October 18, 2022
Infrastructure and General
Governance Committee



# Transit Plan

## HB322 - UDOT's Role

- (2) In addition to the other functions, powers, duties, rights, and responsibilities prescribed in this chapter, the executive director shall:
  - (c) have the responsibility for the oversight and supervision of:
  - (i) any transportation project for which state funds are expended; and
- (ii) any fixed guideway capital development project within the boundaries of a large public transit district for which any state funds are expended;



### HB322 - UTA's Role

(4) For any fixed guideway capital development project with oversight by the Department of Transportation as described in Section 72-1-202, a large public transit district shall coordinate with the Department of Transportation in all aspects of the project, including planning, project development, outreach, programming, environmental studies and impact statements, impacts on public transit operations, and construction.



# Fixed Guideway Capital Development

- (9) (a) "Fixed guideway capital development" means a project to construct or reconstruct a public transit fixed guideway facility that will add capacity to a fixed guideway public transit facility.
  - (b) "Fixed guideway capital development" includes:
  - (i) a project to strategically double track commuter rail lines; and
  - (ii) a project to develop and construct public transit facilities and related infrastructure pertaining to the Point of the Mountain State Land Authority created in Section 11-59-201.



(5) (a) Before October 31, 2022, the department shall submit to the Transportation Interim Committee a written plan for the department to assume management of all fixed guideway capital development projects within a large public transit district for which state funds are expended.



(c) The Transportation Interim Committee shall consider the plan submitted by the department as described in Subsection (5)(a) and make recommendations to the Legislature before December 1, 2022.



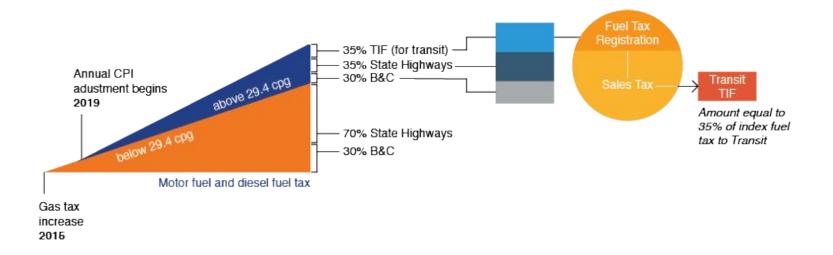
# State Funded Transit Projects

Project	Transit Operator	State Investment	Federal Funds Type to Pursue					
Frontrunner Strategic Double Tracking	UTA	\$200,000,000 \$100,000,000 \$70,000,000	Capital Investment Grant Program					
Point of Mountain Transit	UTA	\$75,000,000 \$5,000,000	Capital Investment Grant Program					
Ogden BRT	UTA	\$4,000,000	Full Funding Grant Agreement - UTA					
Midvalley Connector BRT	UTA	\$12,000,000 \$22,800,000	Capital Investment Grant Program					
S Line Streetcar	UTA	\$11,000,000						
Frontrunner Extension to Payson	UTA	\$5,000,000						
SR224 BRT - NOT large transit district	High Valley Transit	TTIF 60% \$30,300,000	RAISE - High Valley Transit					
5600 West Transit - NOT Fixed Guideway	UTA	TTIF 60% \$20,520,000	RAISE - UTA/UDOT					



# Transit Transportation Investment Fund (TTIF)

#### Funding projection: \$50 million (FY24)





# Transit Transportation Investment Fund

ा	PIN	PIN DESCRIPTION	STATUS	MANAGER	FUND CODE	TOTAL STIP	FUND TOTAL	Allocation Through FY22	FY2022	EA 3033	TOTAL ALLOCATED	2023 20	24 2025	2026 2	027 202	2 2029	2030 203:	1 TOTAL FA
2		7800 So Jordan River Pedestrian Bridge at 1100 W	Scoping	Horton Udot, Gary	ST TTIF FMLM	\$1,197,700	\$510,000	\$0		FT 2023	TOTAL ALLOCATED	\$510,000	2023	2020 2	JZ1 2020	5 2025	2030 203	\$510,000
3	16707	Old Hwy 91; 200 E. to Shivwits	Active	Anderson, Ryan L	ST_TTIF	\$8,923,314	\$309,000	\$71.051	\$71.051	\$1,230	\$72,281	\$237,949						\$237,949
4	16996	*UTA Provo Rail Ped Bridge	Scoping	Edwards, Tyrel L.	ST_TTIF	\$7,570,326		\$0	SO SO	,		\$1,100,000						\$1,100,000
5	17842	Midvalley Connector BRT; Atherton DR to 2700 W	Scoping	Le-Spradlin, Oanh Amber		\$121,282,732		\$0	SO			\$22,800,000						\$22,800,000
6	18823	3650 South: 2700 West to 3200 West	Scoping	Rice, Jessica A	ST_TTIF_FMLM	\$7,965,601	\$2,194,111	ŚO	\$0			\$2,194,111						\$2,194,111
7	18843	600/700 N Frequent Transit Network Improvements	Active	Rice, Jessica A	ST TTIF	\$380,000	\$228,000	\$0	SO			\$228,000						\$228,000
8	18855	Ogden/WSU Bus Rapid Transit (BRT)	STIP	Unassigned	ST TTIF	\$4,000,000	\$4,000,000	\$0	\$0			\$4,000,000						\$4,000,000
9	18856	USU/Logan Historic Downtown Transit Bus Purchase	Close Out	- Company of the Comp	ST_TTIF	\$2,000,000	\$1,200,000	\$1,200,000	\$1,200,000		\$1,200,000						SO	50
10	18879	Washington City Bus & Van Purchase	Closed	Hall, Christopher D.	ST_TTIF	\$56,112	\$56,112	\$56,112	\$0		\$56,112							\$0
11	19501	Point of the Mountain Transit Study	Scoping	Rice, Jessica A	ST TTIF	\$250,000	\$150,000	\$0	\$0			\$150,000						\$150,000
12	19752	ROW evaluation and traffic impacts- redevelopment	Scoping	Farnsworth, Grant	ST_TTIF	\$191,000	\$30,000	\$0	\$0			\$30,000						\$30,000
13	20164	HB 322 - Fixed Guideway Plan Development	Scoping	Allen, Brian J.	ST_TTIF	\$250,000	\$250,000	\$83,653	\$83,653	\$167	\$83,820	\$166,347						\$166,347
14	20253	Frontrunner Strategic Double Track	Scoping	Allen, Brian J.	ST_TTIF	\$70,000,000	\$70,000,000	SO	\$0			\$1,000,000	\$69,000,000					\$70,000,000
15	20254	Point of the Mountain Transit	Scoping	Allen, Brian J.	ST_TTIF		\$74,970,000	SO	SO	\$711	\$711		\$74,000,000					\$74,970,000
16	20255	Frontrunner South; Payson to Provo Env/Planning	Scoping	Allen, Brian J.	ST TTIF	\$5,000,000	\$5,000,000	\$0	\$0			\$5,000,000						\$5,000,000
17	20257	5600 West Express Bus and Park & Ride at 6200 S	STIP	Unassigned	ST_TTIF	\$34,200,000	\$20,520,000	\$0	50			\$20,520,000						\$20,520,000
18	20258	SR-224 Bus Rapid Transit System	Scoping	Ogden, Kevon	ST_TTIF	\$50,500,000	\$30,300,000	\$0	\$0			\$30,300,000						\$30,300,000
19	20259	200 South Transit Priority Signal System	Scoping	Ogden, Kevon	ST_TTIF	\$3,000,000	\$1,800,000	\$0	\$0			\$1,800,000						\$1,800,000
20	20260	200 South Transit Hub	Scoping	Ogden, Kevon	ST_TTIF	\$2,500,000	\$1,500,000	\$0	\$0			\$1,500,000						\$1,500,000
21	20261	High Valley Transit	Scoping	Ogden, Kevon	ST_TTIF	\$2,900,000	\$1,740,000	\$0	\$0			\$1,740,000						\$1,740,000
22	20342	9270 S Sidewalk; Benson Way to 150 E Trax Entrance	Scoping	Ogden, Kevon	ST_TTIF_FMLM	\$326,220	\$195,732	\$0	\$0			\$195,732						\$195,732
23	20422	400 S Viaduct Multi-use Trail	Scoping	Ogden, Kevon	ST_TTIF_FMLM	\$10,593,333	\$6,356,000	\$0	50			\$6,356,000						\$6,356,000
24	20423	North Temple Active Transportation Project	Scoping	Ogden, Kevon	ST_TTIF_FMLM	\$5,500,000	\$3,300,000	\$0	\$0			\$3,300,000						\$3,300,000
25	20424	West Temple Walk Bike Transit Connections	Scoping	Ogden, Kevon	ST_TTIF_FMLM	\$2,210,000	\$1,326,000	\$0	\$0			\$1,326,000						\$1,326,000
26	20425	Kearns & Bonanza Transit Connection	Scoping	Ogden, Kevon	ST_TTIF_FMLM	\$2,700,000	\$1,620,000	\$0	\$0			\$1,620,000						\$1,620,000
27	20428	Westpointe/Jordan Meadows Neighborhood Byway	Scoping	Ogden, Kevon	ST_TTIF_FMLM	\$1,500,000	\$900,000	\$0	\$0			\$900,000						\$900,000
28	20429	Prospector Drive Eastbound Transit Connections	Scoping	Ogden, Kevon	ST_TTIF_FMLM	\$700,000	\$420,000	\$0	\$0			\$420,000						\$420,000
29	20430	Bicycle Lanes up Capitol Hill	Scoping	Ogden, Kevon	ST_TTIF_FMLM	\$676,836	\$406,102	\$0	50			\$406,102						\$406,102
30	20431	2100 S @ State Street Pedestrian and Bike Crossing	Scoping	Ogden, Kevon	ST_TTIF_FMLM	\$426,000	\$255,600	\$0	\$0			\$255,600						\$255,600
31	20513	Washington City Telegraph St Bus Stop Improvements	Scoping	Beagley, Donna	ST_TTIF_FMLM	\$392,600	\$235,560	\$0	\$0			\$235,560						\$235,560
32	20549	Center Street Sidewalk; US-89 to Orchard Drive NSL	STIP	Unassigned	ST_TTIF_FMLM	\$576,000	\$322,380	\$0	\$0			\$322,380						\$322,380
33	20550	4000 S. pedestrian rail crossing in Roy	STIP	Unassigned	ST_TTIF_FMLM	\$544,500	\$326,700	\$0	\$0			\$326,700						\$326,700
34								\$1,410,817	\$1,354,704	\$2,108	\$1,412,924	\$109,910,481	50 \$143,000,000	50	50 S	0 50	SO SI	0 \$252,910,481

# HB322 - Plan Development

#### **Plan Process**

- 20+ workshops
- 30+ key stakeholder interviews
- Literature review
- Engagement with industry professionals





#### FTA funding:

- Primarily grant based
- Increased oversight and regulations
- Requires significant commitments from operating agency





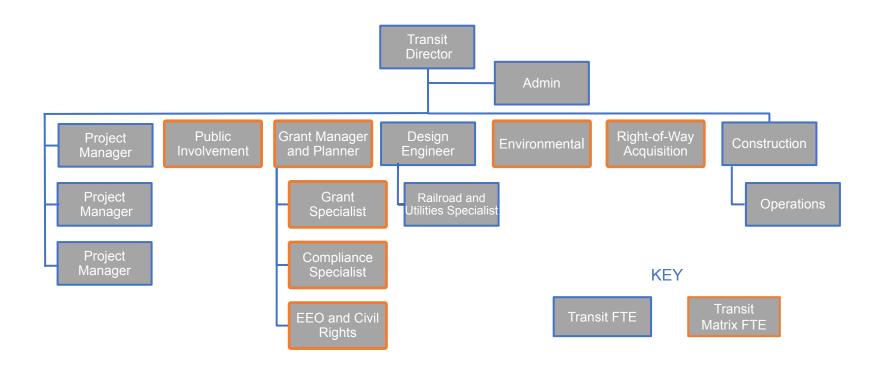
Leverage strengths of UTA and UDOT to promote efficiencies not redundancies

Additional UDOT resources are required:

- Additional workload
- Transit expertise (core competencies)
- Effective decision making
- Risk reduction
- Federal requirements



## Potential UDOT Transit Structure





## Potential UDOT Transit Structure

