

SECTION VIII

SALT LAKE/ WEST VALLEY AND THE OGDEN/ LAYTON URBAN AREA

Public Transit Program

Federal Transit Administration (FTA)

Section 5307 – Urbanized Area Formula

Section 5309 – Capital Investment Program – New Starts

Section 5309 – Capital Investment Program – Fixed Guideway Modernization

Section 5309 – Capital Investment Program – Bus

Section 5339 – Alternatives Analysis Program

Section 5310 – Elderly Persons and Persons with Disabilities

2015 – 2020 Transportation Improvement Program (TIP)

SALT LAKE/WEST VALLEY – OGDEN/ LAYTON TRANSPORTATION IMPROVEMENT PROGRAM

PUBLIC TRANSIT PROGRAM

Grantee	Project Description	Estimated Total Project Cost	Local Share of Project	5307 Funds Obligated in FY 2014	Estimated Federal Share and Phasing (Fiscal Year)					
					2015	2016	2017	2018	2019	2020
SALT LAKE/WEST VALLEY URBANIZED AREA FORMULA - SECTION 5307										
UTA	Preventive Maintenance of Buses, Rail Vehicles and Facilities	202,861,752	40,572,350	19,898,497	22,332,332	23,188,834	23,593,339	24,004,721	24,423,096	24,848,584
UTA	ADA Operating Assistance for Paratransit Service	23,654,619	4,730,924	2,330,010	2,606,582	2,703,912	2,749,878	2,796,626	2,844,169	2,892,520
UTA	Transit Enhancements (Street Furniture, Stop / Station Amenities, Signage, Bike Racks, Transit Access Improvements)	2,365,462	473,092	233,001	260,658	270,391	274,988	279,663	284,417	289,252
UTA	Security Equipment	2,365,462	473,092	233,001	260,658	270,391	274,988	279,663	284,417	289,252
UTA	Planning	5,298,899	1,059,780	605,588	605,588	605,588	605,588	605,588	605,588	605,588
SUBTOTAL: SALT LAKE/WEST VALLEY URBANIZED AREA FORMULA - SECTION 5307		236,546,195	47,309,239	23,300,097	26,065,819	27,039,116	27,498,781	27,966,260	28,441,687	28,925,196
OGDEN/ LAYTON URBANIZED AREA FORMULA - SECTION 5307										
UTA	Preventive Maintenance of Buses, Rail Vehicles and Facilities	91,795,639	18,359,128	9,810,477	9,981,202	10,362,569	10,542,680	10,725,852	10,912,139	11,101,592
UTA	ADA Operating Assistance for Paratransit Services	10,662,179	2,132,436	1,141,211	1,160,611	1,203,948	1,224,415	1,245,230	1,266,399	1,287,928
UTA	Transit Enhancements (Street Furniture, Stop Amenities, Signage, Bike Racks, Transit Access Improvements)	1,066,218	213,244	114,121	116,061	120,395	122,442	124,523	126,640	128,793
UTA	Security Equipment	1,066,218	213,244	114,121	116,061	120,395	122,442	124,523	126,640	128,793
UTA	Planning	2,031,538	406,308	232,176	232,176	232,176	232,176	232,176	232,176	232,176
SUBTOTAL: OGDEN/ LAYTON URBANIZED AREA FORMULA - SECTION 5307		106,621,792	21,324,358	11,412,105	11,606,111	12,039,483	12,244,154	12,452,305	12,663,994	12,879,282

2015 – 2020 Transportation Improvement Program (TIP)

SALT LAKE/WEST VALLEY – 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 Through FY 2014	Estimated Federal Funding and Phasing (Fiscal Year)					
							2015	2016	2017	2018	2019	2020
CAPITAL INVESTMENT PROGRAM - SECTION 5309 NEW STARTS												
		Sugar House Streetcar	Section 5309 TIGER II	37,180,000	11,180,000	1,031,468						
TOTAL: SALT LAKE/WEST VALLEY and OGDEN/ LAYTON URBANIZED AREAS CAPITAL INVESTMENT PROGRAM - SECTION 5309 NEW STARTS				37,180,000	11,180,000	1,031,468						

SALT LAKE/WEST VALLEY – 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	5337 Funds Obligated in FY 2014	Estimated Federal Share and Phasing					
							2015	2016	2017	2018	2019	2020
CAPITAL INVESTMENT PROGRAM - SECTION 5337 STATE OF GOOD REPAIR												
UTA	2002	High Intensity Fixed Guideway State of Good Repair & Preventive Maintenance	5337 State of Good Repair	136,870,252	27,374,050	7,645,233	7,942,136	8,352,011	19,476,132	19,748,798	20,025,281	26,306,609
TOTAL: SALT LAKE/WEST VALLEY and OGDEN/ LAYTON URBANIZED AREAS CAPITAL INVESTMENT PROGRAM - SECTION 5337 STATE OF GOOD REPAIR				136,870,252	27,374,050	7,645,233	7,942,136	8,352,011	19,476,132	19,748,798	20,025,281	26,306,609

*Section 5337 State of Good Repair money can be used on fixed guideway systems but UTA has seen more success with those that have been in operation at least 7 years. As fixed guideways become at least 7 years old, the National Transit Database (NTD) will show that increase in fixed guideway miles. The Federal allocation formula will use those new numbers to increase allocations as UTA's rail systems meet this requirement. There is a two year lag for eligible systems to receive funds; one year for it to be reported to NTD Data and one year for it to be used as part of the federal formula.

2015 – 2020 Transportation Improvement Program (TIP)

SALT LAKE/WEST VALLEY – 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	5339 Funds Obligated in FY 2014	Estimated Federal Share and Phasing					
							2015	2016	2017	2018	2019	2020
CAPITAL INVESTMENT PROGRAM - SECTION 5339 BUS & BUS FACILITIES												
UTA	2013	Replace, Rehabilitate and Purchase Buses and Related Equipment and to Construct Bus-Related Facilities	5339 Bus & Bus Facilities	29,261,881	5,852,376	3,066,157	3,118,282	3,329,857	3,386,465	3,444,035	3,502,583	3,562,127
UTA	2001	Purchase 234 Replacement Clean Fuel Buses and Related Equipment: Approx. 33 Buses Per Year	Local Funds	171,414,846	34,282,969	9,297,566	12,651,490	26,065,354	18,778,776	27,726,127	20,238,440	22,374,124
UTA	2001	Replace 202 Paratransit Vehicles and Related Equipment: Approx. 29 Vehicles Per Year	Local Funds	46,073,728	9,214,746	3,489,216	4,648,254	5,292,112	5,474,040	5,902,130	6,115,850	5,937,380
TOTAL: SALT LAKE/WEST VALLEY and OGDEN/ LAYTON URBANIZED AREAS CAPITAL INVESTMENT PROGRAM - SECTION 5339 BUS & BUS FACILITIES				29,261,881	5,852,376	3,066,157	3,118,282	3,329,857	3,386,465	3,444,035	3,502,583	3,562,127

SALT LAKE/WEST VALLEY – 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	5310 Funds Obligated in FY 2014	Estimated Federal Share and Phasing					
							2015	2016	2017	2018	2019	2020
ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES - SECTION 5310												
Statewide or Non-UZA			Purchase Buses, Vans, and Related Equip. For Seniors and Persons with Disabilities; and other eligible operating / mobility mgmt.. Expenses	4,475,327	895,065	481,588	491,220	501,044	511,065	521,286	531,712	542,346
Non-WFRC UZA's				2,195,307	439,061	236,236	240,961	245,780	250,696	255,709	260,824	266,040
Salt Lake City / West Valley City UZA				5,867,304	1,173,461	631,378	644,006	656,886	670,023	683,424	697,092	711,034
Ogden / Layton UZA				3,246,626	649,325	349,368	356,355	363,482	370,752	378,167	385,731	393,445
TOTAL: SALT LAKE/WEST VALLEY and OGDEN/ LAYTON URBANIZED AREAS CAPITAL INVESTMENT PROGRAM - SECTION 5339 BUS & BUS FACILITIES				4,475,327	895,065	481,588	491,220	501,044	511,065	521,286	531,712	542,346

2015 – 2020 Transportation Improvement Program (TIP)

SALT LAKE/WEST VALLEY – 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	Past Federal Funds	Estimated Federal Funding and Phasing (Fiscal Year)					
							2015	2016	2017	2018	2019	2020
CAPITAL INVESTMENT PROGRAM - DISCRETIONARY GRANTS												
UTA	NA	Park and Ride Lots: Property Acquisition, Design and Construction	5309 Bus	6,380,000	1,740,000						2,320,000	2,320,000
UTA	2004	ITS/ APTS Deployment	5309 Bus	5,000,000	1,000,000						2,000,000	2,000,000
UTA	2010	Transit Oriented Development Projects	5309 Livability and Local	12,000,000	6,000,000				2,000,000	2,000,000	2,000,000	
UTA	2011	Central Garage: Design and Construction (Including CNG Fueling Facility)	5309 SGR	75,277,986	51,879,986	4,448,000						
			TIGER VI			7,500,000	7,500,000					
			STP							3,000,000		
			CMAQ								950,000	
TOTAL: SALT LAKE/WEST VALLEY and OGDEN/ LAYTON URBANIZED AREAS CAPITAL INVESTMENT PROGRAM - DISCRETIONARY GRANTS				160,940,028	35,787,970	19,935,472	13,375,000	-	-	2,000,000	6,320,000	6,320,000

2015 – 2020 Transportation Improvement Program (TIP)

SALT LAKE/WEST VALLEY – OGDEN/ LAYTON TRANSPORTATION IMPROVEMENT PROGRAM

- ILLUSTRATIVE PROJECTS - PUBLIC TRANSIT PROGRAM

Sponsor	Project Description	Estimated Total Project Cost	Local Share of Project	Estimated Federal Funding and Phasing (Fiscal Year)					
				2015	2016	2017	2018	2019	2020
UTA	Ogden Intermodal Terminal to Weber State University Corridor	150,000,000	75,000,000					40,000,000	35,000,000
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
UTA	Pleasant View to Brigham City Corridor Preservation 14.7 miles	17,500,000	3,500,000						14,000,000
UTA	Mountain View Corridor Transit Improvement (5600 West BRT)	167,000,000	33,400,000	20,000,000		6,000,000	60,000,000	35,000,000	12,600,000
UTA	9400 South East-West Transit Improvements	2,000,000	400,000						1,600,000
UTA	3500 South Bus Rapid Transit (BRT) Phase III	12,000,000	2,400,000		3,200,000	3,200,000	3,200,000		
UTA	Clean Fuels Bus Program (Hybrid Electric) or CNG Replacement Buses and Related Equipment	30,386,904	6,077,381				7,787,520	8,099,021	8,422,982
UTA	Taylorville / Murray Transit Improvements	52,000,000	26,000,000			26,000,000			
UTA	Transit Oriented Development Implementation	31,250,000	6,250,000		5,000,000	5,000,000	5,000,000	5,000,000	5,000,000
UTA	Intelligent Transportation Systems	30,000,000	6,000,000			8,000,000	8,000,000	8,000,000	
UTA/County	Mountain Transportation Improvements	750,000,000	150,000,000				200,000,000	200,000,000	200,000,000

2015 – 2020 Transportation Improvement Program (TIP)

SALT LAKE/WEST VALLEY – OGDEN/ LAYTON TRANSPORTATION IMPROVEMENT PROGRAM

- ILLUSTRATIVE PROJECTS - PUBLIC TRANSIT PROGRAM

Sponsor	Project Description	Estimated Total Project Cost	Local Share of Project	Estimated Federal Funding and Phasing (Fiscal Year)					
				2015	2016	2017	2018	2019	2020
UTA	Foothill Drive BRT Study	250,000	50,000	200,000					
UTA/Cities	Sugar House Streetcar Extension Study	500,000	100,000	400,000					
UTA/City	Salt Lake City Downtown Circulator Study	500,000	100,000	400,000					
UTA	Capacitors on LRT lines to store/use energy from regenerative braking	2,000,000	400,000		1,600,000				
UTA	Electric Charging Stations at two Park and Ride Lots	312,500	62,500	50,000				100,000	100,000
UTA	Sandy/South Jordan Circulator	70,000,000	14,000,000				6,000,000	25,000,000	25,000,000
UTA	Clearfield Circulators	3,000,000	600,000				2,400,000		
UTA	South Davis Transit Implementation	80,000,000	16,000,000				4,000,000	30,000,000	30,000,000

SALT LAKE/ WEST VALLEY and the OGDEN/ LAYTON URBANIZED AREAS – FEDERAL TRANSIT ADMINISTRATION (FTA) – FORMULA FUNDS SECTION 5307

Requests in the Federal Transit Administration (FTA) Section 5307 formula money to be detailed below include: preventative maintenance, transit enhancements (1%), security equipment (1%), and planning studies. The planning studies are addressed in the WFRC and MAG Unified Planning Work Programs. Ten (10%) percent of the annual Section 5307 apportionment may be used to assist with operations of the paratransit services on the condition that all Federal ADA requirements are met.

PREVENTIVE MAINTENANCE OF BUSES, RAIL VEHICLES, AND FACILITIES (2012-2017)

Salt Lake/ West Valley Urbanized Area		Ogden-Layton Urbanized Area	
<u>Total Cost</u>	<u>Federal Share</u>	<u>Total Cost</u>	<u>Federal Share</u>
(2012) \$30,427,319	\$24,341,855	(2012) \$12,000,956	\$ 9,600,765
(2013) \$33,945,699	\$27,156,559	(2013) \$13,349,864	\$10,679,891
(2014) \$34,990,320	\$27,992,256	(2014) \$13,750,360	\$11,000,288
(2015) \$37,913,344	\$30,330,675	(2015) \$14,871,014	\$11,896,811
(2016) \$44,070,992	\$35,256,794	(2016) \$17,231,787	\$13,785,430
(2017) \$45,419,372	\$36,335,498	(2017) \$17,748,741	\$14,198,993

Salt Lake and Ogden/ Layton Urbanized Areas

<u>Total Cost</u>	<u>Federal Share</u>	
(2012) \$42,428,275	\$33,942,620	Source of Funds: FTA Section 5307
(2013) \$47,295,562	\$37,836,450	Federal: (80%)
(2014) \$48,740,680	\$38,992,544	Local: UTA (20%)
(2015) \$52,784,357	\$42,227,486	
(2016) \$61,302,780	\$49,042,224	
(2017) \$63,168,114	\$50,534,491	

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 formula Section 5307 grants for preventive maintenance (PM). UTA capitalizes 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.

ADA OPERATING ASSISTANCE (2012-2017)

Salt Lake Urbanized Area		Ogden-Layton Urbanized Area	
<u>Total Cost</u>	<u>Federal Share</u>	<u>Total Cost</u>	<u>Federal Share</u>
(2012) \$3,557,081	\$2,845,665	(2012) \$1,363,745	\$1,090,996
(2013) \$3,956,897	\$3,165,518	(2013) \$1,517,030	\$1,213,624
(2014) \$4,075,605	\$3,260,484	(2014) \$1,562,541	\$1,250,033
(2015) \$4,407,766	\$3,526,213	(2015) \$1,689,887	\$1,351,910
(2016) \$5,107,499	\$4,085,999	(2016) \$1,958,157	\$1,566,526
(2017) \$5,260,724	\$4,208,579	(2017) \$2,016,902	\$1,613,522

Project Description:

According to FTA Section 5307 Circular 9030.1E, ten percent (10%) of the allocated formula 5307 funds may be used to assist with operations of the paratransit services (providing services for people with disabilities that prevent them from using the regular fixed route bus or rail services) on the condition that all Federal ADA requirements are met. UTA chose to include this in their formula funds beginning in 2010 and will continue to show this annual offset to the operating costs of paratransit services.

TRANSIT ENHANCEMENTS (Transit Stop/Passenger Waiting Area Enhancements including signs, benches, shelters, automated passenger information/signage; bike storage; walkways; passenger amenities) (2012-2017)

Salt Lake/ West Valley Urbanized Area			Ogden-Layton Urbanized Area		
	<u>Total Cost</u>	<u>Federal Share</u>		<u>Total Cost</u>	<u>Federal Share</u>
(2012)	\$355,709	\$ 284,567	(2012)	\$136,375	\$109,100
(2013)	\$395,690	\$ 316,552	(2013)	\$151,702	\$121,362
(2014)	\$407,560	\$ 326,048	(2014)	\$156,254	\$125,003
(2015)	\$440,776	\$ 352,621	(2015)	\$168,989	\$135,191
(2016)	\$510,750	\$ 408,600	(2016)	\$195,816	\$156,653
(2017)	\$526,072	\$ 420,858	(2017)	\$201,690	\$161,352

Salt Lake/ West Valley and the Ogden-Layton Urbanized Areas

	<u>Total Cost</u>	<u>Federal Share</u>	
(2012)	\$492,084	\$393,667	Source of Funds: FTA Section 5307 Federal: (80%) Local: UTA (20%)
(2013)	\$547,392	\$437,914	
(2014)	\$563,814	\$451,051	
(2015)	\$609,765	\$487,812	
(2016)	\$706,566	\$565,253	
(2017)	\$727,762	\$582,210	

Project Description:

It is mandated by FTA guidance that UTA spend one percent (1%) of Federal Section 5307 formula funds on transit enhancements. The transit enhancements 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 displays, cement pads, shelters, 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, walkways, bike lanes and other amenities that would encourage transit ridership. Passenger amenities may also include improved electronic signage 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 of direct benefit to passengers.

SECURITY EQUIPMENT (2012-2017)

Salt Lake/ West Valley Urbanized Area			Ogden-Layton Urbanized Area		
	<u>Total Cost</u>	<u>Federal Share</u>		<u>Total Cost</u>	<u>Federal Share</u>
(2012)	\$355,709	\$284,567	(2012)	\$136,375	\$109,100
(2013)	\$395,690	\$316,552	(2013)	\$151,702	\$121,362
(2014)	\$407,560	\$326,048	(2014)	\$156,254	\$125,003
(2015)	\$440,776	\$352,621	(2015)	\$168,989	\$135,191
(2016)	\$510,750	\$408,600	(2016)	\$195,816	\$156,653
(2017)	\$526,072	\$420,858	(2017)	\$201,690	\$161,352

Salt Lake/ West Valley and the Ogden-Layton Urbanized Areas

	<u>Total Cost</u>	<u>Federal Share</u>	
(2012)	\$492,084	\$393,667	Source of Funds: FTA Section 5307
(2013)	\$547,392	\$437,914	Federal: (80%)
(2014)	\$563,814	\$451,051	Local: UTA (20%)
(2015)	\$609,765	\$487,812	
(2016)	\$706,566	\$565,253	
(2017)	\$727,762	\$582,210	

Project Description:

It is mandated by FTA guidance that UTA spend one percent (1%) of Federal Section 5307 formula funds for security purposes. Security equipment, transit police vehicles, radios, surveillance equipment, security cameras and closed circuit monitors can be purchased with security funds. Other equipment can be purchased and installed such 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, firearms, and other equipment that will reduce public risk and make transit safe for passengers and 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/ WEST VALLEY and the OGDEN/ LAYTON URBANIZED AREAS CAPITAL INVESTMENT PROGRAM – FEDERAL TRANSIT ADMINISTRATION (FTA) SECTION 5309 NEW STARTS

2015 PROJECTS: The five 2015 rail projects are included in the Long Range Regional Transportation Plan (LRTP) and the Transportation Improvement Program because they are projects of regional significance. These projects are: Commuter Rail South, Mid-Jordan Light Rail, West Valley Light Rail, Airport Light Rail, and the Draper Light Rail Extension. The Mid-Jordan Light Rail and the Draper Light Rail extension are the only two lines of the five that include federal funds. The Mid-Jordan Light Rail and Draper Light Rail extension have been constructed under FTA Full Funding Grant Agreements (FFGAs). Though all these projects are complete and operating, they are left on this iteration of the TIP until all grants and accounts associated with the projects are closed out.

COMMUTER RAIL – FRONTRUNNER - WEBER COUNTY to SALT LAKE CITY

<u>Total Cost</u>	<u>Federal Share</u>	Source of Funds
\$611,684,000	\$489,346,000	Federal: FTA Section 5309 New Starts (80%) Non-Federal: UTA (20%)

Project Description:

The Commuter Rail North, FrontRunner, was completed in late April 2008 and revenue service started in May. The project connects the Salt Lake (Gateway) Central Station in downtown Salt Lake City to the Ogden intermodal terminal in Ogden and two trips continue to Pleasant View. This project was completed under an FTA FFGA. UTA donated rail right-of-way for a portion of the local match. All federal funds have been awarded and closed out.

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

<u>Total Cost</u>	<u>Local Cost</u>	Source of Funds
\$846,200,000	\$846,200,000	Local: 100%

Project Description:

The south phase of the commuter rail project in the WFRC TIP extends approximately 44 miles from the Salt Lake City Gateway Intermodal Terminal (Central Station) to Provo in Utah County. Because it is a regional project, it was shown in both the WFRC TIP and the MAG TIP. Both the north and south segments of commuter rail are included in the Long Range Regional Transportation Plan. This project was completed and opened in December of 2012.

MID-JORDAN LRT LINE: DESIGN/ BUILD

<u>Total Cost</u>	<u>Federal Share</u>	Source of Funds
\$535,366,000	\$428,292,800	Federal: FTA Section 5309 New Starts (80%) Non-Federal: (20%)

Project Description:

The Mid-Jordan Light Rail alignment consists of 10.6 miles of double track on ballasted trackway. The Mid-Jordan line includes nine stations, one additional platform plus modifications to the existing 6400 South Fashion Place Station. It begins at the existing North/South TRAX station at 6400 South in Murray (Salt Lake County) and travels to the Daybreak Development in South Jordan through the cities

of Murray, Midvale, West Jordan, and South Jordan. The project included acquisition of 28 new light rail vehicles. The Mid-Jordan line is an integrated part of UTA’s regional transit system. The Mid-Jordan Light Rail line opened for service in August 2011. The total cost of this project in the FFGA was \$535,366,000 with a federal amount of \$482,292,800. UTA has received grants for the full FFGA amount, but has not drawn all of these funds down because project cost savings have been realized. FTA is working to determine how the funds that resulted from the cost savings will be either utilized or deobligated.

WEST VALLEY LRT LINE: PE/FEIS, DESIGN/ BUILD

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

Project Description:

The West Valley Light Rail line travels 5.1 miles through the cities of South Salt Lake and West Valley City with four stations. The West Valley light rail line was completed in spring 2011 and opened for service in August 2011. The West Valley line will be maintained at the Jordan River Service Center. Local funds were used to construct the West Valley Light Rail line.

DRAPER TO SANDY LRT LINE: PE/FEIS, DESIGN/ BUILD

<u>Total Cost</u>	<u>Federal Share</u>	
\$193,641,000	\$116,184,600	Federal: FTA Section 5309 New Starts (60%) Local: (40%)

Project Description:

The Draper Light Rail line extends 3.84 miles from the Sandy Civic Center station at 10000 South in Sandy on the right-of-way of the former Union Pacific Provo Industrial Lead Railroad to Draper Towne Center near 12400 South. This project includes three new stations with park and ride lots (11400 South, 11800 South, and Draper Towne Center). This project included the acquisition of five new LRT vehicles. The extension was completed and opened in August of 2013. The total and federal amounts shown are per the Full Funding Grant Agreement signed in December of 2011. Like the Mid-Jordan project, cost savings have resulted in funds that FTA is evaluating for utilization or deobligation.

AIRPORT to SALT LAKE CITY CENTRAL BUSINESS DISTRICT LRT LINE: DESIGN/ BUILD

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

Project Description:

The Airport Light Rail line is 6 miles of double tracks with center island stations running in the median of the North Temple roadway corridor between the downtown area and 2400 West in Salt Lake City. The line connects to the current TRAX system at the intersection of South Temple and 400 West. As the alignment location continues west of 2400 West, the track alignment transitions from a paved, median running alignment to a ballasted, side running alignment which parallels the I-80 freeway frontage road to the Airport. At the Airport, the alignment continues along the east of the main entrance to the interim station just south of Terminal One; however, within the Airport, the final alignment will be determined through the Airport master planning process. The Airport line connects to downtown Salt Lake City.

Stations for the Airport TRAX line are located on the reconstructed North Temple Viaduct at 500 West; 820 W. North Temple; 1150 W. North Temple; 1500 W. North Temple; 1940 W. North Temple and at the south end of Airport Terminal One. Operations began in April of 2013. A lot of city sponsored betterments were constructed with the airport line on North Temple and with reconstruction of the North Temple viaduct. The cost for these betterments, as is also the case on the other listed projects, are not included in the amounts shown here.

SUGAR HOUSE STREETCAR (2012-2013)

<u>Total Cost</u>	<u>Federal Share</u>	Source of Funds
\$37,180,000	\$26,000,000	Section 5309: TIGER II (2011) (70%) Local: (30%)

Project Description:

A 2-mile Sugar House streetcar was awarded a DOT/FTA TIGER II grant in April 2011 for construction. Construction completed and operations began in December of 2013. The project built a modern 2-mile streetcar line in an abandoned railroad right-of-way lying parallel to and midway between an urban arterial, 2100 South, and the Interstate 80 freeway. The project connects the Sugar House Business District to the regional TRAX light rail system. This link further strengthens the extent and intensity of use of the existing light rail and bus network, and the pedestrian and bicycle connections to that network, providing an alternative to automobile trips in the corridor. It has fostered new mixed-use development on vacant and underutilized parcels along the corridor. The project has features that meet both community and mobility goals. These include seven stops approximately 0.3 miles apart, and service every 20 minutes.

SALT LAKE/ WEST VALLEY and the OGDEN/ LAYTON URBANIZED AREAS CAPITAL INVESTMENT PROGRAM – FTA SECTION 5337 STATE of GOOD REPAIR FORMULA GRANTS

	<u>Total Cost</u>	<u>Federal Share</u>	Source of Funds
(2012)	\$7,091,670	\$5,673,336	Federal: FTA Section 5337
(2013)	\$7,282,624	\$5,826,099	State of Good Repair Formula (80%)
(2014)	\$7,479,960	\$5,983,968	Local: UTA (20%)
(2015)	\$7,683,850	\$6,147,080	
(2016)	\$8,683,919	\$6,947,135	
(2017)	\$24,366,031*	\$19,492,825*	

Project Description:

Per the Moving Ahead for Progress in the 21st Century (MAP-21) bill, this program replaces and is almost identical to the Fixed Guideway Rail Modernization Formula Program. By federal mandate, rail systems must be in operation at least seven (7) years to qualify to receive Section 5337 State of Good Repair 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 in the National Transit Database (NTD). TRAX started service in December 1999 and had its first full year of service in 2000. UTA received their first Rail Modernization funds in Federal fiscal year 2008 that started October 1, 2007. The funds can be used for preventive maintenance of Lovendahl rail maintenance facility, the North/South TRAX line

maintenance of way, and preventive maintenance on light rail vehicles in that service, and per the new regulations on capital and preventative maintenance expenses on any of UTA’s currently operating rail system. UTA plans to use these funds for preventive maintenance. *Note: By 2017, the rail miles on Commuter Rail North (FrontRunner) will be included in the Federal formula to allocate this funding and UTA will see a substantial increase in rail service that meets the 7 year criteria.

SALT LAKE/ WEST VALLEY and the OGDEN/ LAYTON URBANIZED AREAS CAPITAL INVESTMENT PROGRAM – FTA SECTION 5339 BUS & BUS FACILITIES

The Moving Ahead for Progress in the 21st Century (MAP-21) transportation authorization bill initiated this program, providing for the first time formula funding to specifically support bus transit and associated facilities. MAP-21, however, also eliminated previous discretionary funds that had been provided for bus transit under the 5309 program. The projects listed below are a mix of what UTA plans to use the formula funds for, and locally funded projects that would also be eligible to use the funds if they were increased.

Replace, Rehabilitate, and Purchase Buses and Related Equipment; and Construct Bus-Related Facilities (2015-2020)

	<u>Total Cost</u>	<u>Federal Share</u>	
(2015)	\$3,897,853	\$3,118,282	
(2016)	\$4,162,321	\$3,329,857	Source of Funds
(2017)	\$4,233,081	\$3,386,465	Section 5309 (SGR) (80%)
(2018)	\$4,305,044	\$3,444,035	Local: 20%
(2019)	\$4,378,229	\$3,502,583	
(2020)	\$4,452,659	\$3,562,127	

Project Description:

Currently, UTA plans in its TDP to use these funds to support construction of the replacement of the Central Garage (see the description for that project under ‘Capital Investment Program – Discretionary Grants’ section below). This may change if other funding opportunities for that facility are realized. In that case, the funds would be used to purchase transit buses, as described in the locally funded buses section below.

PURCHASE 234 STANDARD CLEAN FUEL REPLACEMENT BUSES AND RELATED EQUIPMENT (2015-2020)

<u>Total Cost</u>	<u>Local Funds</u>	Source of Funds:
\$171,414,846	\$171,414,846	Local: 100%

Project Description:

UTA has a bus replacement program in place and outlined in the Transit Development Program (TDP). Transit buses are equipped with low floors, ramps or wheelchair lifts, and stop announcement system for passengers with disabilities. New buses have air conditioning, electronic destination signs, bike racks, radios and fareboxes. A fully equipped standard (40 Ft.) bus is expected to cost approximately \$400,000 in 2012 with 4% inflation each of the following years. The cost includes related equipment, one spare power component, and inspections at point of manufacture. Because of the number of replacement buses needed in future years and insufficient federal funds to purchase

them, primarily UTA local funds will be used to keep pace with the replacement program. Buses will either be purchased or leased. UTA will be purchasing a number of CNG buses and will install a CNG fueling facility at the new Central garage when it is constructed. UTA has an effective preventive maintenance program and can generally operate buses in service for 13 to 14 years. The federal useful life guideline for a standard 40 foot bus is 12 years. With the construction of the new Central garage, a compressed natural gas (CNG) fueling station will be included at the site. It is anticipated that replacement buses in future years will be clean diesel, CNG and other clean fuels. Since 2007 and 2010, transit bus engines have been required by EPA to operate under a cleaner diesel fuel. All new buses purchased meet the EPA standard.

REPLACE 202 PARATRANSIT SMALL BUSES AND RELATED EQUIPMENT (2012-2017)

<u>Total Cost</u>	<u>Local Funds</u>	Source of Funds:
\$46,073,728	\$46,073,728	Local: 100%

Project Description:

UTA will need to purchase 202 paratransit vehicles (small buses) over the next six years to keep up with replacements for the paratransit services. Due to the number of vehicles being replaced, UTA will purchase the majority of the vehicles with local funds. The vehicles will be 25 ft. buses that meet ADA requirements. The buses will cost approximately \$140,000 in 2012. Delivery time for specially equipped small buses is generally slightly less than a year. The federal guideline for useful life in these small light duty buses is five years. Most of the vehicles needed for paratransit service are funded locally and approximately 3 each year could be funded under the FTA Section 5310 program (see that section below).

**SALT LAKE/ WEST VALLEY and the OGDEN/ LAYTON URBANIZED AREAS
**ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES -
 SECTIONS 5310 for 2015-2020****

	<u>Total Cost</u>	<u>Federal Cost</u>
(2015)	\$ 1,250,451	\$ 1,000,361
(2016)	\$ 1,275,460	\$ 1,020,368
(2017)	\$ 1,300,969	\$ 1,040,775
(2018)	\$ 1,338,239	\$ 1,070,591
(2019)	\$ 1,353,529	\$ 1,082,823
(2020)	\$ 1,380,559	\$ 1,104,479

Project Description:

Under MAP-21, the previous 5316 New Freedom and 5317 Job Access – Reverse Commute (JARC) funding programs were eliminated. Eligibility for JARC type projects was added to the 5307 transit formula funding program. The 5316 New Freedom and previous 5310 programs were combined under this 5310 Enhanced Mobility of Seniors and Individuals with Disabilities program. This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. In agreement with WFRC, Mountainland Association of Governments (MAG), and the state and UDOT, the Utah Transit Authority is the direct recipient and program manager for these funds in the WFRC and MAG urbanized areas. UDOT will administer the program in all other areas of state.

CAPITAL INVESTMENT PROGRAM – OTHER DISCRETIONARY GRANTS

The Moving Ahead for Progress in the 21st Century (MAP-21) transportation authorization bill initiated this program, providing for the first time formula funding to specifically support bus transit and associated facilities. MAP-21, however, also eliminated previous discretionary funds that had been provided for bus transit under the 5309 program. The projects listed below are a mix of what UTA plans to use the formula funds for, and locally funded projects that would also be eligible to use the funds if they were increased.

SALT LAKE CENTRAL GARAGE, OPERATING AND MAINTENANCE FACILITY: DESIGN AND CONSTRUCT (2015-2020)

	<u>Total Cost</u>	<u>Federal Share</u>	<u>Source of Funds</u>
(2015)	\$9,375,000	\$7,500,000	DOT TIGER Grant (80%) & Local (20%)
(2016)	\$9,375,000	\$7,500,000	DOT TIGER Grant (80%) & Local (20%)
(2019)	\$3,217,848	\$3,000,000	STP Funds (93.23%) & Local (6.77%)
(2020)	\$1,018,985	\$ 950,000	CMAQ Funds (93.23%) & Local (6.77%)

Project Description:

UTA’s Central facility currently located at 616 West 200 South in Salt Lake City has reached its maximum bus storage and maintenance capabilities. A site study was completed more than two years ago for a new facility to replace the 40 year old Central garage. Parts of a new Central Bus Operations and Maintenance facility (now called the Depot District Technology Center) near the FrontLines Headquarters at 669 West 200 South in Salt Lake City are currently under construction. A 2010 FTA State of Good Repair (SGR) grant was awarded for \$4,448,000 for preliminary work on the facility. Environmental work is completed and has been finalized by the Federal Transit Administration. DOT TIGER funds have been sought, and UTA will continue to seek funds under this and other sources. The total cost of the new facility is estimated to be \$75 million. A CNG fueling facility is planned at the new Central garage as UTA seeks to increase the number of CNG buses in its fleet.

PARK AND RIDE LOTS: PROPERTY ACQUISITION, DESIGN AND CONSTRUCTION (2019-2020)

	<u>Total Cost</u>	<u>Federal Share</u>	<u>Source of Funds:</u>
(2019)	\$ 2,900,000	\$ 2,320,000	Federal: FTA Section 5309
(2020)	\$ 2,900,000	\$ 2,320,000	Bus/Bus Facilities (80%) Local: (20%)

Project Description:

UTA will continue to seek funding for 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 and in UTA’s Park-and-Ride plan. As funding becomes available, the lots will be prioritized and developed according to a needs assessment. Currently, there are no FTA discretionary bus funds for this type of project, but the transit industry is advocating for some reinstatement in future authorization bills. For this reason future funding is included in 2019 and 2020.

ITS/APTS (2012)

	<u>Total Cost</u>	<u>Federal Share</u>	Source of Funds:
(2019)	\$ 2,500,000	\$ 2,000,000	Federal: FTA Section 5309
(2020)	\$ 2,500,000	\$ 2,000,000	Bus/Bus Facilities (80%) Local: (20%)

Project Description:

Passenger and Transit Information Technologies

UTA will continue to invest in customer and passenger technologies to give our riders timely information so people can make well informed decisions with regard to their transit choices. These initiatives will include technologies such as: real time passenger information; real time information for mobile devices; trip planning through Google Maps and other open source initiatives; enhancing web services and web presence technologies; enhanced customer interactive voice response capabilities; and improved call center functionality.

System Efficiencies

The technology office at UTA will assist in improving system efficiencies through the following initiatives: consolidated operations control center; corporate performance management; secondary data center; real time customer information; fleet and operational radio communication redundancy and upgrade; electronic fare collection continued enhancements; rail passenger information (platform passenger displays); bus passenger information (real time arrival estimates); expansion of wireless patron internet access on routes as needed; performance management; asset management systems; integrated transit information system; sustainable transit security infrastructure; network and communication infrastructure; and sustainable fleet-wide onboard technologies. It has been difficult to find standalone federal funding for ITS projects. Opportunities are being pursued in connection with security communication (ITS) needs through Homeland Security and FTA programs. UTA will continue to look for opportunities for ITS funding, including incorporating the ITS needs in capital projects on a project by project basis. Currently, there are no FTA discretionary bus funds for this type of project, but the transit industry is advocating for some reinstatement in future authorization bills. For this reason future funding is included in 2019 and 2020.

TRANSIT ORIENTED DEVELOPMENT (TOD) PLANNING PILOT (2018-2020)

	<u>Total Cost</u>	<u>Federal Share</u>	
(2018)	\$4,000,000	\$2,000,000	
(2019)	\$4,000,000	\$2,000,000	Source of Funds: Livability
(2020)	\$4,000,000	\$2,000,000	Federal Section 5309 (50%) Non-Federal: (50%)

Project Description:

Under MAP-21, a new Transit Oriented Planning Pilot grant program was initiated and funded at \$10,000,000 per year. The first round of funding was made available in 2014, and UTA has applied for this funding. UTA will continue to evaluate how they can best apply to receive this funding.

UTA, in partnership with multiple cities and private developers, is working to create transit oriented communities which will further economic development in the region, stimulate economic growth, create jobs, bring unproductive land back on the tax rolls, and maximize the investment already made in the transit system by attracting and leveraging private investment at these sites. By providing initial seed money to fill the market gap between the cost of denser smart growth development and surface parked sprawl, and structuring the deals so that the transit agency receives a share of the income from each project, we can increase transit ridership (and farebox revenues), diversify the income streams of

the transit agency, reduce our reliance on taxpayer money to subsidize operations, and at the same time achieve all of the benefits of the Livability Initiative and Envision Utah's 3% Strategy for sustainable, smart growth communities for our growing population.

In January 2010, the Utah Legislature passed a bill (SB272) enabling UTA to enter into 5 Joint Development Agreements with private developers to build Transit Oriented Developments on UTA owned land at its transit stops. In the 2014 Legislative Session, the Utah Legislature expanded this program to 8 sites. UTA, as a limited partner in these developments, will be entitled to a share of the project income from these developments. Construction has begun at the Sandy 10000 S TRAX Station and will commence soon at West Jordan's Jordan Valley Station and Clearfield Frontrunner Station. Projects where we would like to begin construction in the next three years include the South Jordan FrontRunner station, South Salt Lake 3900 S TRAX station; and the Intermodal Centers at Salt Lake Central, Ogden, and Provo. Because we have interest from developers at more than 8 stations, we prefer not to designate the 8 stations at this time, but will enter into Joint Developments as tenants and financing are identified for each location.

SALT LAKE/ WEST VALLEY and the OGDEN/ LAYTON URBANIZED AREAS ILLUSTRATIVE PROJECTS

(- FOR INFORMATION PURPOSES ONLY -)

The projects are listed for information only. These illustrative projects are of regional significance and are included as funded or unfunded projects in the Regional Transportation Plan. These projects 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. Because no funding has been identified, these illustrative projects are listed without project descriptions. If funding becomes available, the projects will be amended into the active TIP and descriptions will be provided.

OGDEN INTERMODAL TERMINAL TO WEBER STATE UNIVERSITY CORRIDOR IMPROVEMENTS (2019-2020)

	<u>Total Cost</u>	<u>Federal Share</u>
(2019)	\$80,000,000	\$40,000,000
(2020)	\$70,000,000	\$35,000,000

DRAPER TO UTAH COUNTY LIGHT RAIL (12400 South to 14600 South) Phase II (2020)

	<u>Total Cost</u>	<u>Federal Share</u>
(2020)	\$470,500,000	\$376,400,000

PLEASANT VIEW TO BRIGHAM CITY CORRIDOR PRESERVATION (2020)

	<u>Total Cost</u>	<u>Federal Share</u>
(2020)	\$17,500,000	\$14,000,000

PLEASANT VIEW TO BRIGHAM CITY TRANSIT IMPROVEMENT (2020)

	<u>Total Cost</u>	<u>Federal Cost</u>
(2020)	\$100,000,000	\$80,000,000

MOUNTAIN VIEW CORRIDOR TRANSIT IMPROVEMENT (2015-2020)

	<u>Total Cost</u>	<u>Federal Cost</u>
(2015)	\$25,000,000	\$20,000,000
(2017)	\$7,500,000	\$6,000,000
(2018)	\$75,000,000	\$60,000,000
(2019)	\$43,750,000	\$35,000,000
(2020)	\$15,750,000	\$12,600,000

9400 SOUTH EAST-WEST TRANSIT IMPROVEMENTS (2020)

	<u>Total Cost</u>	<u>Federal Cost</u>
(2020)	\$2,000,000	\$1,600,000

BUS RAPID TRANSIT (BRT) 3500 PHASE III (2016-2018)

	<u>Total Cost</u>	<u>Federal Cost</u>
(2016)	\$4,000,000	\$3,200,000
(2017)	\$4,000,000	\$3,200,000
(2018)	\$4,000,000	\$3,200,000

CLEAN FUEL BUS PROGRAM (HYBRID ELECTRIC OR CNG) REPLACEMENT BUSES (2018-2020)

	<u>Total Cost</u>	<u>Federal Share</u>
(2018)	\$9,734,400	\$7,787,520
(2019)	\$10,123,776	\$8,099,021
(2020)	\$10,528,728	\$8,422,982

TAYLORSVILLE/MURRAY TRANSIT IMPROVEMENTS (2017)

	<u>Total Cost</u>	<u>Federal Share</u>
(2017)	\$52,000,000	\$26,000,000

TRANSIT ORIENTED DEVELOPMENT (TOD) IMPLEMENTATION (2016-2020)

	<u>Total Cost</u>	<u>Federal Share</u>
(2016)	\$6,250,000	\$5,000,000
(2017)	\$6,250,000	\$5,000,000
(2018)	\$6,250,000	\$5,000,000
(2019)	\$6,250,000	\$5,000,000
(2020)	\$6,250,000	\$5,000,000

INTELLIGENT TRANSPORTATION SYSTEMS (ITS) (2017-2019)

	<u>Total Cost</u>	<u>Federal Share</u>
(2017)	\$10,000,000	\$8,000,000
(2018)	\$10,000,000	\$8,000,000
(2019)	\$10,000,000	\$8,000,000

MOUNTAIN TRANSPORTATION IMPROVEMENTS (2018-2020)

	<u>Total Cost</u>	<u>Federal Share</u>
(2018)	\$250,000,000	\$200,000,000
(2019)	\$250,000,000	\$200,000,000
(2020)	\$250,000,000	\$200,000,000

CAPACITOR ON LRT LINES TO STORE/USE ENERGY FROM REGENERATIVE BRAKING (2016)

	<u>Total Cost</u>	<u>Federal Share</u>
(2016)	\$2,000,000	\$1,600,000

ELECTRIC VEHICLE CHARGING AT TWO PARK-AND-RIDE LOTS (2015-2020)

	<u>Total Cost</u>	<u>Federal Share</u>
(2015)	\$ 62,500	\$ 50,000
(2019)	\$125,000	\$100,000
(2020)	\$125,000	\$100,000

SANDY/SOUTH JORDAN CIRCULATOR (2018-2020)

	<u>Total Cost</u>	<u>Federal Share</u>
(2018)	\$ 7,500,000	\$ 6,000,000
(2019)	\$31,250,000	\$25,000,000
(2020)	\$31,250,000	\$25,000,000

CLEARFIELD CIRCULATORS (2018)

	<u>Total Cost</u>	<u>Federal Share</u>
(2018)	\$ 3,000,000	\$ 2,400,000

SOUTH DAVIS TRANSIT IMPLIMENTATION (2018-2020)

	<u>Total Cost</u>	<u>Federal Share</u>
(2018)	\$5,000,000	\$4,000,000
(2019)	\$37,500,000	\$30,000,000
(2020)	\$37,500,000	\$30,000,000

STUDIES

Whereas, the following are studies and alternative analysis work, they will be described and included in the Unified Planning Work Program (UPWP). The list of studies includes (but is not limited to): Foothill Drive BRT, \$200,000; Sugar House Streetcar extension (Phase II), \$400,000; Salt Lake Downtown circulator, \$400,000, Active Transportation Project (Bike/Ped), \$600,000.

OVERVIEW OF UTAH TRANSIT AUTHORITY

State of Utah Population

The State of Utah Office of Planning and Budget estimates the State's population at 2,800,089 in 2009. The 2010 Census shows Utah's population just slightly lower at 2,763,885. The Census population in Utah grew by 23.8% from the 2000 to the 2010 Census. Approximately 79% of the State's population resides in the 1,633 square mile Wasatch Front and served by UTA. About 87% of UTA's annual scheduled miles occur within the Salt Lake, Ogden-Layton urbanized areas and also includes the non-urbanized areas of Tooele County (Tooele, Grantsville, Stansbury Park, Erda, Lake Point, and Lincoln) and three non-urban cities in Box Elder County (Brigham City, Willard, and Perry).

INFRASTRUCTURE

Utah Transit Authority (UTA) transit service is currently operated from seven separate operating facilities located in Ogden, North Salt Lake, Central Salt Lake, West Salt Lake County, Midvale and Orem. The Ogden-Layton urbanized area is served from the Mt. Ogden Bus Division, 135 West 17th 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 administration, operations and maintenance for special services which includes paratransit bus service for passengers with disabilities. UTA contracts with other agencies to provide paratransit services 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. FrontLine Headquarters at 669 West 200 South in Salt Lake City houses administrative staff, engineers and consultants who are working on rail projects for the 2015 Program. The Meadowbrook facility at 3600 South 700 West in Salt Lake City houses a portion of the administrative staff including human resources, accounting, civil rights, and training. The Jordan River Service Center located at 2264 South 900 West, Salt Lake City, houses the engineering and construction staffs for the Airport and the West Valley light rail projects and some light rail administration for those lines. 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. The Rideshare department which includes the vanpool, carpool matching services and transportation demand management programs are also housed in this Mobility Center.

Intermodal Centers

There are currently two fully functioning Intermodal Centers, one in Central Salt Lake City (Gateway) and the other in Ogden City. There will be three additional Intermodal Centers within three years. The West Valley City Intermodal Center will serve the West Valley City light rail line; the Provo City

Intermodal and Orem Intermodal Centers will both serve the new commuter rail south when completed in 2013. At the intermodal centers, several types of transportation modes will exist at most of them: commuter rail and light rail connections; bus service hubs; bus rapid transit service, Amtrak, Greyhound Bus lines, shuttle services, paratransit service, shuttles, 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 in Salt Lake County to Pleasant View in Weber County. At the Salt Lake (Gateway) Intermodal Center all forms of transportation meet at this one location: bus service, TRAX light rail, commuter rail, Greyhound, Amtrak, shuttles, taxis, UCarShare, and paratransit service. There is a bike station where a person can store or rent a bicycle as a joint project with Salt Lake City and UTA. One of UTA's operating facilities for bus service, Central, is located directly across the street from this Salt Lake Central Intermodal Center. A new Central maintenance and operations facility is expected to be constructed within the next six years, due to overcrowding of bus fleets and age of existing facility.

After leaving Salt Lake Central Intermodal Center (also termed, "Gateway"), heading north on commuter rail, the next station with 235 park and ride spaces is Woods Cross, 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 Center with 476 parking spots. Ogden Intermodal Center is another multimodal center where several other transportation services meet similar to the Salt Lake City Intermodal Center.

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 2012. The south commuter rail first phase was considered as Salt Lake City to Pleasant View. The second phase is Salt Lake City to Provo, Utah is 77 percent complete at this time. 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 when it is totally completed in the third phase.

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 (9th 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 20th 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.

UTA’S Current Construction Projects

The aggressive “70 miles in 7 years” 2015 program includes 5 new rail lines: Commuter rail (FrontRunner) to Provo in Utah County; and four light rail lines: International Airport, Mid-Jordan, West Valley, and Draper extension of the North/South TRAX light rail line. UTA’s target is to have all these lines up and running before the end of 2015.

- The FrontRunner commuter rail project is composed of three phases extending service roughly 120 miles from Brigham City in Box Elder County to Payson in Utah County. Phase I has been completed and is operating; Phase II is currently under construction from Salt Lake to Provo and is 77% complete. Commuter rail service operates in a separate right of way purchased from Union Pacific Railroad and connects the entire Wasatch Front with the Salt Lake Central Intermodal Center.
- The Airport light rail line will extend service to the Salt Lake International Airport from the central business district of Salt Lake City. The facility will be double track and street running for the majority of its length. The Airport line will include 6 stations and one park and ride lot. This new line will include a direct connection to the FrontRunner commuter rail. The Airport line is 49% complete.
- The Mid-Jordan light rail extension connects the North/South TRAX line in the central part of the valley with stops in the fastest growing area of Salt Lake County. It will play

a critical role in improving overall regional connectivity. This project will serve travel demand for suburban to city commuters, service-sector jobs in the Daybreak commercial, retail and office developments, and school trips to Salt Lake Community College's Bangerter Campus. The Mid-Jordan light rail line is scheduled to open in August 2011.

- The West Valley TRAX light rail extension extends transit service to West Valley City and the western portion of Salt Lake County. This line will have 4 stations and two park and ride lots providing 1500 parking stalls. It is anticipated that the line will carry more than 10,000 riders daily by 2030. The line connects the West Valley City Center with the existing TRAX main line, passing through a major shopping center and sports/entertainment venue. The West Valley light rail line is scheduled to open in August 2011.
- The Draper light rail extends the North/South TRAX line to 12400 South for increased mobility and more reliable transit service in the southeastern part of Salt Lake County. This project will be completed in two phases: Phase I to 12400 South in Draper and Phase II to 14600 South in Draper. There will be park and ride capability when this line is completed. The boundary between the Salt Lake and Utah Valleys is marked by natural features that create a significant choke point in the regional corridor. Locally known as "the point of the mountain," this choke point is defined on the west by the Oquirrh Mountains and on the east by the Wasatch Mountains. In the middle are the Jordan Narrows, a deep river gorge. The ultimate result is that the options for highway and rail alignments through the point are very limited. Extending this light rail line into Utah County and through the point of the mountain to Lehi will be Phase III of this project.

RIDERSHIP DATA

The 2010 UTA system ridership was 39,044,453 passengers. The national ridership on public transit has grown by 50% since the year 2000 which is a rate twice that of automobile travel growth. With the increase in fuel prices, economic hardships, and air quality concerns, transit and ridesharing will continue to expand as transportation mode alternative choices.

The annual ridership on the TRAX light rail lines reached 13,404,434 million at end of the year 2010. 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 1,475,965 at the end of 2010. The total bus and rideshare passengers reached more than 23.6 million in 2010. Feeder buses serve transit stations on the TRAX light rail line and the FrontRunner commuter rail. All of the rail lines have exceeded original ridership projections. All UTA buses and rail services are 100% wheelchair accessible and also transport bicycles as part of the transit service.

PASSENGER MILES

In 1970, UTA's revenue miles were nearly 3 million and today we travel more than 31.8 million revenue miles annually. The total revenue miles include: fixed route buses, commuter buses, TRAX light rail lines, FrontRunner commuter rail, paratransit service, and vanpool usage. In 2010, all passenger miles reached 281.6 million.

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. The commuter rail line (FrontRunner) will extend approximately 120 miles when completed. At the current time, the commuter rail travels 43 miles from Pleasant View in Weber County to Salt Lake County. Future phases will extend FrontRunner north to Brigham City in Box Elder County and south to Payson in Utah County for a distance of 120 miles. In August, two new light rail lines will open for service at a distance of 15.7 additional miles (Mid-Jordan, 10.6 miles; and West Valley, 5.1 miles).

NUMBER OF VEHICLES - EXISTING FLEET

The UTA serves the Wasatch Front with 601 transit buses that include 505 fixed route and 96 demand responsive vehicles that serve paratransit riders who have disabilities and cannot navigate the regular transit system. 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. UTA operates 107 bus routes; 2 TRAX light rail lines (one main line with two extensions); 1 bus rapid transit service; and 1 commuter rail line. The University TRAX line continues to the University Medical Center; therefore, is considered one extension. However, we are in the construction phases of 4 additional light rail lines, 1 additional commuter rail line, and are completing studies and environmental work on 3 additional BRT and at least 2 streetcar lines.

In the past five years, UTA has added 17 over-the-road coaches to its fleet for a total of 65 buses: 26 in Salt Lake County; 15 in Weber and Davis Counties; and 24 in Utah County. In the past three years, 14 bus rapid transit (BRT) vehicles have been added to the fleet.

At the current time, UTA has 117 light rail vehicles (88 new and 29 rehabilitated used). On the commuter rail line (FrontRunner) from Pleasant View, Weber County to Salt Lake County, there are 11 locomotives, 20 bi-level coaches and cab cars, and 15 overhauled single level coach cars. UTA has conditionally accepted 48 of 77 low floor light rail vehicles for the four new light rail lines being constructed in the 2015 rail program: International Airport, Mid-Jordan, West Valley, and Draper. For the commuter rail south to Provo, UTA has 10 overhauled comet cars, 18 bi-level cab and coach cars and 7 locomotives. Two to three of the West Valley or Airport light rail vehicles will be used on the Sugar House Streetcar when that 2-mile line is constructed by late 2013 or early 2014. There will be no park and ride lots associated with the Sugar House Streetcar for its 2-mile phase.

SYSTEM AND MAP

Area Served and Services Provided

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. The Utah Transit Authority service area lies in the region referred to as the Wasatch Front. 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. This corridor is considered to be hemmed in by the Great Salt Lake and mountains on both sides.

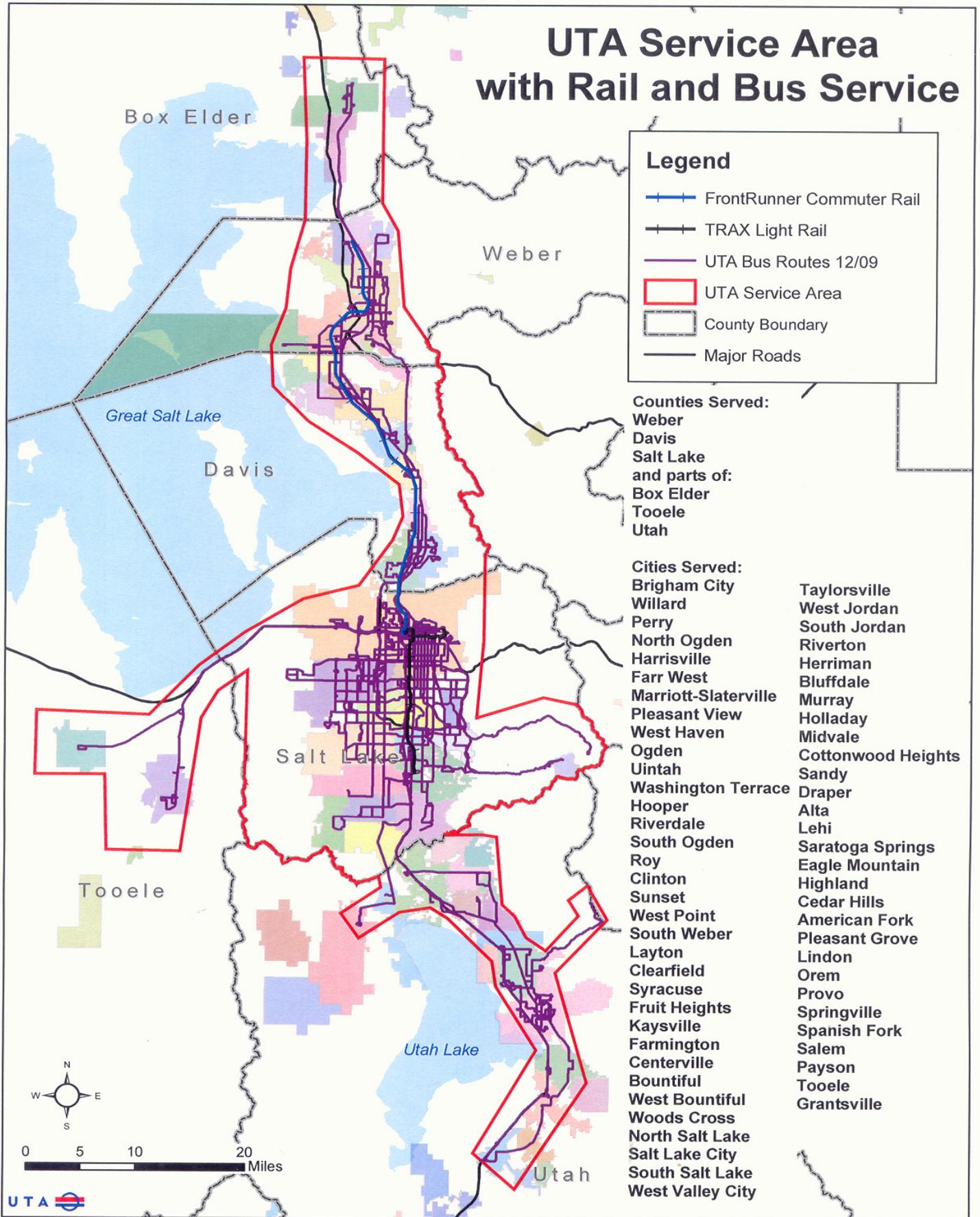
Services

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.

Expansion and growth in transit services at UTA will include the assurance of increased functional accessibility and inclusion for all riders with disabilities. 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 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 2,062 people with 918 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 continuation 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.



TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The transit portion of the TIP includes Federal Transit Administration (FTA) Section 5307 Urbanized Area Formula Program, 5309 Capital Program (includes New Starts fixed guideway projects, rail modernization, and bus/bus facilities funds), 5320 Paul S. Sarbanes Transit in the Parks grant program, and the 5339 Alternatives Analysis FTA funding programs.

The Utah Department of Transportation (UDOT) administers and programs the FTA Sections 5310, 5311, 5316 and 5317 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 the program for rural transit needs. The 5316 program is Job Access Reverse Commute (JARC) to assist disadvantaged, low income and minority populations to access jobs and the New Freedom (Section 5317) program goes beyond the ADA required transportation in assisting those with disabilities. FTA Section 5310 funds are available through 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 (Wasatch Front Regional Council and Mountainland Association of Governments).

UTA is the designated recipient of FTA Section 5307 formula funds 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. The Metropolitan Planning Organizations in the Logan and St. George areas program the funds in their TIPs. UDOT programs the funds in the Statewide TIP 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. This data is reported in the National Transit Database to be used in the federal formula. 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 two categories of these funds (Bus/Bus Facilities and New Starts/Small Starts). The Section 5309 Rail Modernization funds are formula funds based on rail systems being in service for at least 7 years. 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 (tiers 5 through 7) 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 federal fiscal year 2008. Rail modernization funds can also be used for rail preventive maintenance if it fits the seven year criteria.

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. 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 is not currently available

and no funding has yet been identified. SAFETEA-LU officially expired as the transportation bill September 30, 2009, and officials in Washington DC have been working on a new bill to replace SAFETEA-LU. Other grant programs in the TIP include FTA Section 5320 Paul S. Sarbanes Transit in the Parks and 5339 Alternatives Analysis. The Alternatives Analysis projects are generally included in the Unified Planning Work Program and may not be listed in the TIP until the analyses becomes a capital project.

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) used \$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, primarily for the West Valley light rail line. 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 under ARRA 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.

2012 TRANSPORTATION IMPROVEMENT PROGRAM ANNUAL ELEMENT

The FTA Section 5307 projects included in the 2012-2017 TIP will include funds for preventive maintenance of buses, rail vehicles, maintenance of way and facilities; ADA paratransit operating assistance, transit enhancements and security equipment and planning. 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, walkways, 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 replacement shelters, benches, or parts which are considered operational expenses. A small portion (approximately 2%) 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 is paying approximately 85.4% of the Mid-Jordan light rail line and 85.5% for the FrontRunner commuter rail from Salt Lake to Ogden. The UTA donated the rail right-of-way as part of local match. Any fixed guideway project qualifies for New Starts money. A category of New Starts called, “Small Starts,” (up to \$75 million) and very Small Starts (\$25 million) may help UTA fund future Bus Rapid Transit (BRT) capital costs, if these programs remain in effect with the new transportation bill. Rail Modernization funds can be obtained for any rail service that has been in operation for at least seven years. North/South TRAX received its first allocation of the Rail Mod money in fiscal year 2008. This Rail Modernization money can also be used for rail preventive maintenance as long as the facilities and vehicles maintained meet the seven year criteria. UTA has chosen to use the Rail Modernization money for preventive maintenance.

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 for information purposes only. These projects will be amended into the TIP and STIP when funding sources have been identified.

TRANSIT DEVELOPMENT PROGRAM (TDP)

The TDP is continually updated and includes the 2015 Plan. UTA also developed a comprehensive system-wide equity analysis tool used to determine the equitable distribution of service throughout the entire transit district. 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 annual equity analysis of the transit system.

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 short term 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, 221 replacement buses are programmed in the TIP. Approximately 102 of these buses may be purchased from the Section 5309 bus category and local funds will be used for the remaining 119 replacements. 77 light rail were purchased for the Mid-Jordan, West Valley, Airport and Draper light rail lines. Three of these locally funded vehicles will be used in the Sugar House Streetcar project. Most of these light rail vehicles have been delivered. Testing is being done for acceptance of the 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	2012	2013	2014	2015	2016	2017	TOTAL
Section 5309 and Locally Funded Replacement Buses	37	37	37	37	37	36	221

New UTA replacement and expansion buses will 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. A fully equipped regular service bus (35-40 Ft.) is expected to cost approximately \$400,000 in 2012 and is expected to last in service at least 12 years. The federal guideline is 12 years, but UTA can generally operate buses in service 13 to 14 years due to their preventive maintenance program. Over-the-road commuter buses cost approximately \$550,000 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. Canyon buses are specially equipped 35 foot buses built for rugged terrain and have ski racks mounted on them. The

shorter buses have special braking and can maneuver the curving roads. These buses cost approximately \$425,000 in 2012 because of the specialized equipment.

In addition to the fixed-route service fleet, there are also approximately 153 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 to three paratransit vehicles annually from the Section 5310 program through UDOT. Paratransit buses are 25 foot 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 \$140,000 in 2012. The replacement paratransit vehicles will include vehicles for UTA contracted paratransit services in Weber/Davis and Utah Counties as well as the Salt Lake County, Flextrans service.

REPLACEMENT SCHEDULE	2012	2013	2014	2015	2015	2016	TOTAL
Replacement Paratransit Vehicles Federal 5309 or Local Funds	25	25	25	25	25	28	153

Vehicles for 2015 Light Rail Projects

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.

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

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 2010, farebox revenues contributed just over \$35 million; advertising, just over \$1.7 million; investment and other income, just over \$6.7 million. Approximately \$46.5 million dollars in Federal Transit Administration (FTA) funds were received for the capitalized operating expense of preventive maintenance. The total operating cost for the 2010 year was approximately \$257 million. Capital expenses were \$624 million with approximately \$196 million paid by federal funds. This information is from the annual UTA Financial Report for year-end 2010.

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 and FTA. Various other audits are performed, including the annual A-133 audit.

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 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. As other agencies, UTA is facing economic challenges due to the decrease in sales tax in 2010, but the 2015 rail program is making steady progress toward completion by 2015.

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 transportation provider, Greyhound, offers 3 daily intra-county trips from Provo to Ogden.

WFRC, through the TIP process, notifies private carriers of proposed capital projects. UTA advertises service and fare changes in newspapers of general circulation and one Hispanic newspaper as well as placing flyers on vehicles that provide transit service. Public hearings are held on major service changes and fare changes. 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, 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 a 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 partnered 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. UTA believes partnering is important in any project and will continue this practice.

TRANSPORTATION FOR ELDERLY AND PERSONS WITH DISABILITIES

WFRC, UDOT, UTA and Mountainland Association of Governments (MAG) have been working for more than three 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 to Pleasant View 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 entries 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. Stop announcements are automated. 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 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 .

The Freedom Pass is available for people with disabilities who wish to ride the regular fixed route services. UTA has implemented a travel training program to assist people with disabilities to learn to ride the bus, light rail, and commuter rail services.

UTA Paratransit Services

The following information is from the National Transit Database (NTD) for year-end 2010. These costs include operations and support services:

UTA's Flextrans paratransit demand responsive, curb-to-curb services for 2010 cost \$13,186,570, traveled 1,901,409 miles and made 322,500 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 2010 service provided 98,890 passenger trips, traveled 944,909 miles at an operating cost of \$2,302,533.

UTA's route deviation bus service operates Tooele County paratransit service. The 2010 service traveled 107,078 miles, provided 12,987 trips at an operating cost of \$254,730.

United Way operates the paratransit service in Utah County under contract with UTA. The 2010 service provided 63,105 trips, traveled 539,600 miles at an operating cost of \$1,593,150.

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 - 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 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.