

# UTA Local Advisory Council Meeting

May 27, 2020



# Call to Order and Opening Remarks



# Public Comment

Due to the format of the meeting, no in-person comment will be taken

Public comment was solicited prior to the meeting through alternate means, including email and telephone.

All comments received were distributed to the advisory council before the meeting and will be attached as an appendix to the meeting minutes



# Safety First Minute



# Be Proactive. Report Hazards.



UTA   
SAFETY & SECURITY

MAY 2020



# Consent Agenda

- a. Approval of February 19, 2020 Advisory Council Meeting Minutes
- b. Agency Bylaw and Board Policy Revisions



# Recommended Action (by acclamation)

Motion to approve the consent agenda



# Board of Trustees Report

- a. Strategic Development of Future Transit Opportunities
- b. Onboard and Benchmark Surveys
- c. Updates to State and Local Officials





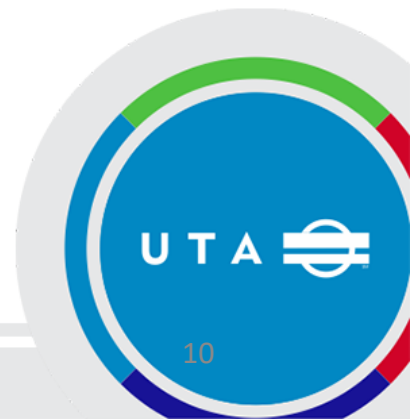
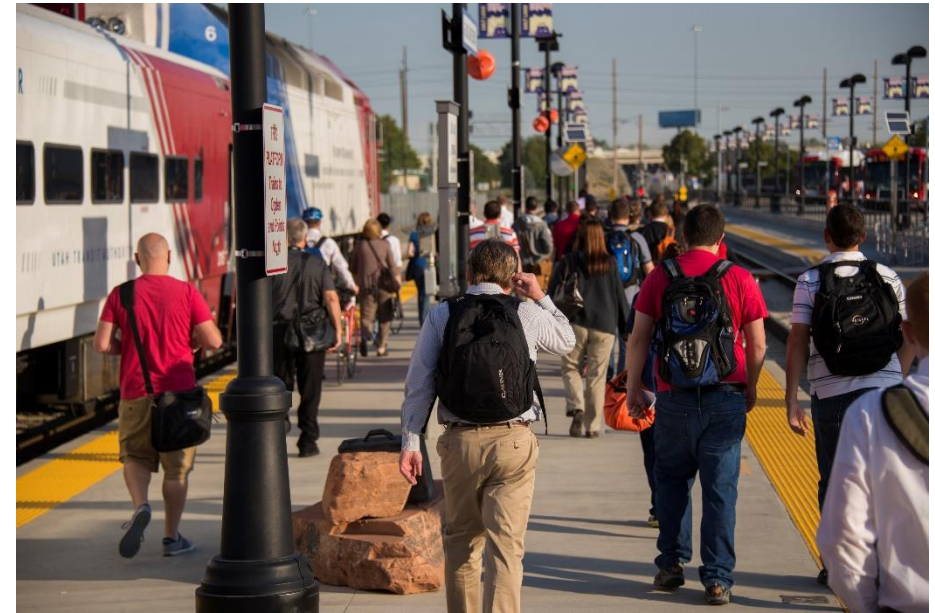
# Strategic Development of Future Transit Opportunities

- Direction to invest in and prepare for “shovel-ready” projects
  - Budget adjustments
  - Capital projects
- Leverage potential pandemic recovery funds to maximize opportunities



# Benchmark Survey

- Conducted yearly
- Gauges:
  - Public’s general opinions of the agency
  - Perception of services
  - Why people ride or do not ride
- Highlights:
  - About two-thirds of respondents report a favorable opinion of the agency
  - Public perception of bus service was at the highest level in the past four years
    - Public perception improved across all facets of accountability, responsiveness, and good use of public funds
    - Only 4% reported a less favorable opinion of UTA than in years past
    - More service – frequency and coverage – continue as the top reasons that encourage ridership



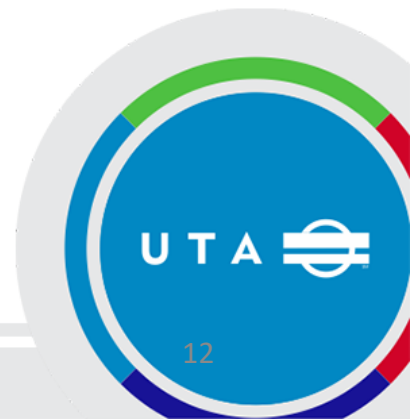
# Onboard Survey

- Conducted every five years
- Provides overview of:
  - Transit riders' socio-demographics
  - Fare payment
  - Travel purpose
  - Travel patterns
- Highlights:
  - More than half of UTA riders earn less than \$40,000 per year; riders earning less than \$10,000 grew by 7% since 2015
  - More than half of UTA riders have no other option for transportation
  - Over three-fourths of UTA riders walk to access the UTA system



# Updates to State and Local Officials

- Present recovery plans at COGs
- Update to Utah Department of Transportation Commission
- Present safety protocols to Legislative Transportation Interim Committee





# Agency Report

- a. COVID-19 Agency Response and Service Modifications



# Service Update During Covid-19 Pandemic

May 2020



# Service Modifications (April 5, 2020)

- **Fixed Route Bus**

- Maintained span of service on most routes
- Adjusted frequency of service on most 15 and 30 minute bus routes
- Suspended some commuter bus routes where alternative service is available

- **Light Rail**

- Adjusted frequency from 15 to 30 minute service

- **Commuter Rail**

- Adjusted frequency from 30 to 60 minute service (Mon-Sat)

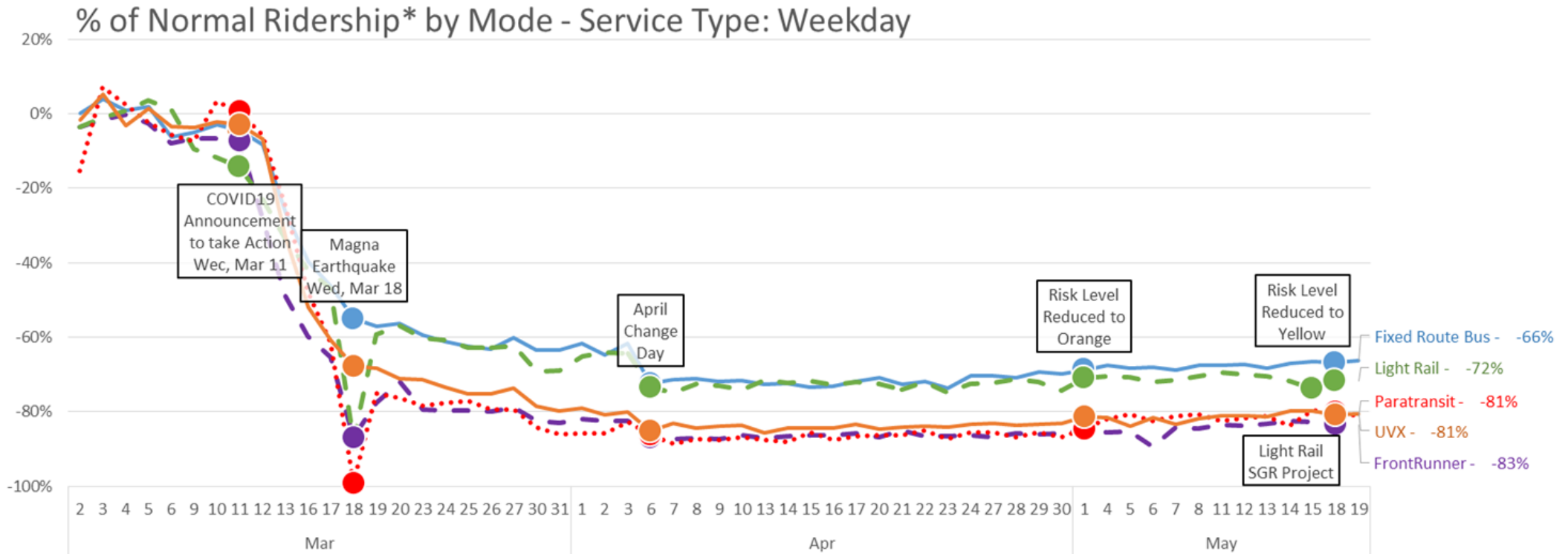


# COVID-19 Effects on Ridership





# Weekday Ridership Update

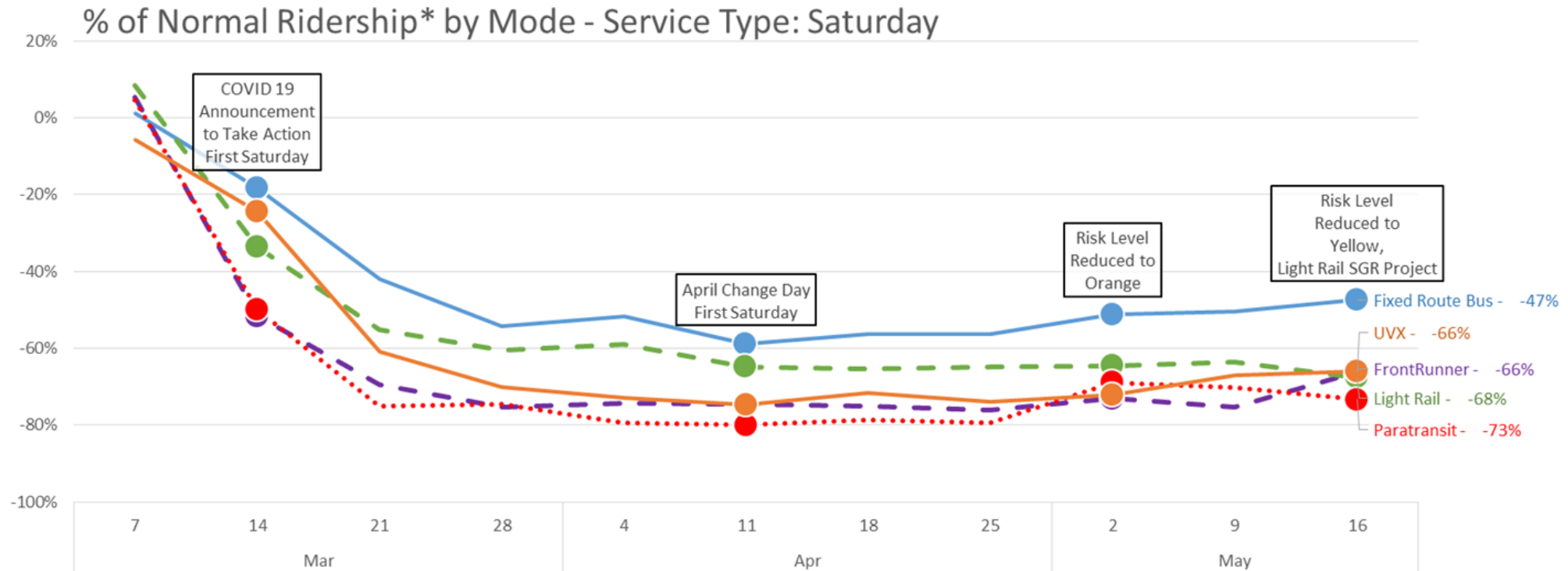


- **Weekday Ridership – 46,291**

- Fixed Route Bus – 27,477
- Light Rail – 15,394
- FrontRunner – 3,121
- Paratransit - 299



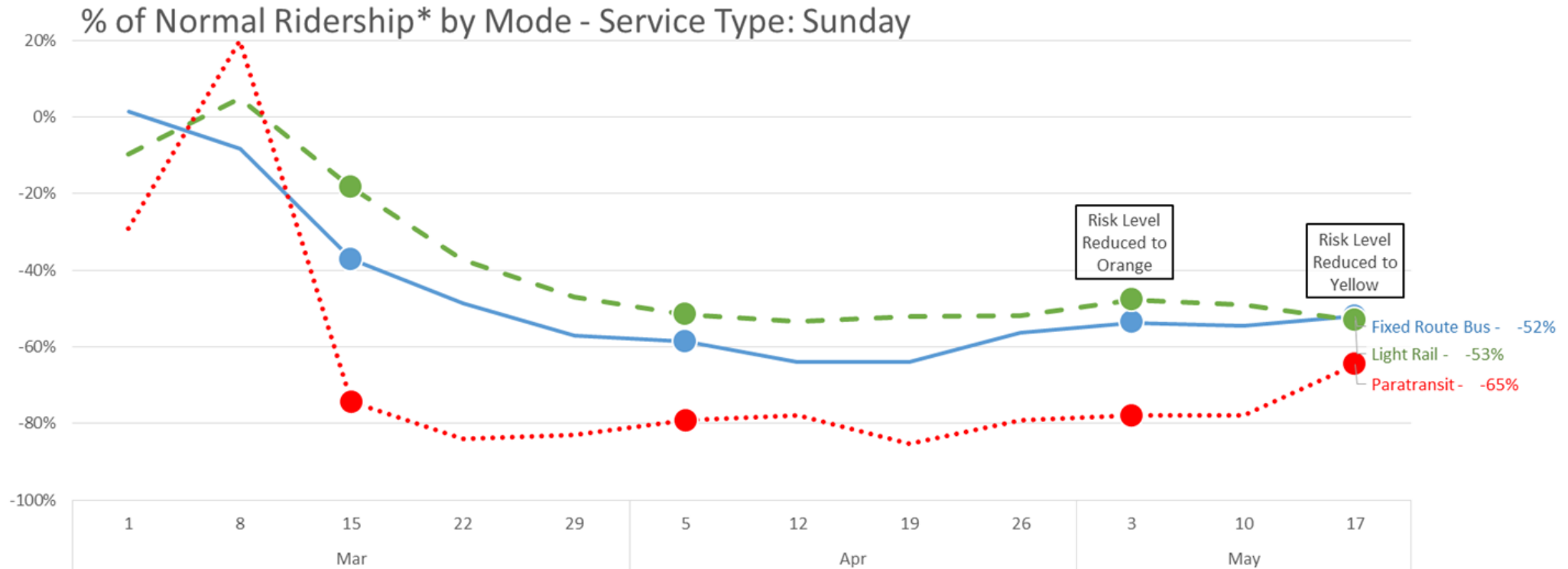
# Saturday Ridership Update



- **Saturday Ridership – 31,688**
  - Fixed Route Bus – 19,015
  - Light Rail – 9,970
  - FrontRunner – 2,627
  - Paratransit - 76



# Sunday Ridership Update



- **Sunday Ridership – 14,634**
  - Fixed Route Bus – 6,494
  - Light Rail – 8,111
  - FrontRunner – No Service
  - Paratransit - 29



# Safety Measures

- **Established COVID-19 work group**
  - Daily meetings with representation from all Chief Offices
    - Monitor federal, state, and local guidance
    - Review best practices, share information, make decisions
- **Provided PPE to frontline employees**
  - Masks
  - Gloves
  - Hand sanitizer
  - Wipes



# Safety Measures (Cont.)

- **Enhanced vehicle, station, and facility cleaning**
  - Utilizing EPA-approved disinfectant
  - Frequent cleaning of touch points
  - Daily disinfecting of vehicle floors
- **Discontinued handling of fare media, passes, and bike cards**
  - Fare inspection conducted visually
- **Installed yellow line on buses 6 feet from Operators**

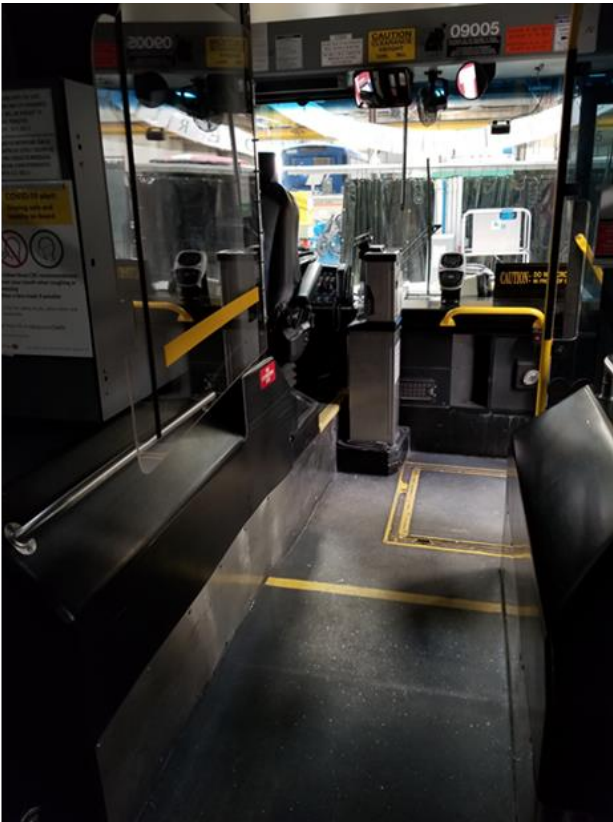


# Safety Measures (Cont.)

- **Roped off area on Trax/Frontrunner 6 feet from Operators**
- **Implemented rear door boarding on bus**
  - Passengers requiring ramp or assistance may still board through front door
  - Replaced MCI buses with regular buses on SLC-PC Connect service to enable rear-door boarding.
- **Automatic opening of TRAX doors at stations**
- **Installed temporary sneeze shields on high ridership bus routes**



# Temporary Sneeze Shield



# Operator Shield





# Moving Forward

- **Recovery team focus areas**
  - Ridership, financial stability, and rebuilding community confidence
- **Implement strategy mirroring state's recovery plan**
  - Develop actions for each risk level
- **Collect data through customer survey**
  - Determine changes in customer expectations, behaviors, and travel patterns



## Moving Forward (Cont.)

- **Monitor ridership and make targeted service adjustments**
  - Establish route/mode based passenger load thresholds
  - Demand vs. financial constraints
  - Long-term service design remains top priority
- **Standardize enhanced cleaning practices**
  - Daily disinfecting of vehicles, stations, and facilities



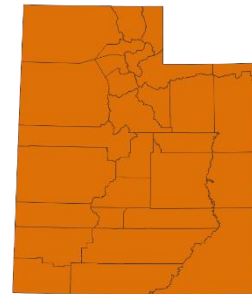
# UTA's Recovery Plan Summary

## Governor's Office Recovery Plan Guidelines

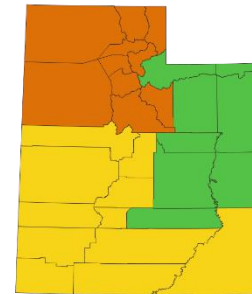
High Risk	Moderate Risk	Low Risk	Normal Risk
<p><b>Key features related to transit:</b></p> <ul style="list-style-type: none"> <li>• Face covering worn in public where social distancing measures are difficult to maintain</li> <li>• Essential travel only</li> <li>• Social Distancing</li> <li>• Groups up to 10</li> <li>• Schools closed</li> <li>• Encourage high contact businesses not to operate</li> </ul>	<p><b>Key features related to transit:</b></p> <ul style="list-style-type: none"> <li>• Face covering worn in public where social distancing measures are difficult to maintain</li> <li>• Leave home infrequently</li> <li>• Social distancing</li> <li>• Groups up to 20</li> <li>• Schools closed</li> <li>• High contact businesses can operate under strict protocols</li> </ul>	<p><b>Key features related to transit:</b></p> <ul style="list-style-type: none"> <li>• Face covering worn in public where social distancing measures are difficult to maintain</li> <li>• Groups up to 50</li> <li>• All businesses open</li> </ul>	<p><b>Key features related to transit:</b></p> <ul style="list-style-type: none"> <li>• All businesses operating</li> <li>• Schools are open</li> <li>• Travel restrictions mostly lifted</li> </ul>



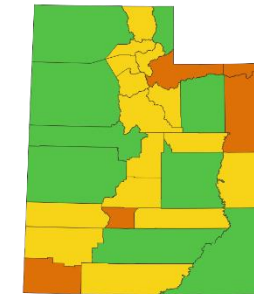
**RISK**  
Color-coded Health  
Guidance System



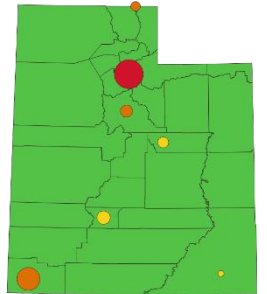
**State  
Example**



**Regional  
Example**



**County  
Example**



**Community  
Example**

Hypothetical examples of how public health guidelines could be applied

# UTA's Recovery Plan Guidelines

High Risk	Moderate Risk	Low Risk	Normal Risk
<b>Short and Mid-term Service Provision</b>			
<p>Right-size service levels corresponding to serving critical essential trips.</p> <p>Monitor ideal passenger loads: 10 per bus, 15 per TRAX car, 35 per FrontRunner car.</p> <p>Limit 3 per vehicle UTA On Demand</p> <p>Add frequency where needed to ensure social distancing</p>	<p>Add service based on route ridership and</p> <ul style="list-style-type: none"> <li>• Consistent with levels of reopenings throughout service region</li> <li>• Financial ability limitations</li> <li>• Low-income and minority populations</li> </ul> <p>Monitor ideal passenger loads: 20 per bus, 30 per TRAX car, 35 per FrontRunner car, 6 per Flex bus.</p> <p>Limit 3 per vehicle UTA On Demand</p>	<p>Add service based on route ridership and</p> <ul style="list-style-type: none"> <li>• Consistent with levels of designated reopenings throughout service region</li> <li>• Rider and pass holder survey results</li> <li>• Financial ability limitations</li> <li>• Low-income and minority populations</li> </ul> <p>Monitor passenger loads: 30 per bus, 45 per TRAX car, 50 per FrontRunner car, 8 per Flex bus.</p> <p>Limit 3 per vehicle UTA On Demand</p>	<p>Add service based on route ridership and</p> <ul style="list-style-type: none"> <li>• Consistent with long-term service plan</li> <li>• Financial ability limitations</li> <li>• Low-income and minority populations</li> </ul>
<b>Safety Protocol</b>			
<p>Encourage riders to socially distance</p> <p>Implement enhanced cleaning and disinfecting for vehicles, stations and equipment</p> <p><b>For operators:</b></p> <ul style="list-style-type: none"> <li>• Implement 6 foot distancing from operators</li> <li>• Provide masks, gloves and hand cleaning supplies</li> <li>• Eliminate paper handling</li> </ul> <p><b>Additional for buses:</b></p> <ul style="list-style-type: none"> <li>• Create and install operator barriers on high ridership routes</li> <li>• Rear door boarding on buses</li> </ul>	<p>Strongly encourage customers to wear masks and social distancing. Distribute masks to riders</p> <p>Continue vehicle cleaning and disinfecting protocol</p> <p>Continue rear door boarding on bus</p> <p>Installation of:</p> <ul style="list-style-type: none"> <li>• hand sanitizers on vehicles</li> <li>• operator barriers on all buses</li> </ul> <p><b>For operators:</b></p> <ul style="list-style-type: none"> <li>• Implement 6 foot distancing from operators</li> <li>• Provide masks, gloves and hand cleaning supplies</li> </ul>	<p>Strongly encourage customers to wear masks and practice social distance</p> <p>Continue vehicle cleaning and disinfecting protocol including new industry practices and products</p> <p>Continue operator protective items</p> <p>Complete installation of operator barriers on buses. Use rear boarding until barriers installed</p> <p>Continue to review and implement industry best practices and availability of new products for health safety enhancement.</p>	<p>Implement long term safety protocol</p> <p>Continue to review and implement industry best practices and availability of new products for health safety enhancement.</p>
<b>Planning for Recovery</b>			
	<p>Gather data on short/long term financial impact</p> <p>Conduct customer and operator survey</p> <p>Monitor ridership and financial impact</p> <p>Identify capital improvements to enhance safety</p> <p>Monitor industry practices for safety protocol</p> <p>Develop ridership return marketing and information campaign</p>	<p>Determine short/long range financial impact</p> <p>Develop long term service plan elements</p> <p>Develop fares/fare collection plan</p> <p>Develop long term safety protocol</p> <p>Develop capital improvement plan consistent with financial capability</p> <p>Implement ridership marketing campaign</p>	<p>Finalize long term service plan</p> <p>Implement new fare policy and fare collection system <sup>1</sup></p> <p>Continue marketing and information campaign</p> <p>Implement capital improvement plan consistent with financial capability</p>

# Questions?



# **Safety and Security Report – Utah State Safety Oversight Program Report**





# Utah Department of Transportation

## Rail Transit State Safety Oversight Program

**Report to UTA Board of Directors**

2020

Jim Golden, State Safety Oversight Program Manager

# Overview

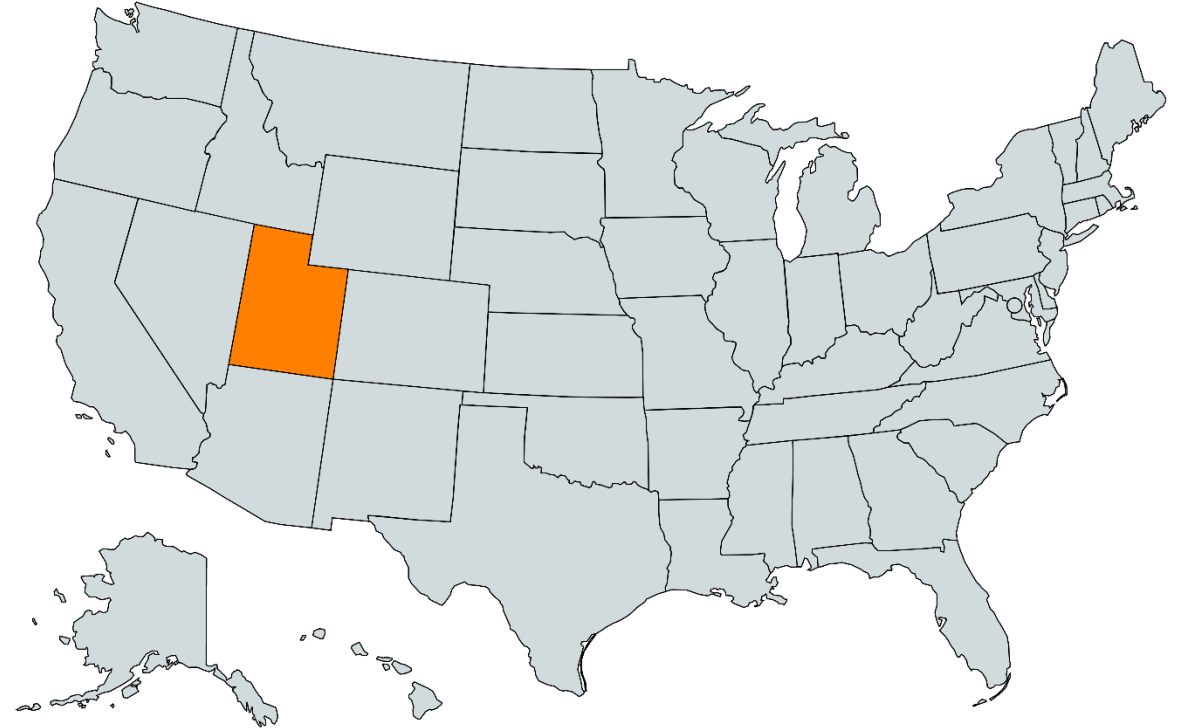
1. Utah State Safety Oversight (SSO) Program
2. Key Program Activities
3. 2019 Program Highlights





# 1. Utah SSO Program

- Required by Federal Transit Administration (FTA) since 1995 and updated in 2015
- Lines covered under this legislation are TRAX Light Rail and the Sugar House Streetcar (S Line)



# 1. Utah SSO Program

UDOT is compliant with 49 CFR Part 674, which requires:

- Legal independence from UTA
- Enforcement authority
- SSOA and contractor staff follow an established training plan
- Involvement with and oversight of UTA capital projects



## Rail Transit State Safety Oversight Program Procedures & Standards

Version 12 - Final  
October 2019

Utah Department of Transportation  
Jim Golden, State Safety Oversight Program Manager  
4501 South 2700 West  
Salt Lake City UT 84114  
(801) 360-0062  
[jimgolden@utah.gov](mailto:jimgolden@utah.gov)



## 2. Key Program Activities

- Oversight activities conducted by UDOT staff and contractors include:
  - Regularly meeting with UTA staff
  - Conducting scheduled audits and as-needed special assessments,
  - Approving primary UTA safety and emergency preparedness documents,
  - Adopting UTA investigations of accidents, incidents, and hazards, and
  - Verifying UTA progress in correcting safety deficiencies.



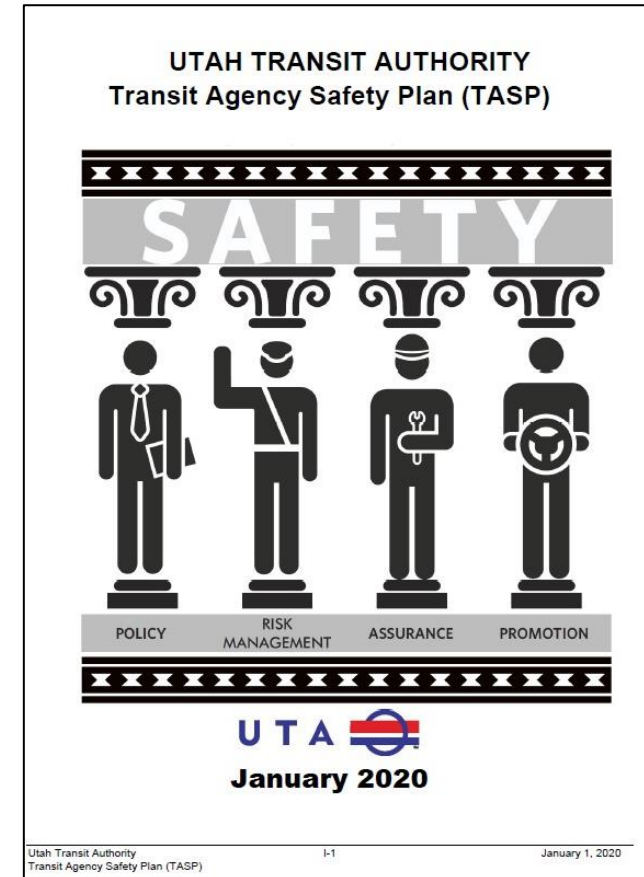
# 3. 2019-20 Program Highlights: Hours of Service Audit

- In September 2019, UDOT conducted annual audit of UTA hours of service
- Two of three findings from the audit are closed



# 3. 2019-20 Program Highlights: Safety Plan Completion and Approval

- 49 CFR Part 673 (published July 2018) required transit agencies to transform their safety plans
  - Top-down safety risk management, assurance activities, and safety performance metrics
- UDOT worked with UTA to approve its new plan by January 2020



# 3. 2019-20 Program Highlights: Safety Plan Completion and Approval

- UTA achieved 49 CFR Part 673 Chief Safety Officer requirements:
  - Responsible only for safety and no other functions
  - Has responsibility and authority for implementation of Safety Management Systems (SMS)
  - Reports directly to CEO/General Manager
  - Agency executives must be familiar with this rule



# 3. 2019-20 Program Highlights: Event Investigation

- In 2019 UDOT reviewed 55 UTA investigations, of which 27 were reportable to the FTA
- UTA and UDOT are collaborating to find ways to prevent reoccurrence of certain accidents



# 3. 2019-20 Program Highlights: FTA Triennial Audit

- The FTA conducted its triennial audit of the UDOT SSO program in July 2019
- While the 2019 FTA audit report is still outstanding, UDOT is expecting few or no findings



**Federal Transit  
Administration**





# Thank You



Questions or comments?

[jimgolden@utah.gov](mailto:jimgolden@utah.gov)

801-360-0052



# Budget and Finance Consultation

- a. 2020 Budget Amendment #2



# **Proposed 2020 Budget Amendment Number 2**

**Local Advisory Council Meeting  
May 27, 2020**

SM

# Proposed Operating Budget Changes

- Increase other revenues and paratransit expense by \$250,000
- Reallocation from contingency to Facilities for park and ride maintenance costs (\$22,000)
- Transfer of Operating contingency (\$638,000) to Capital Contingency.

	2020 Budget after Budget Amendment #1	Operating Budget Changes	2020 Budget after Budget Amendment #2
<b>Other Revenues</b>	\$3,640,000	\$250,000	\$3,890,000
<b>Total Revenues</b>	492,354,000	250,000	492,604,000
<b>Paratransit Service</b>	24,637,000	250,000	24,887,000
<b>Operations Support</b>	50,331,000	22,000	50,353,000
<b>Contingency</b>	1,660,000	(660,000)	1,000,000
<b>Transfer to Capital</b>	18,427,000	638,000	19,065,000
<b>Total Expense</b>	\$492,354,000	\$250,000	\$492,604,000

# 2020 Operations – CARES Act

- CARES Act Funding - \$187.1 million
  - Replaces revenue loss via operating and capital expense drawdown
  - Modeling in progress – Expect 60/30/10 split over 2020-22
  - May use up to \$10 million for capital
    - Fix rail reliability issues from last winter
    - Replace light rail seats to easier-to-maintain seating
    - Provide additional bus operator shielding

SM

# 2020 Operations – Expense Reductions

- Realigned service to ridership at April change day
- Anticipated savings
  - Fuel (\$2.50 per gallon budget - \$1.61 thru April 30)
  - Travel
  - Personnel
- Additional costs
  - Employee and customer protection
    - Seeking FEMA reimbursement (75%)

SM

# Proposed Capital Budget Changes

<b>2020 Budget After Amendment #1</b>	<b>\$196,034,000</b>
<b>2019 Capital Carryforward Projects</b>	49,398,300
<b>Project Reductions</b>	(36,196,800)
<b>FrontRunner &amp; Light Rail SOGR Projects</b>	4,250,000
<b>New Projects</b>	9,736,900
<b>Reallocations</b>	<u>638,000</u>
<b>2020 Budget After Proposed Amendment #2</b>	<u><u>\$223,860,400</u></u>



# 2020 Capital Expense Budget Amendment #2 Summary

	2020 Budget after Budget Amendment #1	Proposed Amendment #2	2020 Budget after Proposed Budget Amendment #2
<b>Depot District</b>	\$40,937,000	\$(15,937,000)	\$25,000,000
<b>Ogden/Weber BRT</b>	28,197,000	(12,947,000)	15,250,000
<b>Airport Station Relocation</b>	13,000,000	(2,000,000)	11,000,000
<b>Provo-Orem TRIP</b>		5,211,000	5,211,000
<b>State of Good Repair</b>	59,898,000	15,069,500	74,967,500
<b>Other Capital Projects</b>	53,062,000	38,401,900	91,463,900
<b>Contingency</b>	<u>940,000</u>	<u>28,000</u>	<u>968,000</u>
<b>Totals</b>	<u>\$196,034,000</u>	<u>\$27,826,400</u>	<u>\$223,860,400</u>



# 2020 Capital Revenue Budget Amendment #2 Summary

	2020 Budget after Budget Amendment #1	Proposed Amendment #2	2020 Budget after Proposed Budget Amendment #2
<b>UTA Current Year Funding</b>	\$24,732,000	\$18,650,000	\$43,582,000
<b>Transfer from Operations</b>	18,427,000	638,000	19,065,000
<b>2018/2019 Bond Proceeds</b>	61,611,000	(28,751,500)	32,859,500
<b>Grants</b>	39,787,030	25,254,600	65,041,630
<b>Local Partner Contributions</b>	13,936,970	7,199,900	21,136,870
<b>State Contribution</b>	7,200,000	1,850,000	9,050,000
<b>Leasing</b>	<u>30,340,000</u>	<u>2,785,400</u>	<u>33,125,400</u>
<b>Totals</b>	<u>\$196,034,000</u>	<u>\$27,826,400</u>	<u>\$223,860,400</u>

# Advisory Council Consultation

SM

# Next Steps

June 3 - Board considers resolution approving  
2020 Budget Amendment #2

SM

# Capital Development Projects Consultation

- a. Capital Projects and Funding Update



# Overview

- 5-Year Capital Plan
- Major Capital Projects
- Capital Funding Update



# Overview

- Capital projects include all construction, capital improvements, capital maintenance and major equipment purchases
  - New construction
  - State of good repair
  - Facilities maintenance
  - Vehicles
  - Information technology
  - Safety/security
  - Equipment (over \$25,000)



## 5-Year Capital Plan

- Helps mitigate challenges of applying a 1-year budget to multi-year projects
- Aids in long range budget planning
- UTA's first 5-Year Plan covered years 2020-2024
- Updating current plan based on carryover requests and updated schedule projections
- Next step is to create following 5-Year plan for 2021- 2025



## 5-Year Capital Plan – Updates for 2021 - 2025

- Must be consistent with TFP and 2021 Budget Targets
- Future year project budgets may need to be modified based on new revenue projections (COVID implications)
- New project requests will be prioritized based on: Safety, SGR, Leveraging Partner Funds, System Improvements
- Draft 5-year plan will be presented to the Advisory Council in September for consultation, then to the UTA Board for review and approval
- First year of the Capital Plan will be incorporated into UTA's 2021 budget





## Capital Project Summary – New Construction

- Depot District
- Ogden BRT
- Airport Station Relocation
- TIGER First/Last Mile
- Vineyard Station and Northern Utah County Double Track
- Sharp/Tintic Rail Consolidation
- Bus Stop Improvements, Operator Restrooms, Wayfinding Signage



# Capital Project Summary – State of Good Repair Categories

- Vehicle Replacement
- Vehicle Rehab
- Rail Infrastructure
- Rail Systems
- Facilities Projects



# Potential Future Transit Opportunities

- Midvalley BRT
- FrontRunner Double Track/Extensions
- Davis-SLC Community Connector
- Point of the Mountain Transit
- Green Line/400 West
- Sandy/South Jordan Circulator
- Central Corridor Transit



# Capital Project Grant Funding - Currently Programmed

- Federal Grants: (\$116M projected in current 5-year plan)
  - Bus & Bus Facilities Grants
    - Depot District, ADA Bus Stops, Operator Restrooms, Wayfinding
  - CMAQ/STP/TAP Projects
    - Bus Replacement, Commuter Rail Engine Rehab, Bus Corridor Improvements, Intermodal centers
  - Small Starts – Ogden BRT
  - TIGER – First Mile/Last Mile



## Capital Project Grant Funding - Currently Programmed

- State Appropriations:
  - Depot District (\$2.5M/year)
  - Point of the Mountain (\$1M)
  - FrontRunner Strategic Business Plan (\$1.6M)
- Other Grants:
  - VW Settlement (\$13M for 20 Electric Buses)
  - Rocky Mountain Power (\$1M for Charging Infrastructure)



# Capital Project Grant Funding – Upcoming Opportunities

- Current Federal Grant Applications:
  - Bus & Bus facilities - \$4M for Onboard Mobile Data Devices (MDD)
  - CMAQ/TAP/STP - \$4M for MDD, Transit Signal Priority, Charging Infrastructure, Bus Stops
  - Transit Security Grant Program - \$4.4M for various safety and security items
  - BUILD Planning Grant - \$3M for Point of the Mountain EIS
  - BUILD Construction Grant - \$20M for FR Double Tracking
  - TOD Planning Grants - \$330K for station area planning/market studies
  - Low/No Grant - \$5M for Ogden BRT Electric Buses and Infrastructure
  - Safety Research Demonstration - \$220K for Suicide Prevention Measures



# Capital Project Grant Funding – Upcoming Opportunities

- Potential State Funding Opportunities:
  - FrontRunner Double Track Support
  - Transit Transportation Investment Fund
    - Ogden BRT (\$4M)
    - Midvalley BRT (\$22.8M)
    - Provo Ped Bridge (\$500K)
    - Future year requests?
- Other Grant Opportunities:
  - Rocky Mountain Power (Additional Charging Infrastructure)
  - Davis County 3<sup>rd</sup> Q Funds (SLC-Davis Community Connector Design, Microtransit)



# Transit-Oriented Development Consultation

- a. Report on Senate Bill 150 from the 2020 Utah State Legislative Session





TOD

SENATE BILL 150



UTA

# Questions



- What would the Local Advisory Council like included in a Station Area Plan?
- How would the Local Advisory Council define a TOD-ready site?
- What would the Local Advisory Council like to consider in prioritizing projects?

# Context – TOD Program



**2010**

Legislature allows UTA to participate in TOD  
(Limit of 5 sites, later raised to 8)

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**2016-19**

UTA refines TOD Policy

- Enhanced regional and community partnerships
  - Site prioritization tool
  - Local planning initiatives
  - Objective decision-making
- 

**2019**

UTA selects final TOD sites

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**2020**

Legislature passes Senate Bill 150 (SB150)

# Senate Bill 150 (SB150)



## What is the same?

- TOD site chosen by Board of Trustees
- Partners to contribute 25% of land value
- Policy to include provisions for affordable housing
- UTA to work with MPOs, cities, and counties to plan for TOD
- UTA to perform cost-benefit analysis

## What is new?

- **Eliminates limit on UTA-involved TODs**
- **Relevant municipality required to:**
  - perform Station Area Plan
  - Be compliant with moderate income housing requirements

# Local Advisory Council Involvement



“The **duties of the local advisory council** shall include **reviewing, approving, and recommending final adoption** by the board of trustees of any **plan for transit-oriented development** where a large public transit district is involved”

# Local Advisory Council Involvement



## Station Area Plan definition:

- **adopted** by the relevant municipality or county
- **vision** for areas within 1/2 mile of a fixed guideway station
- **involve relevant stakeholders**
- identification of **infrastructural and policy constraints**
- **course of action** to address those constraints
- **other criteria as determined by the board of trustees**

# What's Next?



- **What projects are we going to pursue?**
- **How do we prioritize new projects?**
- **What criteria will determine project readiness?**
- **How will we allocate our limited resources?**

# Current Capacity - Staff



- **Director**
  - **Project Manager**
  - **Planning Specialist**
- 
- **Real Estate Attorney**
  - **On-call Consultant**
  - **Support from other departments**



# Current TOD Efforts



Planning	Implementation	Management
<ul style="list-style-type: none"><li>• 3 active Station Area Plans</li><li>• Pursuing grant funding for 7 more plans</li><li>• Working with cities to implement recommendations from 10 adopted plans</li></ul>	<ul style="list-style-type: none"><li>• 4-5 groundbreakings in next 12 months</li><li>• 2-4 RFPs in next 12 months</li></ul>	<ul style="list-style-type: none"><li>• 8 phases completed</li><li>• 3 phases under construction</li></ul>

# What projects are we going to pursue?



## Constraints

- UTA staff and resources are limited
- Not all projects are at same level of readiness
  - community support
  - market demand
  - legislative requirements
  - site-specific requirements

# What projects are we going to pursue?



## Opportunities

- TOD is a “Team Sport”
  - Cities and stakeholders to prepare station areas for TOD
- More funding opportunities
  - Transportation and Land Use planning grants
  - Federal TOD Planning Grants
  - Transportation Reinvestment Zones
  - Community funding sources

# How to prioritize new projects? Criteria?



- Board sets**
  - TOD priorities**
  - Site selection
  - Budget
- 

- Legislative Requirements**
  - Station Area Plans
  - Moderate Income Housing Requirements
- 

- TOD System Analysis**
  - Criteria**
  - Municipal Support
  - Market Readiness
  - Accessibility
  - Affordable Housing Need
- 

## Implementation of Strategic Recommendations

# Questions



- What would the Local Advisory Council like included in a Station Area Plan?
- How would the Local Advisory Council define a TOD-ready site?
- What would the Local Advisory Council like to consider in prioritizing projects?

# Possible Effects of COVID-19 on TOD



Lending	Residential	Office	Retail	Hotel
<ul style="list-style-type: none"><li>• High equity requirements</li><li>• Fed rates low</li><li>• Effective rates up (risk)</li><li>• Priority to preferred customers</li></ul>	<ul style="list-style-type: none"><li>• High-end less impacted</li><li>• Housing shortage remains</li><li>• Need for affordable housing</li><li>• Open space is priority</li></ul>	<ul style="list-style-type: none"><li>• Accelerated work from home adoption</li><li>• Large companies to diversify geographically</li><li>• Employee densities to decrease</li></ul>	<ul style="list-style-type: none"><li>• Another hit to brick &amp; mortar</li><li>• Online presence is essential</li><li>• Short-term lower demand</li><li>• Design for safety</li></ul>	<ul style="list-style-type: none"><li>• Occupancy at 28% (half of 2008 recession)</li><li>• Up to 4 years return to 2019 revenues</li></ul>

# Other Business

- a. Next meeting on September 16, 2020 at 1:00 p.m.



**Adjourn**

