

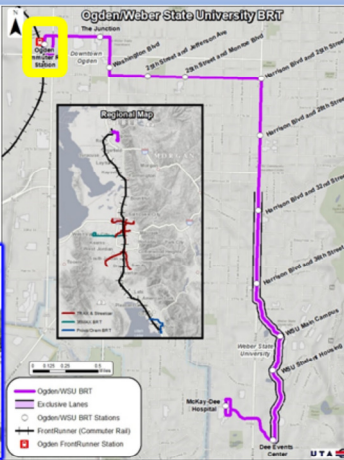


UTA – Ogden-On-Route Electric Bus Charging Infrastructure

Project Type - Transit

Charger would be Located at the Ogden Intermodal Center

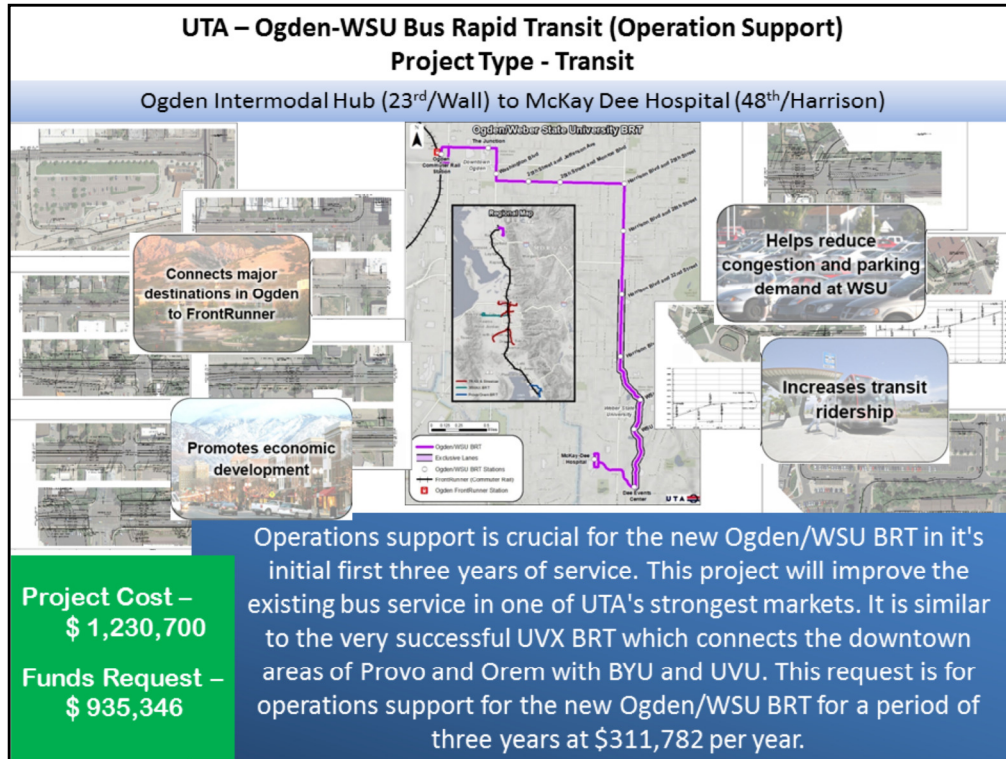




Project Cost –
\$ 1,500,000

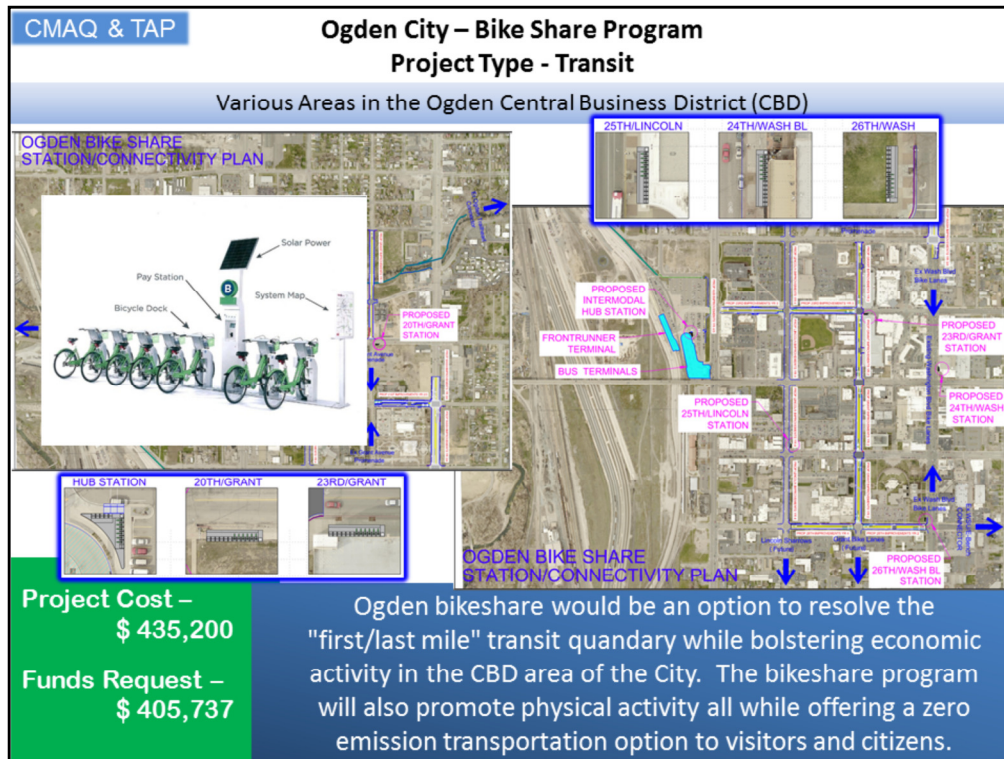
Funds Request –
\$ 1,398,450

UTA is working to acquire more all-electric buses. It is anticipated that there will be a fleet of electric buses for the future Ogden/WSU BRT. To support the all-day operation of the vehicles, on-route charging is needed to extend range. This would fund a charger at the Ogden Intermodal Center to service the Ogden area.

Electric vehicles are an important component to improving local air quality. Transit already helps keep cars off the road. By utilizing all-electric buses, UTA is furthering its commitment to improve air quality along the Wasatch Front. To make this propulsion technology successful it is important to construct on-route charging. With infrastructure in key locations, UTA can deploy buses for all day service without having to return to the garage to charge.

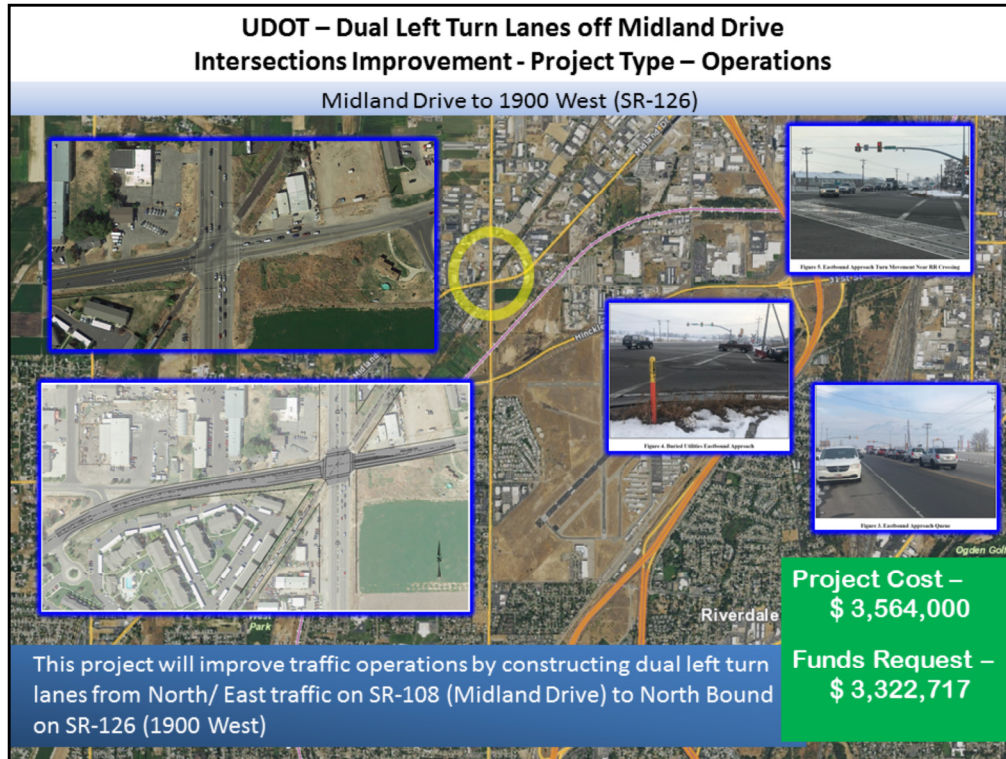


Operations support is crucial for the new Ogden/WSU BRT in its initial first three years of service. This project will improve the existing bus service in one of UTA's strongest markets. It is similar to the very successful UVX BRT which connects the downtown areas of Provo and Orem with BUY and UVU. The project will connect employment, educational hubs, residential areas, shopping areas, public resources, historic districts, cultural landmarks, and entertainment venues in central Ogden. The project will further improve mobility and accessibility for the people who live, work, and visit. This funding request is leveraged by operations funds provided by Weber County and UTA: as well as the capital funding that is provided by many sources.



Bikeshare is a well suited alternative to short distance trips; more than half of all annual automobile trips are less than three miles; most vehicle trips cover less than two miles. The program would supplement UTA's transit system by offering a first mile/last mile solution for public transportation users or offer locals a transportation alternative for short distance trips. Bikeshare can reduce parking demand in the CBD, promote active lifestyles and has little to no impact on air quality. Compared to other projects submitted this year, bikeshare has a relatively low cost, a small project footprint and can realize benefits for many years the moment construction of each kiosk is complete. As the City nears completion of the Bicycle Master plan, we can now identify corridors that need bicycle infrastructure improvements to support the bikeshare program. A rough conceptual map/timeline has been included as part of this submittal showing the proposed CBD grid.

After investigating SLC "Greenbike" and completion of the Ogden Bicycle Master Plan, Ogden is prepared for a bikeshare program. Ogden bikeshare would be an option to resolve the "first/last" mile transit challenge while supporting economic activity in the CBD area of the City. A bikeshare program will also promote physical activity while offering a zero-emission transportation option to visitors and residents.



50% Reduction in peak delay. Signal timing and phasing improvements benefits the user and reduces congestion. Drainage and pedestrian improvements.