIRPORT to SALT LAKE CITY CENTRAL BUSINESS DISTRICT LRT LINE: PE/FEIS, DESIGN/ BUILD 2010-2014**

<u>Total Cost</u>	Source of Funds:
\$380,000,000	Local: (100%)

Project Description:

The contractor is beginning earthwork operations in the two-mile stretch between 2400 West and the entrance to the Airport. This involves significant areas of sub-grade stabilization. The contractor is importing about 50,000 cubic yards of fill in this area in order to build up the grade to the point where sub-ballast can be placed. Design is anticipated to be completed by the end of 2009. There is a continuing partnership among the Airport, UDOT, Salt Lake City and the UTA Project Team.

**SALT LAKE AND OGDEN/LAYTON URBANIZED AREAS CAPITAL INVESTMENT PROGRAM - SECTION 5309 - RAIL MODERNIZATION**

**RAIL SYSTEM IMPROVEMENTS – 2010-2015**

	<u>Total Cost</u>	<u>Federal Cost</u>	Source of Funds:
(2010)	\$4,280,985	\$3,424,788	Federal: FTA Section 5309
(2011)	\$4,452,225	\$3,561,780	Fixed Guideway Modernization (80%)
(2012)	\$4,630,314	\$3,704,251	Non-Federal: UTA/Local (20%)
(2013)	\$4,815,526	\$3,852,421	
(2014)	\$5,008,147	\$4,006,518	
(2015)	\$5,208,474	\$4,166,779	

Project Description:

By federal mandate, rail systems must be in operation for at least seven years to qualify for Section 5309 Rail Modernization funds. The funds are distributed by statutory formula. The formula for allocating these funds contains seven tiers. The allocation of funding under the first four tiers is based on data used to apportion the funding in fiscal year 1997. The allocation of funding under the last three tiers (where UTA is located) is apportioned based on the latest available route miles and revenue vehicle miles on segments at least seven years old as reported to the National Transit Database (NTD). TRAX started service in December 1999 and had its first year of full service in 2000. UTA received their first Rail

Modernization funds in fiscal year 2008. The funds can also be used for preventive maintenance of Lovendahl rail maintenance facility and the North/South TRAX line.

**SALT LAKE and OGDEN-LAYTON URBANIZED AREAS CAPITAL INVESTMENT PROGRAM - SECTION 5309 BUS/BUS FACILITIES**

**BUS INTERMODAL TERMINAL – GATEWAY - SALT LAKE CITY: CONSTRUCT TERMINAL 2010 and 2012**

	<u>Total Cost</u>	<u>Federal Share</u>	Source of Funds:
(2010)	\$4,726,562	\$3,781,250	Federal: FTA Section 5309 Bus and Bus Facilities (80%)
(2012)	\$2,622,812	\$2,098,250	Non-Federal: Salt Lake City and UTA (20%)

Project Description:

The Salt Lake Gateway Intermodal Terminal is located at 300 South 600 West. It is truly intermodal - served by Amtrak Passenger Rail, Greyhound intercity bus, UTA bus service, TRAX, FrontRunner commuter rail, and various cab, shuttle services, UCarShare, and a future bike station. This intermodal hub provides direct access to the Salt Lake City CBD. Federal funds have been coming in very slowly for this project, so UTA has been constructing the hub with local funds under a federal Letter of No Prejudice (LONP), hoping for future reimbursement of construction costs. Salt Lake City has assisted in the work and costs. It is anticipated the finishing work will be done as federal funds become available. The TRAX extension through the Salt Lake City Gateway Intermodal Center is described below.

**INTERMODAL TERMINAL – GATEWAY TRAX EXTENSION (2010-2014)**

	<u>Total Cost</u>	<u>Federal Share</u>	Source of Funds:
(2010)	\$3,750,000	\$3,000,000	Federal: FTA Section 5309 Bus and Bus Facilities (80%)
(2011)	\$5,625,000	\$4,500,000	Non-Federal: UTA and Salt Lake City (20%)
(2012)	\$5,625,000	\$4,500,000	
(2013)	\$5,625,000	\$4,500,000	
(2014)	\$5,075,000	\$4,060,000	

Project Description:

This project is made up of three pieces: the one block extension from the Energy Solutions Arena (constructed with leftover Medical Center LRT funds); the Section 5309 Bus facilities funding to complete the Gateway Intermodal Terminal; and the remaining five block extension of light rail categorized under the Section 5309 Bus category to complete the Intermodal Terminal. SAFETEA-LU contained language that allowed Section 5309 Bus category funds to be used for the Intermodal Terminal; however, federal funds have been extremely slow coming in for this entire project. Therefore, UTA and Salt Lake City have cooperated in using local funds for the project, assuming that federal funds may still come in to reimburse local costs for the project. The Gateway Intermodal Center has an LONP if federal funds become available that can be used for reimbursement.

**INTERMODAL TERMINAL - WEST VALLEY CITY: PROPERTY ACQUISITION, DESIGN and CONSTRUCTION 2010**

	<u>Total Cost</u>	<u>Federal Share</u>	Source of Funds:
(2010)	\$1,531,611	\$1,225,289	Federal: FTA Section 5309 Bus and Bus Facilities (80%)
			Non-Federal: UTA and West Valley City (20%)

Project Description:

West Valley City’s Intermodal Center is located on Market Street and 3500 South. This hub is nearly completed with one more increment of federal funding needed in 2010 to complete the project. The Intermodal Center has a bus hub to serve local and express bus routes, a park and ride, and a cross platform transit station to serve the West Valley LRT line and the 3500 South BRT.

**BUS/LIGHT RAIL TRANSIT PASSENGER WAITING STATION AT 9400 SOUTH IN SANDY: CONSTRUCTION 2010**

	<u>Total Cost</u>	<u>Federal Share</u>	Source of Funds:
(2010)	\$564,300	\$451,440	Federal: FTA Section 5309 Bus and Bus Facilities (80%) Non-Federal: UTA/Local (20%)

**Project Description:**

This bus and rail passenger station is basically completed; however, the remaining funds will be used for communications including fiber optics from 9400 South to Lovendahl in the TRAX corridor. At the 9400 South platform, UTA would bring the transit vehicle maintenance health and status information to Lovendahl and Meadowbrook via the fiber optic cable. On this communication path, UTA maintenance could diagnose problems on the trains before they traveled very far north in the system and prior to arriving southbound. Real time customer information for bus/rail passengers could be installed on this fiber also.

**PARK AND RIDE LOTS: PROPERTY ACQUISITION, DESIGN AND CONSTRUCTION 2011-2013**

	<u>Total Cost</u>	<u>Federal Share</u>	Source of Funds:
(2011)	\$ 2,900,000	\$ 2,320,000	Federal: FTA Section 5309 Bus and Bus Facilities (80%)
(2012)	\$ 2,900,000	\$ 2,320,000	Non-Federal: UTA/Local (20%)
(2013)	\$ 2,900,000	\$ 2,320,000	

**Project Description:**

UTA plans to construct permanent park-and-ride lots to advance their long-term objectives for the region. There are several strategic locations which have been identified in the Regional Long Range Transportation Plan. As funding becomes available, the lots will be prioritized and developed. A UTA strategic planner is working on an update to the Park and Ride plan.

**PURCHASE 120 STANDARD REPLACEMENT BUSES AND RELATED EQUIPMENT 2010-2015**

	<u>Total Cost</u>	<u>Federal Share</u>	Source of Funds:
(2010)	\$7,700,000	\$6,160,000	Federal: FTA Section 5309 Bus (80%)
(2011)	\$8,008,000	\$6,406,400	Non-Federal: UTA (20% Match)
(2012)	\$8,328,320	\$6,662,656	
(2013)	\$8,661,452	\$6,929,162	
(2014)	\$9,007,910	\$7,206,328	
(2015)	\$9,368,226	\$7,494,581	

**Project Description:**

This project will purchase approximately 120 replacement buses for UTA's fleet of fixed-route buses during the next six years. Transit buses are equipped with low floors, ramps or wheelchair lifts, PA systems to announce stops for passengers with disabilities, air conditioning, electronic destination signs, bike racks, radios and fareboxes. A fully equipped standard (40 Ft.) bus is expected to cost approximately \$385,000 in 2010, with at least a four percent inflation factor each year beyond 2010. The cost includes related equipment, one spare power component for every 25 buses, and inspections at point of manufacture. Local funds are used to supplement the costs of replacement buses, due to shortfalls in federal funding. UTA has an effective preventive maintenance program and can generally operate buses in service for 13 or 14 years. The standard bus life federal guideline for a 40-foot bus is 12 years. UTA is analyzing the possibility of purchasing hybrid electric buses to cut down on pollution and because of the rising cost of diesel fuel. It is anticipated that hybrid buses would be phased into the fleet over the next several years, with the last of the diesel buses replaced by 2023. The cost of hybrid buses is approximately \$625,000 in 2010.

**PURCHASE 280 STANDARD REPLACEMENT BUSES AND RELATED EQUIPMENT 2010-2015**

<u>Total Cost</u>	<u>Local</u>
\$120,023,692	\$120,023,692



**Project Description:**

UTA has a bus replacement program in place and outlined in the Transit Development Program. The standard replacement buses and equipment are described in the paragraph above under the federally funded buses. Because of the number of replacement buses needed in future years and insufficient federal funds to purchase as many as needed, UTA local funds will be combined with federal funds to keep pace with the replacement program.

**REPLACE 60 PARATRANSIT VEHICLES AND RELATED EQUIPMENT: VANS 2010-2015**

	<u>Total Cost</u>	<u>Federal Share</u>	Source of Funds:
(2010)	\$1,000,000	\$800,000	Federal: FTA Section 5309 Bus (80%)
(2011)	\$1,040,000	\$832,000	Non-Federal: UTA (20% Match)
(2012)	\$1,081,600	\$865,280	
(2013)	\$1,124,864	\$899,891	
(2014)	\$1,169,859	\$935,887	
(2015)	\$1,216,652	\$973,322	

**Project Description:**

This project will replace 60 specially equipped paratransit vehicles that have reached their useful life. The vehicles will be 25 ft. buses that meet ADA requirements. The buses cost approximately \$100,000 in 2010. Delivery time for specially equipped small buses is generally less than a year. The federal guideline for useful life in these small light duty buses is five years. Some of the vehicles needed for paratransit service are funded locally and by UDOT administered FTA programs. Since the amount of federal money received is not sufficient to purchase the number of vehicles needed, UTA supplements the purchase with local UTA funds.

**REPLACE 100 PARATRANSIT VEHICLES AND RELATED EQUIPMENT: VANS 2010-2015**

<u>Total Cost</u>	<u>Local Funds</u>
\$11,276,059	\$11,276,059

**Project Description:**

UTA will need to purchase 100 vehicles over the next six years to keep up with replacements for the paratransit service. The description of the vehicles is included in the previous paragraph for federally funded paratransit vehicles. Due to the number of vehicles being replaced, UTA will purchase the majority of the vehicles with local funds.

**BUS RAPID TRANSIT (BRT) BUSES AND GUIDEWAY WEST VALLEY CITY 2010-2015**

<u>Total Cost</u>	<u>Local Funds</u>	Source of Funds:
\$15,670,000	\$15,670,000	Local/UTA (100%)

**Project Description:**

Four replacement buses will be purchased as part of this project. The success of MAX has illustrated the need for future BRT systems throughout the Wasatch Front. These buses in MAX operation run frequently and put high mileages on the buses. Even without expanded service, the buses will be rotated to reduce the number of miles on these buses so they can reach their federal guideline of a 12-year operating life. This phase of BRT will be in the West Valley area of Salt Lake and will extend on 3500 South from Bangerter Highway to 5600 West. Passenger waiting areas would be constructed; UTA will continue to work with UDOT on signal prioritization. This extension of MAX is in the Regional Long Range Transportation Plan.

**FACILITIES EXPANSION AND RENOVATION 2011-2014**

	<u>Total Cost</u>	<u>Federal Share</u>	Source of Funds:
(2011)	\$1,250,000	\$1,000,000	Federal: FTA Section 5309
(2012)	\$1,250,000	\$1,000,000	Bus and Bus Facilities (80%)
(2013)	\$1,250,000	\$1,000,000	Non-Federal: UTA (20%)
(2014)	\$1,250,000	\$1,000,000	

**Project Description:**

Due to the growth of UTA’s system, additional maintenance and storage facilities will be required. By 2011, UTA will initiate a site selection study and begin environmental work for a new satellite facility. Each of the current facilities is nearing maximum capacity. A facilities planner is analyzing size requirements and renovation efforts currently in progress. The bus operations and maintenance facilities are in need of expansion in future years.

**ITS/APTS 2011-2014**

	<u>Total Cost</u>	<u>Federal Share</u>	Source of Funds:
(2011)	\$625,000	\$500,000	Federal: FTA Section 5309
(2012)	\$625,000	\$500,000	Bus and Bus Facilities (80%)
(2013)	\$625,000	\$500,000	Non-Federal: UTA (20%)
(2014)	\$625,000	\$500,000	

**Project Description:**

Future technologies will include expanded use of smart card fareboxes; Tap On/Tap Off systems; APCs on the rest of the fleet; intelligent voice response capabilities; placement of in-vehicle communicators and on-board video; route analysis software; security devices for surveillance and monitoring; computer aided dispatch enhancements; expanded traffic signal priority system in conjunction with implementation of Bus Rapid Transit (BRT); and on-board information; and redundant computer and communications network.

**SALT LAKE and OGDEN-LAYTON URBANIZED AREAS ILLUSTRATIVE PROJECTS**

(- FOR INFORMATION ONLY -)

**The projects are listed for information only.** These illustrative projects are of regional significance and are included in the Regional Long Range Transportation Plan, but do not have an identified funding source in the next six years. As funding becomes available, it is believed that the projects listed may be amended into the TIP. It is anticipated that the funding category utilized may be the FTA Capital Investment Program Section 5309. The percentage of matching ratio may change depending on amount of local support and financial commitment.

**SOUTH DAVIS COUNTY TRANSIT IMPROVEMENTS 2012-2015**

	<u>Total Cost</u>	<u>Federal Cost</u>	Source of Funds:
(2012)	\$100,000,000	\$80,000,000	Federal: FTA Section 5309 (80%)
(2013)	\$100,000,000	\$80,000,000	Non-Federal: UTA and Local (20%)
(2014)	\$100,000,000	\$80,000,000	
(2015)	\$100,000,000	\$80,000,000	

**Project Description:**

The South Davis Transit Needs Analysis recommended the following project characteristics for further review. Two technologies were advanced: bus rapid transit and modern streetcar. The adopted alignment recommendation is on US89 from North Temple in Salt Lake City, north through about 2200 South in Bountiful and on SR68 and 200 West in Bountiful to its intersection with SR106 at 400 North and on SR106 to the intersection of State Street and Main Street in Farmington. On this alignment, exclusive transit lanes were recommended from downtown Salt Lake City through Bountiful, from Center Street to 1425 North in Centerville and through Farmington to the commuter rail station and Lagoon. Specific routing for each terminus will be the subject of city sponsored studies. Fourteen stations and high frequency transit improvements have been identified for this project.

**OGDEN INTERMODAL TERMINAL TO WEBER STATE UNIVERSITY CORRIDOR IMPROVEMENTS 2011-2014**

	<u>Total Cost</u>	<u>Federal Cost</u>	Source of Funds:
(2011)	\$10,000,000	\$ 5,000,000	Federal: FTA Section 5309 (50%)
(2012)	\$20,000,000	\$10,000,000	Non-Federal: UTA and Local (50%)
(2013)	\$20,000,000	\$10,000,000	
(2014)	\$10,000,000	\$ 5,000,000	

**Project Description:**

The travel corridor between the Ogden Intermodal Terminal, Downtown Ogden City and Weber State University will be improved with a major transit service investment to meet the increased residential, commercial, employment and travel growth in the area. Capital improvements in this project will be a high frequency, high quality transit service in a four-mile corridor when funding becomes available.

**SUGARHOUSE TRANSIT IMPROVEMENTS 2012-2014**

	<u>Total Cost</u>	<u>Federal Cost</u>	Source of Funds:
(2012)	\$12,220,000	\$7,332,000	Federal: FTA Section 5309 (60%)
(2013)	\$12,220,000	\$7,332,000	Non-Federal: UTA and Local (40%)
(2014)	\$12,220,000	\$7,332,000	

**DRAPER TO UTAH COUNTY LIGHT RAIL (PHASE II) (12400 South to 14600 South) 2015**

	<u>Total Cost</u>	<u>Federal Cost</u>	Source of Funds:
(2015)	\$470,500,000	\$376,400,000	Federal: FTA Section 5309 (80%) Non-Federal: UTA and Local (20%)

**PLEASANT VIEW TO BRIGHAM CITY TRANSIT IMPROVEMENT 2015**

	<u>Total Cost</u>	<u>Federal Cost</u>	Source of Funds:
(2015)	\$100,000,000	\$80,000,000	Federal: FTA Section 5309 (80%) Non-Federal: Local and UTA (20%)

**MOUNTAIN VIEW CORRIDOR TRANSIT IMPROVEMENT 2011-2013**

	<u>Total Cost</u>	<u>Federal Cost</u>	Source of Funds:
(2011)	\$7,500,000	\$6,000,000	Federal: FTA Section 5309 (80%)
(2012)	\$12,500,000	\$10,000,000	Non-Federal: UTA and Local (20%)
(2013)	\$22,000,000	\$17,600,000	

**9400 SOUTH EAST-WEST TRANSIT IMPROVEMENTS 2015**

	<u>Total Cost</u>	<u>Federal Cost</u>	Source of Funds:
(2015)	\$2,000,000	\$1,600,000	Federal: FTA Section 5309 (80%) Non-Federal: UTA and Local (20%)

**BUS RAPID TRANSIT (BRT) PHASE II 2012-2014**

	<u>Total Cost</u>	<u>Federal Cost</u>	Source of Funds:
(2012)	\$4,000,000	\$3,200,000	Federal: FTA Section 5309 (80%)
(2013)	\$4,000,000	\$3,200,000	Non-Federal: UTA and Local (20%)
(2014)	\$4,000,000	\$3,200,000	

**INTELLIGENT TRANSPORTATION SYSTEMS (ITS) 2012-2014**

	<u>Total Cost</u>	<u>Federal Cost</u>	Source of Funds:
(2012)	\$12,500,000	\$10,000,000	Federal: FTA Section 5309 (80%)
(2013)	\$12,500,000	\$10,000,000	Non-Federal: UTA and Local (20%)
(2014)	\$ 5,000,000	\$ 4,000,000	

**40 REPLACEMENT BUSES 2013**

	<u>Total Cost</u>	<u>Federal Cost</u>	Source of Funds:
(2013)	\$16,000,000	\$12,800,000	Federal: FTA Section 5309 (80%)
			Non-Federal: UTA and Local (20%)

**CLEAN FUEL BUS PROGRAM (HYBRID ELECTRIC) 61 REPLACEMENT BUSES 2012-2014**

	<u>Total Cost</u>	<u>Federal Cost</u>	Source of Funds:
(2012)	\$11,200,000	\$ 8,960,000	Federal: FTA Section 5309 (80%)
(2013)	\$11,200,000	\$ 8,960,000	Non-Federal: UTA and Local (20%)
(2014)	\$11,200,000	\$ 8,960,000	

**TAYLORSVILLE/MURRAY TRANSIT IMPROVEMENTS (2012)**

	<u>Total Cost</u>	<u>Federal Cost</u>	Source of Funds:
(2012)	\$52,000,000	\$26,000,000	Federal: FTA Section 5309 (50%)
			Non-Federal: Local (50%)

**SALT LAKE and OGDEN-LAYTON URBANIZED AREAS ELDERLY AND PERSONS WITH DISABILITIES - SECTIONS 5310**

**SPECIAL NEEDS FOR ELDERLY INDIVIDUALS and INDIVIDUALS WITH DISABILITIES - SECTION 5310 FOR 2010-2015**

Salt Lake County			Morgan and Tooele Counties		
	<u>Total Cost</u>	<u>Federal Cost</u>		<u>Total Cost</u>	<u>Federal Cost</u>
(2009)	\$ 357,250	\$ 285,800	(2009)	\$ 22,500	\$ 18,000
(2010)	\$ 385,830	\$ 308,664	(2010)	\$ 24,300	\$ 19,440
(2011)	\$ 416,696	\$ 333,357	(2011)	\$ 26,244	\$ 20,995
(2012)	\$ 450,033	\$ 360,026	(2012)	\$ 28,344	\$ 22,675
(2013)	\$ 486,035	\$ 388,828	(2013)	\$ 30,611	\$ 24,489
(2014)	\$ 524,918	\$ 419,934	(2014)	\$ 33,060	\$ 26,448

Davis and Weber Counties

	<u>Total Cost</u>	<u>Federal Cost</u>	Source of Funds:
(2009)	\$ 178,750	\$ 143,000	Federal: FTA Section 5310 (80%)
(2010)	\$ 193,050	\$ 154,440	Non-Federal: Sponsoring Agency (20%)
(2011)	\$ 208,494	\$ 166,795	
(2012)	\$ 225,174	\$ 180,139	
(2013)	\$ 243,188	\$ 194,550	
(2014)	\$ 262,643	\$ 210,114	

Project Description:

Purchase Buses, Vans, and Related Equipment for Elderly Persons and Persons with Disabilities.

**JOB ACCESS AND REVERSE COMMUTE - SECTION 5316 FOR 2010-2015**

Salt Lake County			Morgan and Tooele Counties		
	<u>Total Cost</u>	<u>Federal Cost</u>		<u>Total Cost</u>	<u>Federal Cost</u>
(2010)	\$ 781,871	\$ 459,740	(2010)	\$ 29,400	\$ 23,520
(2011)	\$ 828,782	\$ 487,324	(2011)	\$ 31,751	\$ 25,401
(2012)	\$ 878,509	\$ 516,563	(2012)	\$ 34,291	\$ 27,433
(2013)	\$ 931,219	\$ 547,557	(2013)	\$ 37,035	\$ 29,628
(2014)	\$ 1,172,806	\$ 689,610	(2014)	\$ 39,998	\$ 31,998
(2015)	\$ 1,172,806	\$ 689,610	(2015)	\$ 43,198	\$ 34,558
Davis and Weber Counties					
	<u>Total Cost</u>	<u>Federal Cost</u>			
(2010)	\$ 339,867	\$ 199,842			
(2011)	\$ 360,260	\$ 211,833			
(2012)	\$ 381,876	\$ 224,543			
(2013)	\$ 404,786	\$ 238,014			
(2014)	\$ 509,801	\$ 299,763			
(2015)	\$ 509,801	\$ 299,763			

Source of Funds:  
 Federal: FTA Section 5310 (80%)  
 Non-Federal: Sponsoring Agency (20%)

**Project Description:**

Provide flexibility to job access designed to meet the needs of individuals who are not effectively served by public transportation.

**NEW FREEDOM PROGRAM - SECTION 5317 FOR 2010-2015**

Salt Lake County			Morgan and Tooele Counties		
	<u>Total Cost</u>	<u>Federal Cost</u>		<u>Total Cost</u>	<u>Federal Cost</u>
(2010)	\$ 492,675	\$ 289,693	(2010)	\$ 13,419	\$ 10,735
(2011)	\$ 522,236	\$ 307,075	(2011)	\$ 14,493	\$ 11,594
(2012)	\$ 553,571	\$ 325,500	(2012)	\$ 15,653	\$ 12,522
(2013)	\$ 586,786	\$ 345,030	(2013)	\$ 19,904	\$ 13,523
(2014)	\$ 739,013	\$ 434,539	(2014)	\$ 18,256	\$ 14,605
(2015)	\$ 739,013	\$ 434,540	(2015)	\$ 19,718	\$ 15,774
Davis and Weber Counties					
	<u>Total Cost</u>	<u>Federal Cost</u>			
(2010)	\$ 206,747	\$ 121,567			
(2011)	\$ 219,151	\$ 128,861			
(2012)	\$ 232,301	\$ 136,593			
(2013)	\$ 246,240	\$ 144,789			
(2014)	\$ 310,120	\$ 182,350			
(2015)	\$ 310,120	\$ 182,351			

Source of Funds:  
 Federal: FTA Section 5310 (80%)  
 Non-Federal: Sponsoring Agency (20%)

**Project Description:**

Provide transportation services and public transportation alternatives beyond those required by ADA to assist persons with disabilities.

**Overview of Utah Transit Authority (UTA)**

**State of Utah Population Summary**

The State of Utah Office of Planning and Budget estimates the State's population will grow to 2,927,643 by 2010, with 79% of the State's population residing in the 1,633 square mile Wasatch Front and served

by UTA. The Utah Office of Planning and Budget reports the State of Utah reached 2,699,554 in 2007. Approximately 2,141,188 are in UTA's service area, which is 79% of the State's population. The Transit District is located in an irregular shaped area approximately 116 miles long, bounded on the east by the Wasatch Mountains, and the north by Brigham City in Box Elder County and on the south by Payson in Utah County.

#### Infrastructure

Utah Transit Authority (UTA) transit service is currently operated from seven separate operating facilities located in Ogden, North Salt Lake, and central Salt Lake, two facilities in West Salt Lake County, Midvale and Orem. The Ogden-Layton urbanized area is served from the Mt. Ogden Bus Division, 135 West 17<sup>th</sup> Street, Ogden. The Salt Lake bus area fleet is stored and maintained in two facilities: Central Division at 616 West 200 South and the Meadowbrook Division at 3600 South 700 West, both Salt Lake City. The Timpanogos bus facility serves Utah County from 1110 South Geneva Road, Orem. The Rail Services Center, also known as Lovendahl, maintains and dispatches light rail vehicles and is located at 613 West 6960 South, Midvale. The FrontRunner commuter rail operates from the Warm Springs facility at 900 North 500 West in Salt Lake City. The Riverside Facility at 3610 South 900 West, Salt Lake City, provides operations and maintenance for special services which include paratransit bus service and transportation demand management rideshare programs. UTA contracts with other agencies to provide paratransit service in the Ogden-Layton urbanized area, Tooele County, Brigham City and Utah County areas.

There are four other facilities not directly related to operation of bus or train service at the current time. FrontLines at 669 West 200 South in Salt Lake City house administrative staff, engineers and consultants who are working on rail projects for the 2015 Program, and the UTA training department. The Jordan River Service Center is located at 2264 South 900 West, Salt Lake City, and houses the engineering and construction staffs for the Airport and the West Valley light rail projects. In the future it will be an operating and maintenance facility for the International Airport and West Valley light rail lines.

The Transit Police Security offices are located at 221 West 2100 South, Salt Lake City. These offices are located at the 2100 South TRAX light rail station, the mid-point of the North/South TRAX line.

The Paratransit Mobility Center at 4384 South 50 West, Murray is the evaluation center for assessment of functional abilities to determine if a disabled person can ride fixed route service.

#### Intermodal Centers

There are currently two fully functioning Intermodal Centers, one in Central Salt Lake City and the other in Ogden City. There will be an additional three more in the short-term: West Valley City Intermodal Hub; Provo City Intermodal; and Orem Intermodal. At the intermodal hubs, several types of transportation exist and will exist: commuter rail and light rail connections; bus service hubs; bus rapid transit service, Amtrak, Greyhound Bus lines, shuttle services, paratransit service, taxi cabs, and bicycles. All of these hubs (a total of five) have park and ride spaces.

#### Current Commuter Rail Stations

The main terminus in Salt Lake City for the commuter rail (FrontRunner) is the Salt Lake Central Station, located at 600 West 200 South. More than 3,300 park and ride spaces are available on the 43 mile FrontRunner commuter rail line from Salt Lake to Pleasant View. At the Salt Lake (Gateway) Intermodal Hub all forms of transportation meet at this one location: bus service, TRAX light rail, commuter rail, Greyhound, Amtrak, shuttles, taxis and paratransit service. There is a bike station planned as a joint project with Salt Lake City and UTA. UCarShare is available. One of UTA's

operating facilities for bus service, Central, is located directly across the street from this Salt Lake Central Intermodal Hub.

Heading north on commuter rail, the next station with 235 park and ride spaces is Woodscross, just north of Salt Lake City; Farmington has 874 spaces; Layton station with another 383 spaces; Clearfield station, 561 spaces; Roy station with 502 parking spaces; and the Ogden Intermodal Hub with 476 parking spots. Ogden Intermodal Hub is another multimodal center where several other transportation services meet similar to the Salt Lake City Intermodal Hub.

#### FrontRunner South Commuter Rail Stations

Construction has begun on FrontRunner commuter rail from Salt Lake City to Provo, a distance of 44 miles. Expected completion and opening operation is September 2011. With this line there will be 8 stations and approximately 4,000 park and ride spaces from Salt Lake to Provo. A future phase will extend from Provo City to Payson, 20 miles further on the south end; and from Pleasant View to Brigham City, a 22 mile addition, on the north end of commuter rail for a total distance of approximately 120 miles.

#### Park and Ride Lots

Currently, there are 3,885 available automobile parking spaces for transit users in the entire service area not counting the TRAX light rail park and ride lots or the commuter rail park and ride lots. The TRAX park and ride lots have another 4,662 spaces including the shared parking spaces in the University of Utah parking garage. West Valley City is currently building two park and ride lots in conjunction with BRT and light rail service. Hundreds of park and ride spaces will be added upon the completion of the five light rail lines in the 2015 Program and south FrontRunner commuter rail. UTA's construction policy is to require at least 2% of the parking spaces per lot be identified as ADA spaces. Some of the lots are UDOT and County owned; others are UTA owned. Each of the entities maintains their own lots.

#### TRAX Stations

UTA has 16 stations on the North/South TRAX line with park and ride facilities located at 11 of them.

Sandy Civic Center:	1,171 parking stalls and 19 stalls designated accessible
Historic Sandy:	300 parking stalls and 8 stalls designated accessible
Midvale Center:	335 parking stalls and 5 stalls designated accessible
Midvale/Fort Union:	235 parking stalls and 7 stalls designated accessible
Fashion Place West:	209 parking stalls and 7 stalls designated accessible
Murray Central:	729 parking stalls and 15 stalls designated accessible
Murray North:	223 parking stalls and 9 stalls designated accessible
Meadowbrook:	496 parking stalls and 9 stalls designated accessible
Millcreek:	94 parking stalls and 7 stalls designated accessible
Central Pointe:	46 parking stalls and 4 stalls designated accessible
Ballpark:	168 parking stalls and 4 stalls designated accessible

\*University Parking Garage: 656 parking stalls and 13 stalls designated accessible

Although there are no designated park and ride lots for the 7 stations that serve the University of Utah/Medical Center light rail line, there is a \*shared-use parking garage on the campus of the University of Utah that is able to accommodate 236 vehicles designated as "transit commuter priority" and the remaining 420 parking stalls can be used by commuters and other University patrons on a first come first serve basis or by purchasing a day parking pass.

In addition to the existing five stations without park and ride facilities, UTA constructed two additional TRAX stations in 2006 located at 850 South 200 West (9<sup>th</sup> South Station) in Salt Lake City, and 9400 South 150 East (Sandy Expo Station) in Sandy City.

In addition to the TRAX park and ride facilities, UTA owns and operates one park and ride lot at 9400 South 20<sup>th</sup> East, Salt Lake County with accommodations for 310 vehicles in regular parking and 7 vehicles in spaces designated accessible. A second lot is located at 5231 South Freeway Park Drive, Riverdale, and can accommodate 246 vehicles with 12 spaces designated accessible.

The Utah Department of Transportation has 15 park and ride lots and Salt Lake County has 5 lots that are serviced by UTA. There are several other park and ride locations used by agreement such as church parking lots and malls. Tooele County has an available park and ride lot with 253 spaces on 2400 North Highway 36. The standard used by UTA for accessible parking spaces is 2% of the available parking stalls. The accessible stalls assigned at UDOT or County lots may vary, depending on their construction standards.

#### Existing Fleet

The UTA serves the Wasatch Front with approximately 501 buses for fixed route and 100 buses and vans serve paratransit riders. The areas served are Salt Lake, Weber, Davis, Tooele, Utah Counties, and cities of Brigham City, Willard and Perry in Box Elder County. The urbanized areas in the transit district are Salt Lake, Ogden-Layton, and Provo-Orem. The Provo-Orem urbanized area is in the jurisdiction of the Metropolitan Planning Organization located in Orem, Mountainland Association of Governments (MAG).

UTA's annual total vehicle miles have expanded from approximately 3.0 million bus miles in 1970 to 33,854,441 in 2008. The revenue miles are 30,503,347. The total transit miles include all modes: fixed route buses, Flextrans paratransit service, TRAX light rail and commuter rail. UTA operates 118 bus routes, 13 canyon routes, 3 TRAX lines and 460 vanpools.

In the past five years, UTA has added 60 over-the-road coaches to its fleet: 28 in Salt Lake County; 13 in Weber and Davis Counties; and 19 in Utah County. The current operating TRAX light rail system runs north and south from Salt Lake to Sandy and has two extensions, one to the University of Utah and the other to the Medical Center for a total of 19 miles.

#### Ridership

The year end 2008 UTA system ridership was 39,576,531 passengers. The ridership on the TRAX light rail lines reached 13,948,710. FrontRunner commuter rail system began revenue service in May 2008 with service from Salt Lake City through the Weber County area. The ridership of commuter rail was 1,385,818 from May through December 2008. The total bus and rideshare passengers will reach more than 23.6 million by the end of 2008. Feeder buses serve transit stations on the TRAX light rail line and the FrontRunner commuter rail. All of the light rail lines have exceeded original ridership projections. Ridership for the entire system was up 12.54% from the previous year. All UTA buses and rail services are 100% wheelchair accessible and transport bicycles as part of the transit service.

At the current time, the TRAX lines operate 60 light rail vehicles (40 Siemens and 20 refurbished vehicles). The commuter rail line runs 21 passenger cars and 7 locomotives in daily service.

#### Services Provided by UTA

Utah Transit Authority (UTA) was organized under the Utah Transit District Act of 1970 and operates in six counties along the Wasatch Front: Box Elder, Weber, Davis, Salt Lake, Tooele, and Utah. UTA



provides regular fixed route service, commuter bus, bus rapid transit (BRT), light rail service, commuter rail, paratransit, and transportation demand management carpool and vanpool. All buses and trains are wheelchair accessible. Bicycles can be transported on buses and trains. A new BRT (Bus Rapid Transit) service began in July 2008 through the west part of Salt Lake County from Magna to the Millcreek TRAX station on 3500 South. This BRT system is exceeding ridership projections. Several other BRT corridors and streetcar corridors are in the final study stages for future implementation.

Transportation services offered by UTA are rapidly changing. UTA is no longer just bus service. Now the commuter rail line north from Salt Lake City through Davis and Weber Counties is completed and exceeding ridership expectations; construction has begun on FrontRunner South commuter rail. Light rail extensions are underway to four destinations in the Salt Lake valley – International Airport, Mid-Jordan, West Valley, and the Draper extension of North/South light rail. BRT is now operating on the west side of the 3500 South corridor with possible transit studies underway to add similar services in Utah, Davis and various Salt Lake County locations. These are busy and challenging times at UTA. The negative impact of the present economy is affecting UTA as it affects businesses of all types and people across our great nation. UTA continues to plan improvements and services with a vision that the economy will improve over time and we provide services that people need to weather the storm. UTA continues to encourage those with disabilities to ride fixed route buses, if possible, by using a special Freedom pass. The continuation of discount and fare programs such as Eco Pass, Ed Pass, and the Summer Youth Pass has made riding transit more attractive. The Eco Pass program, a local program for employer transit fare subsidy, attracts the interest of numerous large employers in the area, and the Ed Pass Program is currently being used by the University of Utah, Weber State University, Westminster College, Salt Lake Community Colleges, and Davis and Weber Area Vocational Centers. UTA kicked off the new Electronic Fare Payment Program on January 2, 2009 providing UTA customers an opportunity to use electronic credit cards to pay their daily and monthly transit fares on buses and trains.

UTA is a multimodal transportation company that employs 1,989 people with 1,040 direct operators of bus, light rail and commuter rail services that are committed to provide safe and effective transportation. Major destinations and traffic generators are served: workplaces/major employers; hospitals and medical facilities; community and human service agencies; business districts and major shopping centers; libraries, colleges and universities; senior citizen centers; law enforcement agencies; work force services; training and social centers for disadvantaged and minority populations; hotels and restaurants; recreation venues; federal, state, county and city office complexes; bus depot and airport; fairgrounds and tourist attractions.

UTA's commitment is to provide opportunities for mobility to help in meeting the public transportation needs of the Wasatch Front area. With the advent of the FrontRunner commuter rail, TRAX light rail service, complementary shuttle bus service, adjustments in night routes, the expansion of the Free Fare Zone in the central business district of Salt Lake City, the advent of the commuter express Fast Bus, and the implementation of Sunday and Holiday service, and rideshare options, UTA continues to find ways to improve transportation, congestion, and air quality for all customers.

The Utah Transit Authority has always had as one of its community objectives making a contribution to the reduction in air pollution emissions in the Salt Lake, Ogden-Layton, and Provo-Orem urbanized areas. The nation-wide ridership on public transit has grown by 50% since the year 2000 which is a rate twice that of automobile travel growth. Transit clearly is providing an alternative to the single occupant vehicle.

UTA hosted the 2002 Winter Olympic Games and had a remarkably positive experience. With Utah's rapid population growth, world-wide attention, excellent living conditions, influx of various populations

from other states and countries abroad, easy centralized access to the Salt Lake International Airport and the continuing growth of mass transit, the threat and risk vulnerability of the area continues to grow. UTA uses 1% of their annual Federal Transit Administration (FTA) Section 5307 formula funds to invest in surveillance and security equipment in an effort to protect passengers and employees in the advent of an emergency or security situation.

## **TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

The transit portion of the TIP includes Federal Transit Administration (FTA) Section 5307 Urbanized Area Formula Program, 5309 Capital Program, 5310 Elderly and Persons with Disabilities Program for the Salt Lake and Ogden-Layton urbanized areas and the Section 5316 and 5317 programs. The Utah Department of Transportation (UDOT) administers and programs the FTA Sections 5310 and 5311 funds apportioned each year to the State of Utah. The Section 5310 program addresses the needs of transportation for disabled persons. Section 5311 program is for rural transit needs. UDOT also administers the FTA's Job Access Reverse Commute (JARC, Section 5316) and the New Freedom (Section 5317) programs. JARC is specifically to help fund work transportation for low income and minority populations. New Freedom will assist agencies that provide transportation for disabled persons. FTA Section 5310 funds are available through the UDOT to provide equipment and buses to agencies providing transit services to elderly persons and persons with disabilities. Section 5311 funds are similarly available through UDOT and are used to provide regular transit services to rural and/or small urban areas. The JARC and New Freedom grant recipients are selected on a competitive basis. Selection criteria have been developed by UDOT and the Metropolitan Planning Organizations.

UTA is the designated recipient of FTA Section 5307 and Section 5309 funds in the urbanized areas over 200,000 in population. In Logan and St. George, areas of 50,000 in population, FTA Section 5307 and 5309 funds are received directly by Cache Valley Transit and SunTrans. Park City is eligible for Section 5309 funds and receives those funds directly from FTA. The areas under 50,000 may also receive some Section 5311 funds if available. The Metropolitan Planning Organizations in the Logan and St. George areas program the funds in their TIPs. UDOT programs the funds in the STIP for Park City.

The federal assistance received through Section 5307 is calculated using a formula based on population, population density, transit ridership, and transit revenue miles of service. The UTA can also apply for capital assistance through the FTA Section 5309 Program. There are three categories under Section 5309: Bus/Bus Facilities; New Starts/Small Starts; and Rail Modernization. UTA must compete with other transit agencies throughout the United States for these funds and Congress decides which projects will be funded in the Section 5309 program. New Starts and Small Starts must be fixed guideway projects, either rail or bus rapid transit in fixed corridors or guideways. Rail modernization funds are based on formula in seven tiers. The first four tiers are based on data collected in the National Transit Database (NTD) in 1997. UTA is in one of the last three tiers and their formula is based on later statistics in the National Transit Database. Rail modernization funds are only available to rail service that has been in operation more than seven years. UTA's North/South TRAX line received their first allocation of rail modernization funds in fiscal year 2008.

The transit programs outlined in this TIP are divided into categories. The first category includes projects to be funded through the FTA formula grant programs - Section 5307 and Section 5310, 5316 and 5317. The second category includes UTA's base request for FTA Section 5309 funds: New Starts, Rail Modernization, and Bus and Bus Facilities and includes projects authorized in SAFETEA-LU. The third category includes Illustrative projects (for information only). The Illustrative projects are not financially constrained and will be amended into the TIP if funding becomes available. The funding for these Illustrative projects has not yet been identified. SAFETEA-LU officially expires as the transportation bill

September 30, 2009, but officials in Washington DC have been working on a new bill to replace SAFETEA-LU.

#### American Recovery and Reinvestment Act (ARRA)

In 2009, UTA received two grants under the ARRA program: A formula amount under the Section 5307 program of just over \$48 million. Jordan River Service Center (JRSC) is using \$24 million of that ARRA formula funding for the construction of the yard and shop. The JRSC will be used as an additional rail maintenance shop. With the additional light rail lines being constructed, the existing Lovendahl facility will not be sufficient to handle the increased maintenance of vehicles. Other funded projects included purchase of 14 replacement buses and 3 expansion buses; preventive maintenance; transit enhancements and security equipment. The other grant under the Section 5309 New Starts category was a \$90 million advance payment on the FTA Full Funding Grant Agreement (FFGA) for the Mid-Jordan Light Rail line. Other discretionary grants were submitted for ARRA TIP projects, but UTA won't hear if any of those projects are awarded funding until spring 2010.

### **2010 TRANSPORTATION IMPROVEMENT PROGRAM ANNUAL ELEMENT**

The FTA Section 5307 projects included in the 2010-2015 TIP will include funds for preventive maintenance of buses, rail vehicles, and facilities. Also, the Section 5307 will include transit enhancements and security equipment. Federal mandates require that UTA use 1% of their Section 5307 allocation for security and 1% for transit enhancements (passenger amenities such as street furniture, bus stop improvements, station enhancements, passenger information equipment, bicycle facilities, and other transit passenger amenities. All transit enhancement improvements and projects must show direct benefit to passengers. The transit enhancement money is not to be used for replacements which are considered operational expenses. A small portion of the Section 5307 formula funds is used for planning studies and those planning projects are described in the Unified Planning Work Program (UPWP).

There are three distinct categories in the FTA Section 5309 program: Bus/Bus facilities; New Starts; and Rail Modernization. UTA uses most of the 5309 Bus money for replacement buses and improvements to bus-related facilities such as intermodal centers. New Starts will pay approximately 80% of the Mid-Jordan light rail line and recently paid a little more than 80% for the FrontRunner commuter rail from Salt Lake to Ogden. The federal percentage may be slightly higher than 80% depending on UTA's donation of right-of-way and land. Any fixed guideway project qualifies for New Starts money. A category of New Starts called, "Small Starts," may help UTA fund future Bus Rapid Transit (BRT) capital costs. Rail Modernization funds can be obtained for any rail service that has been in operation for at least seven years. North/South TRAX received an increment of the Rail Mod money in fiscal year 2008.

Continuing projects that are programmed for federal funding in the TIP include: Mid-Jordan light rail line, Draper light rail extension, and the Gateway Intermodal Terminal. Several other major capital projects are being programmed in the TIP because of their regional significance, but these projects will be funded with local money and not federal dollars. The regionally significant local projects are: West Valley light rail; commuter rail from Salt Lake City to the Utah County line; the Airport light rail line; and Phase I of the West Valley BRT project.

#### **Illustrative Projects**

Projects that have not yet had a funding source identified are listed under Illustrative Projects. These projects will be amended into the TIP and STIP when funding sources have been identified.

### **TRANSIT DEVELOPMENT PROGRAM (TDP)**

The TDP has been completed to include the 2015 Plan. UTA also developed a comprehensive system-wide equity analysis tool used to determine whether or not the planning over the entire service area is equitable. With the rapid expansion of major capital projects and varying levels of funding between service area counties and cities, service equity has become a concern for many communities. This new tool will allow an equity analysis with each subsequent TDP update.

The TDP includes a complex spreadsheet identifying and detailing operating revenues, operating costs, sources of capital funds, and capital expenditures from the budget year through the year 2040. The Front Lines 2015 rail program is the cornerstone of the capital program. The passages of sales tax during 2006 and 2007 in Salt Lake and Utah Counties were critical to expediting this program.

Bus Replacements

Over the next six years, 400 replacement buses are programmed from the Section 5309 bus category and local UTA funds and 77 light rail vehicles. Replacements and expansion bus and rail vehicles are supplemented by UTA local funds.

**SALT LAKE and OGDEN/LAYTON URBANIZED AREAS  
FIXED-ROUTE VEHICLE PROGRAM BY GRANT YEAR**

GRANT YEAR	2010	2011	2012	2013	2014	2015	TOTAL
Section 5309 and Locally Funded Replacement Buses	67	67	67	67	66	66	400

New UTA replacement and expansion buses will generally be equipped with low floors and ramps or wheelchair lifts and tie-downs, public address (PA) systems to announce stops, air conditioning, electronic destination signs, bike racks and mounts, radios and fareboxes. Fareboxes and radios using newer technologies may be purchased as part of the replacement and expansion bus procurements. A fully equipped regular service bus (35-40 Ft.) is expected to cost approximately \$385,000 in 2010. Over-the-road commuter buses cost approximately \$525,000 per bus. Inspection at point of manufacture, spare power components, and related equipment are part of the procurement. Buses generally are delivered 15 to 18 months after the award of contract to the manufacturer. Federal guidance is to maintain a spare ratio of 20% of the peak pullout and to keep the heavy duty buses (35-40 Ft.) in service for at least 12 years. Due to UTA’s good preventive maintenance program, buses generally are in operation for 13 to 14 years.

In addition to the fixed-route service fleet, there are also approximately 156 vehicles within the paratransit fleet that need replacement when funds become available. UTA local funds and Section 5310 help with buying paratransit vehicles. UTA generally receives funds for two paratransit vehicles annually from the Section 5310 program through UDOT. Paratransit buses are box style vehicles. They are ADA compatible, are smaller in size, less expensive, and serve a specialized market. The small light duty buses procured for paratransit are generally 25 ft. in length and have at least a 5-year life. The cost of a paratransit bus will be approximately \$100,000 in 2009. The replacement paratransit vehicles will include vehicles for UTA contracted paratransit services in Weber/Davis and Tooele Counties as well as the Salt Lake County, Flextrans service.

REPLACEMENT SCHEDULE	2010	2011	2012	2013	2014	2015	TOTAL
Replacement Paratransit Vehicles Federal 5309 or Local Funds	26	26	26	26	26	26	156

**Vehicles for 2015 Light Rail Projects**

Light Rail Line	Number of Vehicles on Order	Delivery Date
Mid-Jordan	28	12/30/2010
West Valley	22	11/1/2011
Draper	5	1/19/2012
Airport	22	12/30/2012

Light rail vehicles have a 15 to 20 year life and commuter rail vehicles, 25-30 years. With each New Start project, UTA prepares a Fleet Management Plan for review by FTA and their major project oversight team.

**FINANCIAL CAPACITY**

Operating expenses are funded from .006875 cent sales tax in Salt Lake County; .55 cent sales tax in Weber and Davis Counties; and .55 cent sales tax in Utah County, .55 cent sales tax in the cities of Brigham City, Willard and Perry, and .3 cent sales tax in the cities of Tooele, Grantsville, and unincorporated areas of Lake Point, Lincoln, Stansbury Park and Erda. Other income is derived from farebox revenues, advertising and interest. Year end 2008, farebox revenues contributed just over \$33 million; advertising, just over \$1 million; investment and other income, just over \$17 million. Approximately \$35 million dollars in Federal Transit Administration (FTA) funds were received for the capitalized operating expense of preventive maintenance. The total operating cost for the year was approximately \$171 million. Capital expenses were \$635 million with approximately \$136 million paid by federal funds.

In 2006 and 2007, several changes were made to the local transit funding structure: 1) the Legislature added a provision enabling a third ¼ cent sales tax for transportation projects including highways and transit; 2) the voters in Salt Lake County approved the newly enabled ¼ cent sales tax in the November 2006 election by a margin of over 2 to 1; and 3) the voters of Utah County (MAG MPO) approved a second ¼ cent directed toward transit by even a wider margin. In both counties a portion of the new sales taxes was directed to roadway improvements. In Salt Lake County, 25% of the new tax was directed to roads. In Utah County, 8% was directed to roads.

Detailed accounting, including cost/revenue forecasting, is done on a regular basis and for every capital project. UTA has been effective at controlling costs and generating revenue from a number of sources, including its dedicated sales tax funding, fares, advertising, and local joint projects. Additionally, the Regional Long Range Plan, TDP and Special Studies including Alternatives Analyses include assessments of UTA’s financial capacity to realize its goals. FTA’s Triennial Reviews include assessments of UTA’s financial capacity. Financial management audits are also done by FTA when high profile rail projects are being constructed. Monthly Project Management Oversight (PMO) meetings are held by UTA with FTA in attendance.

UTA has the financial capacity to support existing service, a moderate regular increase in bus service, the operation of 45 miles of light rail service in the Sandy to Salt Lake City, University and Medical Center corridors, and beginning in 2015 construct commuter rail from Pleasant View to Provo, the Mid-Jordan, West Valley, Draper and Airport rail lines, complete the Gateway, West Valley, Provo and Orem Intermodal Terminals, and operate a BRT line on 3500 South in West Valley. UTA will receive approximately 80% of the cost of the Pleasant View to Salt Lake FrontRunner commuter rail from FTA and approximately 80% of the cost of the Mid-Jordan light rail line through FTA Full Funding Grant Agreements (FFGAs). It is also anticipated that the Draper light rail extension will be federally funded.

## **PRIVATE PARTICIPATION**

The UTA and WFRC continue to make efforts to involve private transportation providers in the transit service planning process. WFRC's local policy includes:

1. Appropriate notification to private enterprise of opportunities to participate in the planning process.
2. Consultation with private enterprise in the planning process.
3. Analysis of transit service to identify opportunities for private transit providers.
4. Identification of strategies to encourage private sector investment in transit.

Development and review of the proposed Transit Improvement Program have been consistent with the local private enterprise policies. At present, a number of private sector firms are involved in providing or supporting public transportation services in the region while other firms are subsidizing transit services provided by UTA. Services currently being provided by private sector firms are principally charter, limousine, taxi services, and paratransit services. One private company, (Greyhound/Trailways) provides service between Salt Lake and Ogden seven days a week. Seven trips between each city are provided each day.

UTA notifies private carriers of proposed capital projects, service and fare changes by public hearing notices sent by direct mail to more than 90 private transportation providers throughout the Wasatch Front region. This is in addition to WFRC's notification to private carriers regarding the proposed projects in the Unified Planning Work Program, Transportation Improvement Program and Regional Transportation Plan. WFRC has policies that have been adopted by their Board and include private providers on their mailing list for direct mail notices.

Private enterprises deliver many special services to UTA. Private transportation providers furnish the taxi service for UTA's Rideshare Guaranteed Ride Home program and others contract with UTA to provide paratransit service in Davis, Weber, Tooele, Box Elder, and Utah Counties. UTA works closely with major private transportation providers for such events as emergency evacuations. Other services provided by private enterprise to UTA are: printing services; consulting services, engineering and design; project and construction management services; construction contractors; maintenance of support vehicles; advertising on buses and rail vehicles; a private contractor furnishes all tires and change outs; bus parts and preventive maintenance equipment and supplies; office equipment, furniture and supplies; private vendors for street furniture and amenities; vending machines; landscaping and janitorial services; operator uniforms; maintenance towing services and component rebuilds.

UTA looks for opportunities to partner with businesses, agencies, cities, counties, developers and other entities when pursuing transit related projects. Staff people have been hired by UTA to pursue joint development and transit oriented development. Private ski resorts, UTA, UDOT, and Salt Lake County shared the costs of a park-and-ride/transfer center at the mouth of Big Cottonwood Canyon. Murray City donated the land for this facility and the U.S. Forest Service provided an information kiosk. A similar cooperative effort developed a park-and-ride/transfer center at the mouth of Little Cottonwood Canyon. The University of Utah has shared costs with UTA for the construction of campus passenger waiting areas, right of way and parking structure for TRAX operation. Lagoon Amusement Park has made substantial improvements to accommodate bus service. Weber State University and UTA have jointly pursued passenger waiting enhancements on campus. Other private sector capital investments are being actively pursued in the form of transit-oriented and joint developments and cooperative projects with transit elements. Several cities, the University of Utah, and other entities have jointly developed facilities that aid transit users. West Valley City is currently joining with UTA to develop the

Intermodal Transit Center. Salt Lake City has assisted with the Gateway Intermodal Terminal, and other cities have aided in the development of stations. A number of betterments on the commuter rail line were paid for by cities and/or other stakeholders for improvements to the FrontRunner stations.

## **TRANSPORTATION FOR ELDERLY AND PERSONS WITH DISABILITIES**

The WFRC, UTA and Mountainland Association of Governments (MAG) have been working for more than two decades to improve transportation services for elderly persons and persons with disabilities in the urbanized counties of the Wasatch Front. In 1980, UTA began to provide financial support to paratransit services in Salt Lake, Davis, Weber and Utah Counties. In 1988, UTA implemented the Flextrans paratransit service in Salt Lake County and contracts with private providers in the other counties served by UTA. The entire UTA bus and rail fleet are in compliance with the requirements of the Americans with Disabilities Act (ADA).

### **Transportation for Riders with Disabilities**

UTA's entire bus and rail vehicle fleet is 100 % accessible to persons with disabilities, including riders who use a variety of common wheelchairs and other mobility devices. This provision enhances opportunities for inclusion and rider choices for increased independence and mobility. Whether choosing to board an express (commuter) bus or traveling on regular service buses, or taking light or commuter rail, riders with disabilities are assured the vehicle they board will have either a platform lift or feature low-floor ramps or bridge plates to ensure their ability to enter, exit and complete their trip.

The FrontRunner commuter rail services have accessible train cars traveling from Salt Lake City to Ogden; that offer level boarding at each and every station platform. Bridge plates are available and may be deployed by a Train Host on board each train for those customers requesting such assistance. BRT (Bus Rapid Transit) called "MAX" services offer three doors for entry with a center ramped entrance, closer to the designated accessible areas for transporting riders using mobility devices. This operator assisted feature offers faster, easier and more convenient boarding and exiting of MAX.

Lift equipment is routinely checked as part of an established preventive maintenance program. On the occasion when equipment fails to operate properly or breaks down, vehicles are traded out immediately and repairs are made in a timely manner. Operators are trained to know how to safely operate all of the essential accessibility features on their vehicles. All operators are provided with disability sensitivity training. These classes offer critical training to know why and how to offer consistent, respectful customer service that assures safe and timely trips. In the past, bus operators announced stops as part of ADA guidelines. On TRAX and commuter rail, these announcements are automated. Starting in 2008, automated, pre-recorded announcements and the necessary equipment to transmit these announcements, using a GPS system installed on the buses has been added. UTA's stop announcement program continues to be recognized by national agencies and federal programs interested in public transit as a "best practice" program.

UTA also provides a comparable and complementary paratransit service to more than 4,000 registered riders. To determine paratransit eligibility, riders must complete an in-person interview which could be followed by a comprehensive physical and/or functional assessment designed to determine their ability to ride fixed route service. Disability alone does not qualify someone for paratransit services. UTA's paratransit services meets and exceeds some of the ADA required service criteria. We have zero trip denials and continue to charge a fare that is less than double the adult fixed route fare at UTA. Many challenges continue to keep this most expensive, customized service operating efficiently. Since July of 2007, all new paratransit eligible riders have had the comparable service requirements implemented and

enforced for the  $\frac{3}{4}$  mile distance and time and day that fixed route services provides. In 2009, UTA revisited the  $\frac{3}{4}$  mile service requirement for on-going eligible riders. In September 2009, it became necessary to more strictly implement and follow the ADA guidelines for all paratransit services, limiting all transportation to the  $\frac{3}{4}$  mile service minimum boundary requirement.

UTA uses feedback and relies on advice from the Committee on Accessible Transportation (CAT). This 21 member citizen advisory group will annually review policies and practices for all UTA services, with specific input on the Paratransit program. Members of the CAT continue to provide recommendations. Valuable input from the CAT includes comments on UTA's future light rail line expansions, including platform design, BRT wheelchair securement positions, contrasting colors used on warning strips at rail platform edges and access and safety features for new low floor train cars to be built and added to the UTA light rail and commuter rail services.

UTA continues to offer free transportation on all bus, route deviation and rail services for eligible paratransit riders. This incentive program, which encourages riders to "try out" the accessible fixed route buses and trains, is known as the 'Freedom Access Pass'. Some customers build confidence and know-how skills by riding for free and then choose to make some trips on fixed route rather than scheduling on the more restricted and expensive paratransit.

### **UTA Paratransit Services**

The following information is from the National Transit Database (NTD) for year-end 2008. These costs include operations and support services:

UTA's Flextrans paratransit demand responsive, curb-to-curb services for 2008 cost \$13,287,931, traveled 2,054,736 miles and made 285,101 passenger trips.

MV Transportation currently provides paratransit service in Davis and Weber Counties and the cities of Willard, Perry, and Brigham City in Box Elder County. The 2008 service provided 111,942 passenger trips, traveled 1,036,203 miles at an operating cost of \$2,416,827.

Tooele County Senior Citizens Center operates the paratransit service in Tooele County under contract with UTA. The 2008 service provided 6,312 trips, traveled 75,307 miles at an operating cost of \$151,432.

### **United We Ride, New Freedom and Job Access Reverse Commute Programs**

UDOT, in conjunction with the MPOs have developed a Statewide Plan for the United We Ride coordination directive for transportation services by providers that serve seniors, disabled persons, low income and minorities. This Plan will be the basis for selection of recipients for FTA grants funds in the Section 5310, 5316, and 5317 programs. The MPOs assisted in developing selection criteria for the Section 5316 (Job Access Reverse Commute) and the 5317 (New Freedom for transportation for disabled) grant programs. The grant funds are eligible to service providers through a competitive process according to selection criteria. UDOT administers the Section 5310, 5311 (rural transit), 5316 and 5317 programs.

The Section 5310 Program provides funds for the acquisition of vehicles and related equipment by private non-profit and public agencies providing transportation services to elderly persons and persons with disabilities. To be eligible to receive Section 5310 funds, a qualified agency must coordinate its service with other paratransit service providers to be part of a coordinated system. UDOT administers



this program and has established a committee to determine which applicant agencies will be allocated vehicles. In order to be funded, projects must be included in WFRC's TIP and MAG's TIP as well as UDOT's Statewide Transportation Improvement Program (STIP).

The **Human Services Transportation Plan** will also be used to determine priorities for the distribution of funding made available through FTA Section 5310, 5316 and 5317.

In the past, recipients of Section 5310 grants have been asked to coordinate the use of vehicles with other agencies that provide services to clients with need profiles similar to those served by the recipient agencies. In Salt Lake County, the local United Way affiliate was asked to perform an informal coordination function and to monitor vehicle use. In the future, Section 5310 funds will be distributed according to the priorities documented in the Human Services Transportation Plan and the decisions of UDOT's allocation committee. Criteria have been developed by the MPO's and UDOT for selection of recipients of the FTA Section 5310, 5316, and 5317 funding programs.