



**Second Amended Agenda
High Valley Transit District
Thursday, August 15, 2024 at 1PM**

NOTICE is hereby given that the Board of Trustees will meet on Thursday, August 15, 2024 electronically, via Zoom and at the anchor location at the HVT Office at 2460 Kilby Rd., Park City, UT 84098

Public comment may also be submitted until 12 PM on Thursday, August 15, 2024 via email at hi@highvalleytransit.org.

To participate electronically:

<https://zoom.us/j/99210745370?pwd=UYpb4QgDKk9qH12bK3TWl2YKQZ8hXW.1&from=addon>

Meeting ID: 992 1074 5370

Passcode: 394072

This meeting may be recorded

Public Meeting

- 1) Pledge of Allegiance
- 2) Public Comment – all comments will be limited to three minutes per person

Closed Session: Personnel

Work Session

- 3) Ridership and performance and introduction of cost savings methodology and cost savings report card
- 4) Update from Dakota Pacific on Kimball Junction area concept planning
- 5) Facility update
- 6) Service update
 - o Para: Communications collateral and cost estimation
 - o 108: Communications collateral and initial ridership

- Non-Emergency Medical Transportation (NEMT); Uplift!: Communications collateral and initial ridership
- 7) SR-224 BRT project update
- 8) Budget update
- 9) Olympic debrief and review of outstanding questions
- 10) Schedule ½ day planning workshop
 - Lobbying (state and federal)
 - Short range transit plan progress, regional service
 - Staffing
 - Olympics preparation
 - 2025 Budget

Consideration of Approval

- 10) Minutes dated May 28, 2024
- 11) Board Comments
- 12) Manager Comments

Members of the Board, presenters, and members of the public may attend and fully participate by electronic means, using Zoom (phone or video).

Non-Discrimination Notice The High Valley Transit District's policy is that no person, regardless of race, color, or national origin shall be excluded from participation in, be denied the benefits of, or be subject to any discrimination under any program, activity, or services under Section 601 of Title VI of the Civil Rights Act, as amended. To view a copy of our Title VI Policy and Complaint Procedure, please contact us at (435) 246-1538.

If you require this or any information in an alternative format, please contact us at (435) 246-1538.



STAFF REPORT

Date: 7/18/2024
To: High Valley Transit District Board of Trustees
From: Ian Hooper, Data & Performance Analyst
Subject: Ridership & Performance Update

Requested Board Action.

None, this is an informational document for board use.

Micro

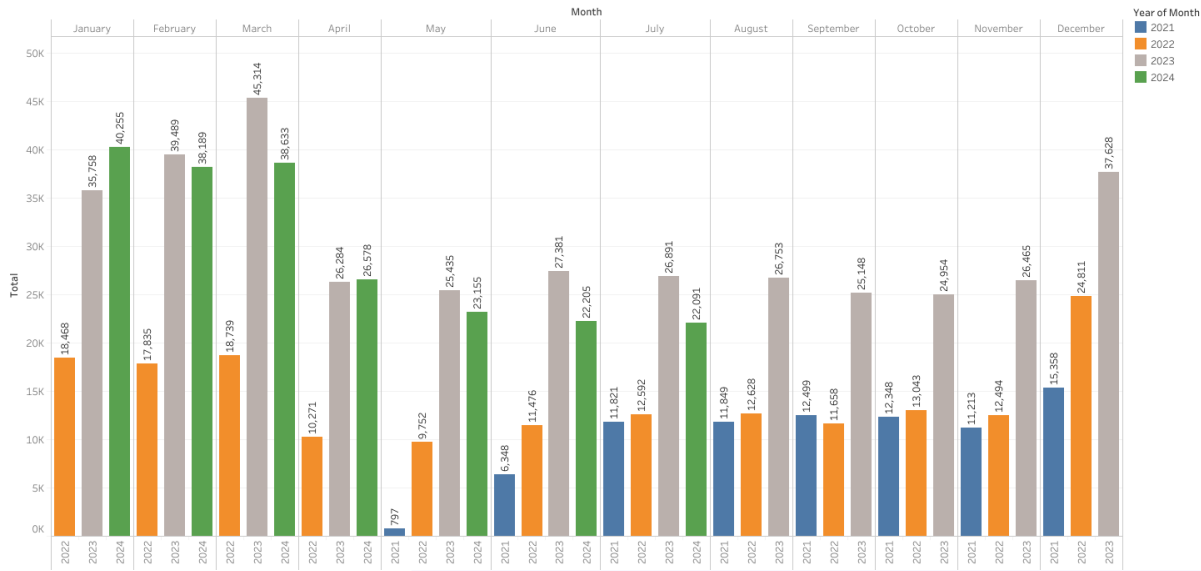
Through July 2024, Micro served **22,205 passengers**, compared to 23,155 in June. Utilization held an average of **3.6 passengers/driver hour**, compared to 3.3 last month. The seat unavailable rate was 9.2%, a decrease from 11.3%. The average ETA was **20.8 minutes**, compared to 19.6 minutes in June.

Category	Metrics	June	July
Overall	Total Passengers	22,205	22,091
	Met Demand Rate	90.8%	87.5%
	Net Driver Hours	6,234	6,055
	Avg. Utilization (#riders/driver hr.)	3.6	3.6
	Avg. Aggregation	57.9%	57.1%
Rider Experience	Avg. Seat Unavailable Rate	9.2%	12.5%
	Avg. Ride Distance	4.0 miles	4.0 miles
	Avg. Pickup Walk Distance	59.0 meters	58.3 meters
	Average ETA	20.8 minutes	22.9 minutes
	Average Ride Rating (/5)	4.8	4.8
	Active Riders	2,273	2,165

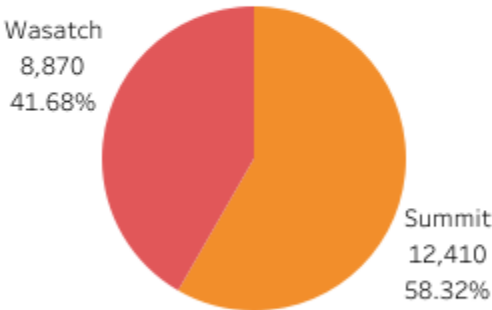
Rider Engagement	Avg. Rides/Active Rider	9.8	10.2
	New Riders	409	361

The graph below shows a comparison of Micro passenger counts through all years of service as of July 31st. Ridership has increased year-over-year.

All Micro Zones, by Month



Zone Pie Chart



This pie chart shows a comparison in ridership between each zone.

Fixed Route

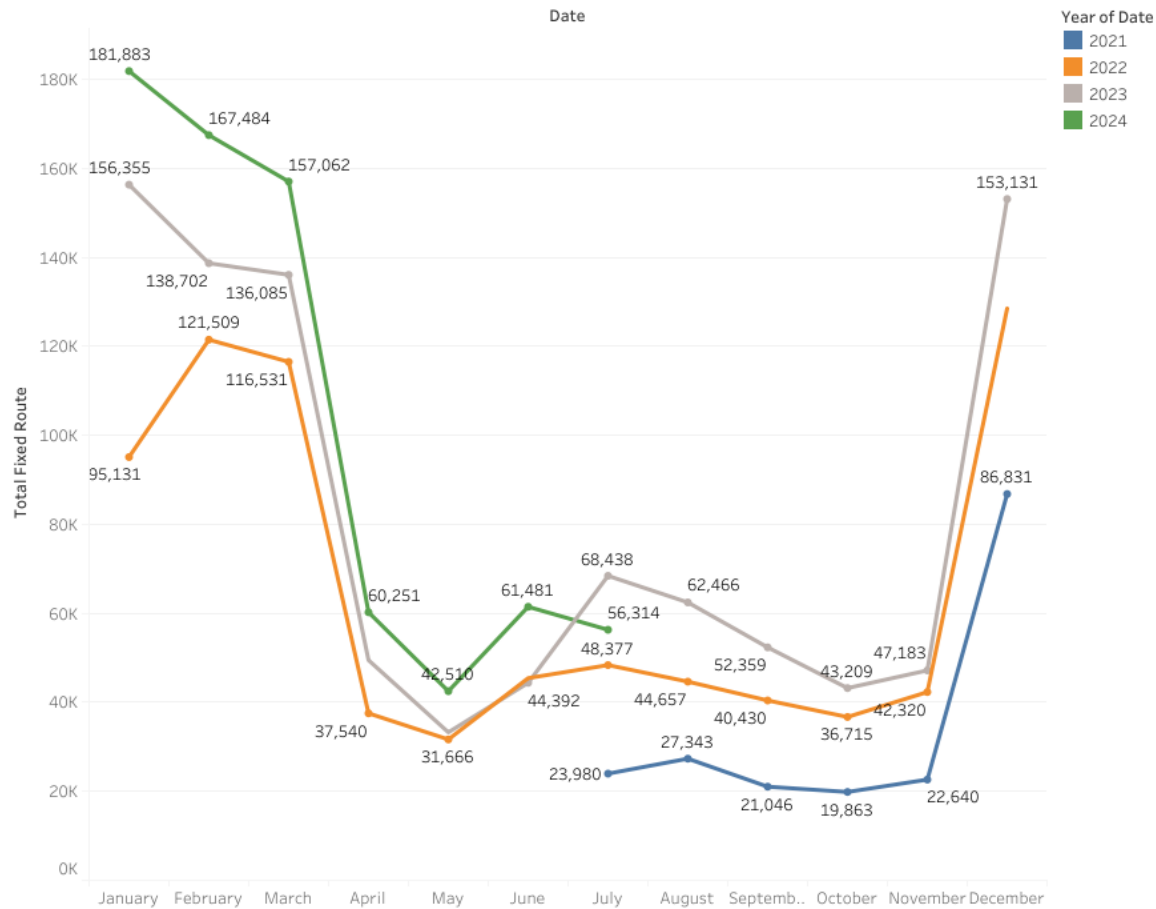
The following table lists the passenger count for each of our fixed route lines. Passenger totals for June, July, and all of 2024 are detailed below.

Route	June	July	YTD Ridership
101 Spiro	28,991	30,193	470,372
102 Gateway	959	1,304	10,512
103 Kimball Junction	2,762	2,971	36,448
104 Bitner	8,691	9,803	75,080
105 Canyons Village	4,334	5,664	49,086
106 Wasatch	2,868	3,416	34,340
107 Connect	4,124	2,973	31,973
10X	8,752	Pending	Pending
<i>Total</i>	61,481	56,314*	726,985*

**This data is exclusive of 10X totals due to APC issues.*

The following graph shows a yearly comparison of passenger count for all fixed routes, since the inception of HVT.

Total Fixed Route Growth Comparison

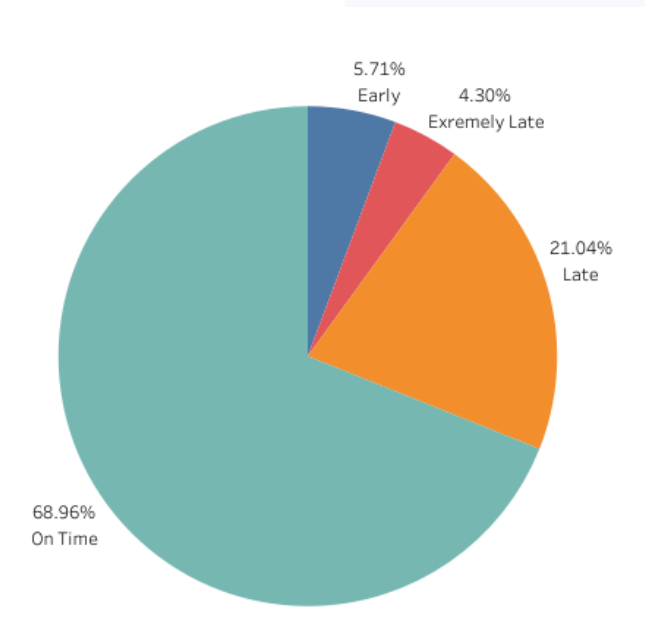


On-Time Performance (OTP)

The chart below shows On-Time Performance for HVT's fixed route service.

On-Time Performance has been adjusted by our operations team to measure the difference between actual and expected *arrival* times. OTP is still classified as Late whenever a line is delayed >5 minutes past expected arrival, or Extremely Late when a line is delayed >10 minutes.

New OTP tracking software has been installed in our fixed route services, reflected below.



Customer Service

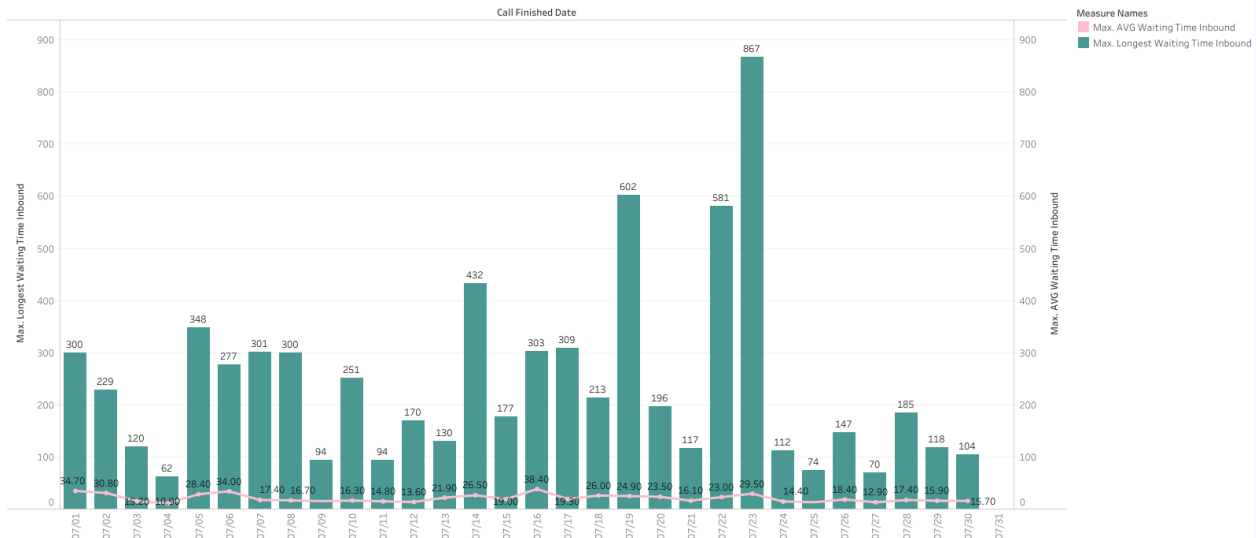
Call Wait Times

Each week, we receive a weekly report regarding calls to the main HVT line, (435) 246-1538, which is the number displayed on the app and website. The chart below shows a breakdown of all calls in July. The main line is inclusive of all other services as well as inbound calls from drivers and all Spanish calls.

In July, we received 2,816 total inbound calls. 115 of these calls were missed, for an average of 3.7 missed calls per day. Our average wait time was 21 seconds. The Paratransit Service Order¹ sets a goal of 1 minute or less for the average waiting time, which was met this month. Below is a graph showing daily maximum and average wait times.

¹ The TAAS Service Order for ADA Complementary Paratransit is available at <https://highvalleytransit.org/wp-content/uploads/2021/05/2021-05-27-Amended-Agenda-and-staff-reports.pdf>; the performance standards referenced are on page 54 of the Staff Report.

Longest vs. Average Waiting Time (in seconds)



Rider Feedback

Riders and residents can provide feedback to HVT in a variety of ways. The feedback listed below is not exhaustive of all feedback received through all channels; only feedback recorded in a reporting sheet is presented. Ideally, we would capture all feedback, but currently feedback channels differ in their percentage of feedback logged. For clarity, possible feedback channels and how they result in tracked feedback are listed below.

Structured Feedback Channels

- Calling the main line (435) 246-1538 or Valley Ride line (435) 710-4009
- Emailing hi@highvalleytransit.org
- Filling out the feedback form at highvalleytransit.org/feedback

Unstructured Feedback Channels

- Emailing Caroline, members of the HVT Board of Trustees, or other HVT staff's work email(s)
- Verbal feedback to a driver or driver partner
- Feedback given at Board meetings or individually to staff/Board.
- Feedback posted on public Facebook groups or other social media channels.

This month, we received 9 comments. Details on these responses are below [and at this link:](#)

Date	Time Logged	Logged By	Method	Name of person giving feedback	Contact	Summary	Suggestions	Category
7/6/24	5:36 PM	Ian	Website	Nicole R	N/A	Yesterday (july 5th) in the afternoon ~5pm I had an african american woman as a driver on the 101 outbound miss a stop (at the white barn) when I politely asked her to stop multiple times as we passed, she ignored me. Then she finally noticed, and started yelling at me. I used please, was polite, and she was extremely rude. she threatened to drop me off on the side of the high way, and attacked me verbally, when I asked her to learn the stops .	Can you please teach the drivers not to be distracted while driving, to the point they miss stops, and ask them to be more polite in the case that they do fail to stop? Also can they not threaten passengers if they are requesting better service?	Complaint/Feedback
7/11/24	12:32 PM	Ian	Website	Samantha G	u1087277@utah.edu	It was about 11 at night on the 3rd. I was walking home when I got to the crosswalk. I fully expected the driver to stop in the middle but he had stopped before the crosswalk. I made eye contact with the driver, started walking and right when I got to the front of the bus he started driving so I had to jump backwards and run so I didn't get hit. Such a scary experience. I debated writing in but it was a super close call. The driver was a male and it was on the 101 bus going into town.	Pedestrian cameras on the front of the bus and maybe just more decent drivers, more spot checks, things like that. Park city is know for all the pedestrian accidents on social media and I hope we can change that.	Complaint/Safety
7/15/24	8:05 AM	Ian	Website	N/A	N/A	I called and in the middle of my rant asked if I wanted to talk to a supervisor. Was cut off. I love the heber bus that goes there ans back and to the hospital. Hasn't had issues. There is this girl with braids that is so sweet that announces when we are at each stop. This morning around 7 the bus driver forgot to change the sign and the bus went the wrong way. At 1140 waiting for 101 and it was 10 minutes late and the bus driver was merging into the circle next to Walmart and almost killed us. The bus at 644 was late so I walked up the hill and I had to tell the 10x dont the bus leave at 703. It was 706. I miss the 10 white. Your bus system sucks. There is definatly kinks to work out. I even have had the bus not show up at the outlets .	Better app for tracking and for the micro rides. No one really books them because when you try it doesn't work out. Also having people change the signs when they need to and not get annoyed when you ask what direction it's going.	Complaint
7/16/24	8:22 AM	Ian	Website	N/A	N/A	Yestuday 715 I rode the 106 and it was great to me to ans from the hospital. She was nice when I asked her in what direction she was going. Got on the red for park city transit twice and I realized the trust was there I didn't have to ask them where or when they were going . Hopefully park city transit gets on that level with everyone. I took the 10 x back around 3pm and it went smoothly . Then this morning to go to work took the 10x again and it went smoothly.	You need to build trust with riders so they don't have to ask in what direction your goinf	Feedback
7/17/24	9:58 AM	Ian	Website	Laura Como	lauracomo13@gmail.com	Hello, I'm trying to understand your bus schedules and if your drivers are trained to follow them. I ride the 101 most often and I've witnessed many scheduled times come and go. missed transfers, walked several miles because it was faster, had to call Ubers because I'm too late and can't wait any longer. I don't recall seeing a bus run on time since your service began. Do you train your bus drivers to follow time schedules, or do they just drive in circles on the routes? Not sure where the disconnect is. I started a log of some of my experiences if this is helpful feedback.	I rode the bus (formerly the pink route) to/from pinebrook and kimball junction 5x per week for work for two years. It was 10 minutes late once, always on time otherwise. Maybe you could take some tips from the park city transit? Running buses on time is critical for transportation of people take to get to work or appointments on time.	Complaint/Feedback
7/25/24	9:04 AM	Ian	Website	N/A	N/A	What is the point of having a sceudle if your not gonna follow. Seeing 5 buses come up saying old town transit center main street when there was supposed to be buses going in the other direction is poposterous. Park city transit always let riders know of delays and didn't have people wait 45 minute for a f***** bud going to kimball.	Follow the sceudle more or have a way to communicate with riders about the delays. It's so stupid waiting almost 45 minutes because of an event. You guys need more buses to accomodate all the events while not interfering with the sceudle	Complaint
7/25/24	9:05 AM	Ian	Website	Kelly Gallagher	kellypcdudes@msn.com	I used your bus tonight for the UOP event. Leaving was a nightmare. Busses not marked, no one responsible for leadership.	At least you could have provided signage on the busses identifying their routes. Better would have been organized stops so riders could queue.	Complaint
7/30/24	2:36 PM	Ian	Website	Monica Fuente	mcfuentesj@yahoo.com	So today I got a text from work to go in when I was on the bus and the bus driver was kind enough to stop somewhere he shouldn't have so I didn't have to go to canyons . As for your new 108 route that goes to the outlets since the 101 dosn't the website dosnt have the correct sceudle. And when you go on the app for the 108 it says how many minutes m it went from 2 minutes to less then 2 min to 2 min to less then 2eo min then when it finally pulled up it didn't say which direction it was going. I asked the driver and he said he was going to Jeremy ranch that the next one should be by soon. So I just walked.	1. Update sceudle on the website for the 108. 2. When you make dramati changes to the sceudle make sure to alert your drivers instead of it being a surprise 3. Say where in the outlets the shuttles pick up. 4. On the app next to the time put which direction it's going 5. It's confusing when there is more then one bus that says put of service or dosnt change their sign .	Complaint
7/30/24	9:05 AM	Ian	Website	David Wiley	colo2012@yahoo.com	My wife and I and many others took advantage of the transportation from Heber to work at Deer Valley last season and very much appreciated it.	I miss the 10 white park city transit. I'm grateful for your bus system but it's unreliable. You need to build trust with riders you guys have alot of kinks to work out before winter. I live in park city year round	Suggestion
						If the route is the same we would like to request a stop on Airport Rd. There 120 apts, 50 townhomes, and many home on the south side of Airport Rd. We sometimes were able to get a micro ride but often was difficult as many are requesting in the time before 106 departs and after it returns at night. Thanks for your consideration.		

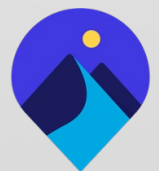


High Valley Transit

Monthly Data Report: July 2024

Micro Overview

Rider Experience, KPI's, Rides by Zone, Ridership Metrics



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High Valley Transit

Micro Overview Reporting, July 2024

834,222 Rides Since Inception

211,106 Rides in 2024

138,341 Total App Accounts

Rider Experience

Ride Rating (out of 5)

Average: **4.8** | Past month: **4.8** | WoW Change: 0

Ride Distance

4.0 miles | Past month: **4.0 miles** | WoW: 0

Pickup Walk Distance

58.3 meters | Past month: **59.0 meters** | WoW: -0.7

Time from request to scheduled pickup (ETP¹)

22.9 minutes | Past month: **20.8 minutes** | WoW: +2.1

Overview

22,091 Passengers (avg. 713/day)

Last month: 22,205

361 New Riders

Last month: 409

3.6 Utilization Avg.

Last month: 3.6

57.1% Aggregation²

Last month: 57.9%

87.5% Met Demand³

Last month: 90.8%

6,055 Net Driver Hours

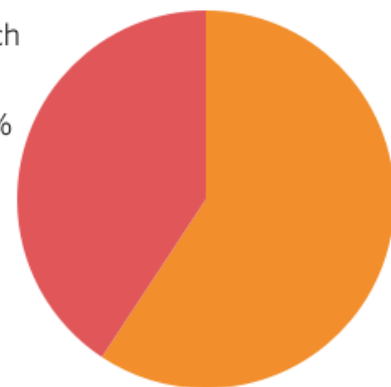
Last month: 6,234

Rides by Zone

Wasatch

8,795

40.70%



Summit

12,815

59.30%

Week-by-Week KPI's, July

Date	Riders	Driver Hours	Seat Unavailable	Accepted Proposal	Aggregation	Avg. ETP	ETP > 15 min	ETP > 20 min
7/1-7/7	4,756	1,284	14.6%	82.9%	56.7%	22.1	95%	62%
7/8-7/14	4,772	1,274	14.3%	83.2%	58.6%	24.9	95%	71%
7/15-7/21	5,115	1,328	10.5%	84.0%	58.9%	23.8	86%	62%
7/22-7/28	5,348	1,602	10.6%	85.3%	54.0%	20.3	76%	52%
7/29-8/4	4,650	1,327	12.3%	83.1%	55.6%	22.8	76%	66%

2024-08-15 Board Meeting

(1) ETP = Estimated time to pickup. (2) Aggregation = % of shared rides. (3) Met Demand = % of valid ride requests provided a proposal; a rate of 100 percent indicates 0 percent seat unavailable rate. (4) Peak Avg. Hourly ETP is the hour that had the highest average ETP for that day



High Valley Transit

Monthly Summit Micro Reporting: July 2024

510,292 Rides Since Inception

94,218 Rides in 2024

Rider Experience

Ride Rating (out of 5)
Average: **4.8** | Past month: **4.8** | WoW Change: 0

Ride Distance
4.5 miles | Past month: **4.5 miles** | WoW: 0

Pickup Walk Distance
70.6 meters | Past month: **52.4 meters** | WoW: +18.2

Time from request to scheduled pickup (ETP¹)
19.3 minutes | Past month: **16.2 minutes** | WoW: +3.1

Monthly Overview

12,410 Passengers (avg. 400/day)
Last month: 12,815

3.2 Utilization Avg.
Last month: 3.2

56% Aggregation²
Last month: 57.5%

91.7% Met Demand³
Last month: 94.5%

3,666 Net Driver Hours
Last month: 3,865

Week-by-Week KPIs

Date	Riders	Driver Hours	Seat Unavailable	Accepted Proposal	Aggregation	Avg. ETP	ETP > 15 min	ETP > 20 min
7/1-7/7	2,769	802	8.0%	83.7%	56.5%	18.8	71%	38%
7/8-7/14	2,662	743	11.4%	84.0%	57.3%	21.6	85%	55%
7/15-7/21	2,685	746	8.9%	84.8%	58.3%	21.9	81%	57%
7/22-7/28	3,233	1,052	4.7%	87.5%	53.3%	14.7	33%	19%
7/29-8/4	2,376	745	9.7%	84.6%	53.6%	19.4	71%	48%

(1) ETP = [2024-08-15 Board Meeting](#) Estimated time to pickup. (2) Aggregation = % of shared rides. (3) Met Demand = % of valid ride requests provided a proposal; a rate of 100 percent indicates 0 percent seat unavailable rate. (4) Peak Avg. Hourly ETP is the hour that had the highest average ETP for that day



High Valley Transit

Wasatch Micro Reporting: July 2024

181,794 Rides Since Inception

74,037 Rides in 2024

Rider Experience

Ride Rating (out of 5)
Average: **4.8** | Past month: **4.8** | WoW Change: 0

Ride Distance
3.0 miles | Past month: **3.1 miles** | WoW: -0.1

Pickup Walk Distance
42.5 meters | Past month: **42.8 meters** | WoW: -0.3

Time from request to scheduled pickup (ETP¹)
27.8 minutes | Past month: **26.6 minutes** | WoW: +1.2

Monthly Overview

8,870 Passengers (avg. 286/day)
Last month: 8,795

4.5 Utilization Avg.
Last month: 4.3

59.3% Aggregation²
Last month: 59.2%

84.8% Met Demand³
Last month: 88.6%

1,950 Net Driver Hours
Last month: 2,052

Week-by-Week KPIs

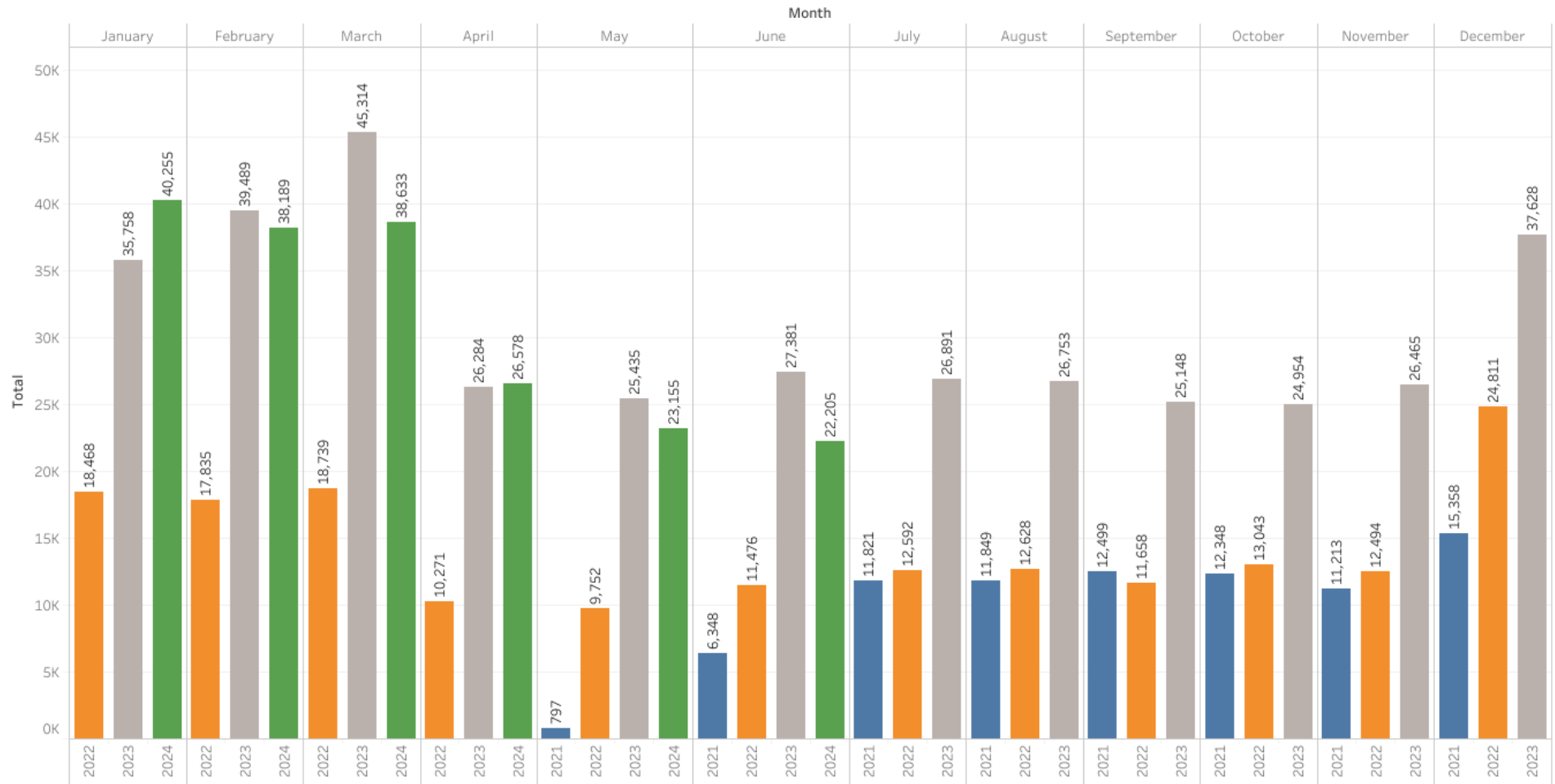
Date	Riders	Driver Hours	Seat Unavailable	Accepted Proposal	Aggregation	Avg. ETP	ETP > 15 min	ETP > 20 min
7/1-7/7	1,846	401	20.6%	83.7%	57.3%	26.8	100%	100%
7/8-7/14	1,919	419	13.0%	85.8%	61.1%	29.6	100%	100%
7/15-7/21	2,238	487	8.9%	84.8%	60.1%	26.2	100%	88%
7/22-7/28	1,910	431	16.1%	83.5%	57.1%	28.8	100%	88%
7/29-8/4	2,074	468	11.9%	82.4%	58.8%	26.4	100%	82%

(1) ETP = [2024-08-15 Board Meeting](#) Estimated time to pickup. (2) Aggregation = % of shared rides. (3) Met Demand = % of valid ride requests provided a proposal; a rate of 100 percent indicates 0 percent seat unavailable rate. (4) Peak Avg. Hourly ETP is the hour that had the highest average ETP for that day

High Valley Transit

Monthly Micro Reporting: July 2024

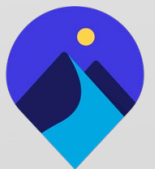
All Micro Zones, by Month



This graph shows a yearly comparison of micro ridership, broken down by year.

Fixed Route Overview

Monthly Passenger Count Comparison by Year, On-Time
Performance: Routes 101-107



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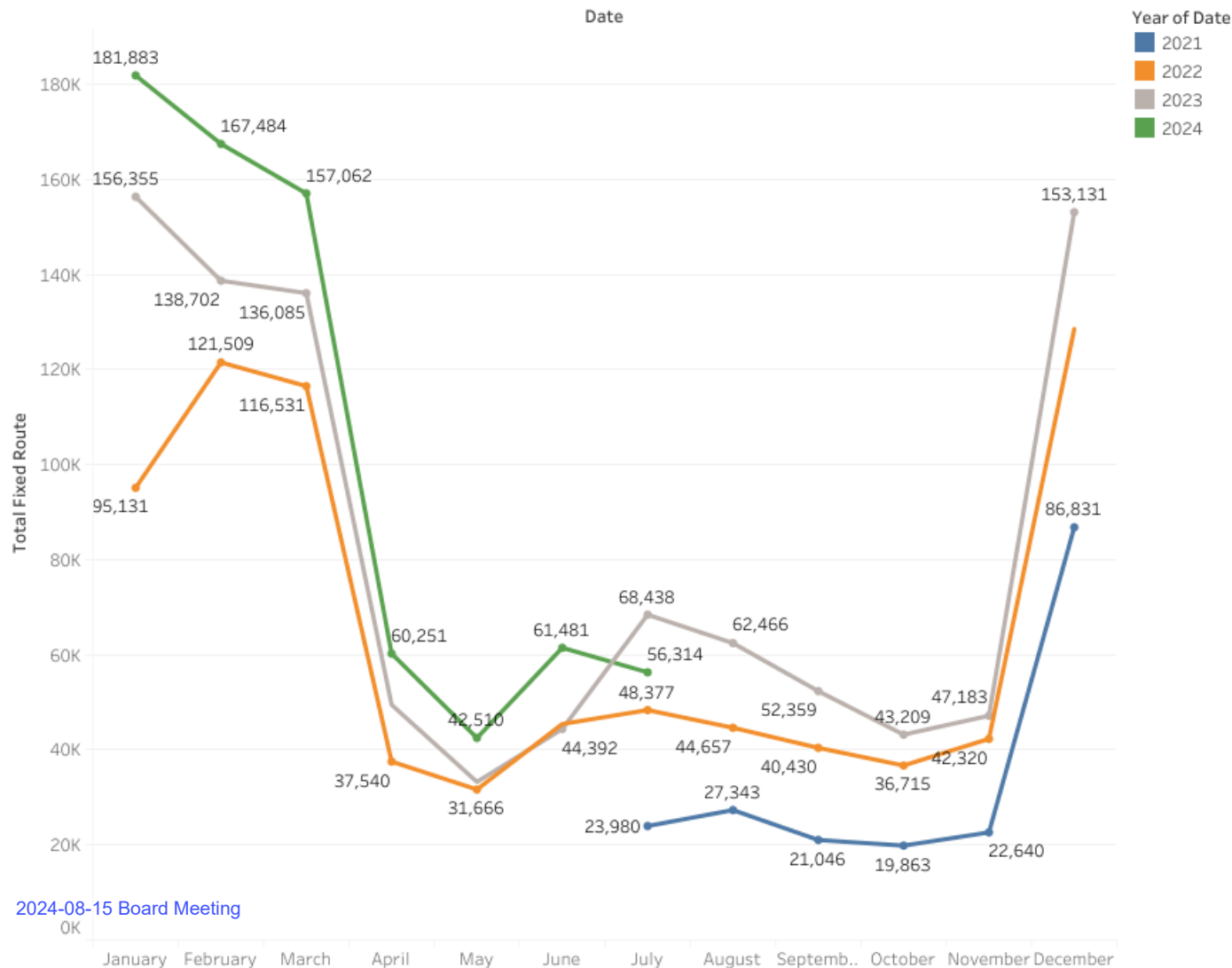
High Valley Transit

Monthly Fixed Route Reporting: July 2024

Total Ridership for 2024: 726,985

Total Ridership since Inception: 2,702,610

Total Fixed Route Growth Comparison

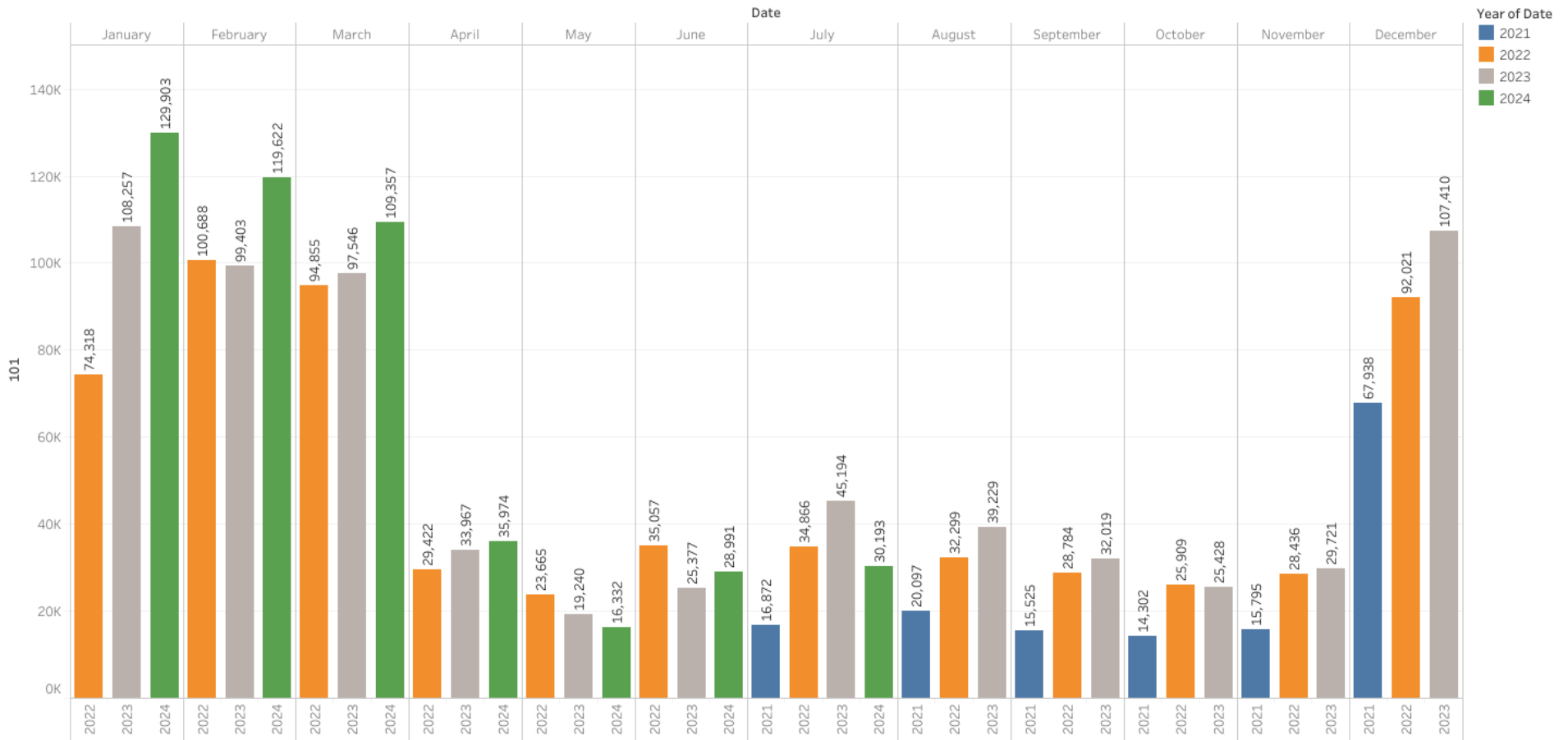


This graph shows total ridership by month, for each year since inception. For 2024, we have experienced our highest rates of ridership.

High Valley Transit

Monthly Fixed Route Reporting: July 2024

101 Spiro Year-Over-Year Ridership

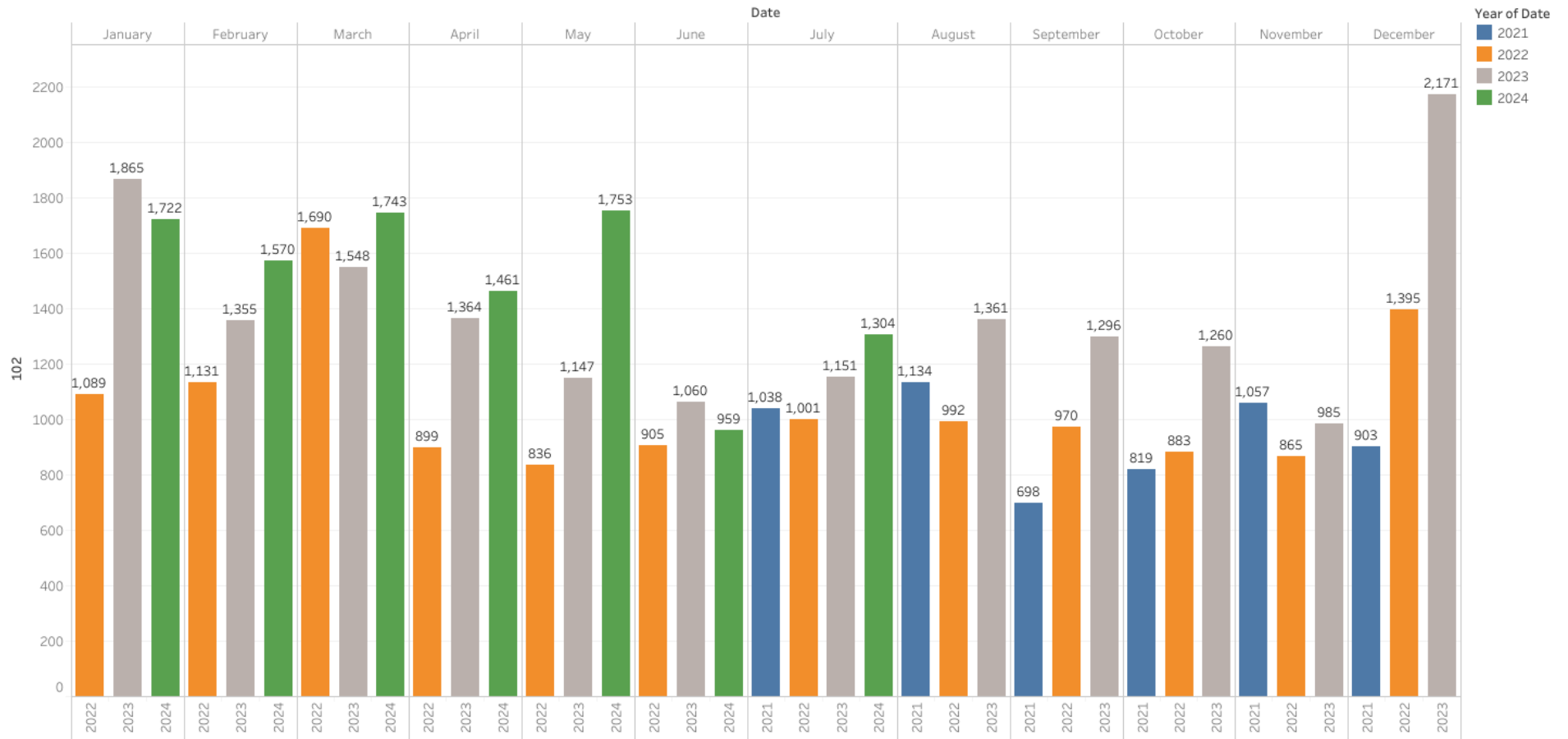


The graphs that follow will detail yearly ridership comparisons for each of our fixed routes.

High Valley Transit

Monthly Fixed Route Reporting: July 2024

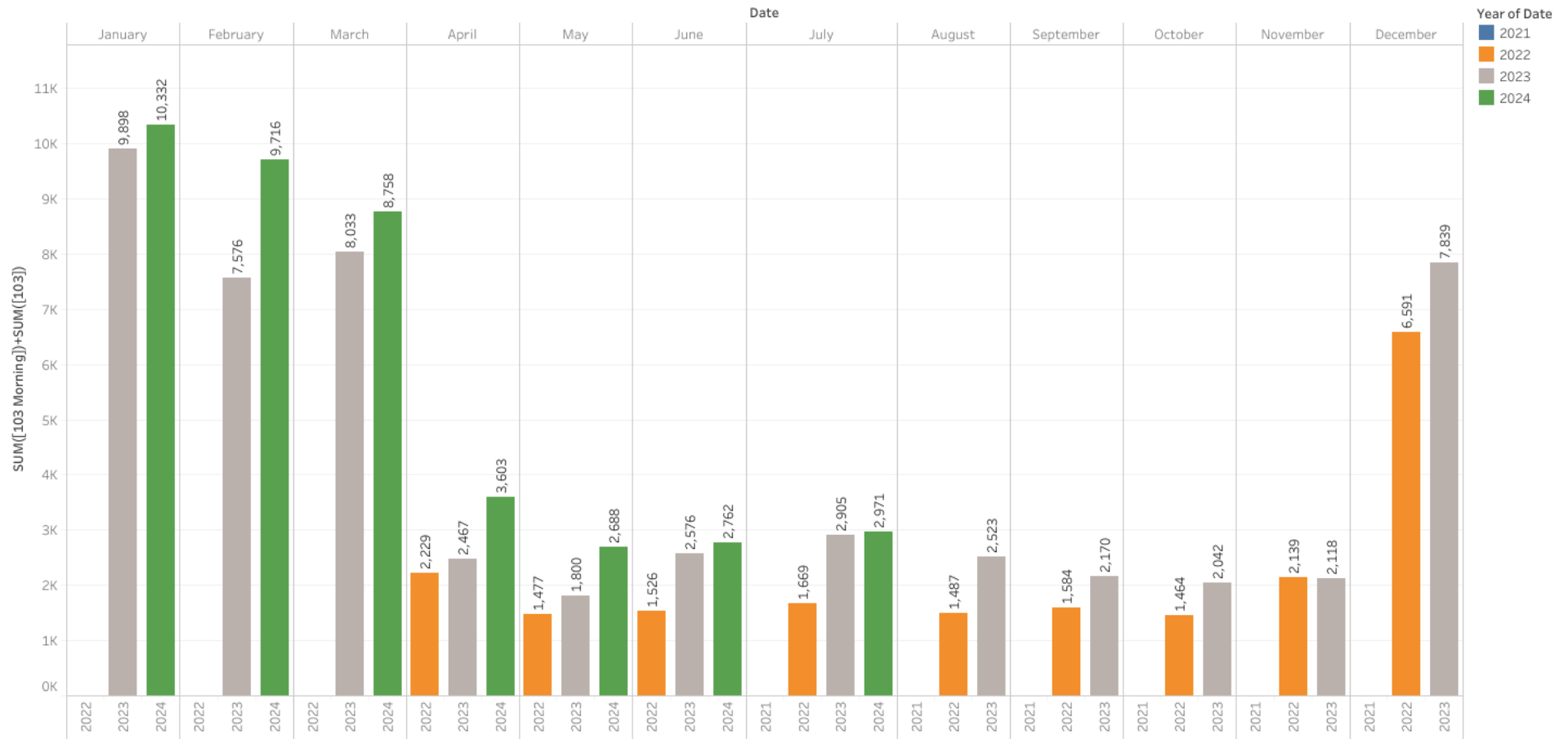
102 Kamas Gateway Year-Over-Year Ridership



High Valley Transit

Monthly Fixed Route Reporting: July 2024

103 Kimball Junction Circulator Year-Over-Year Ridership

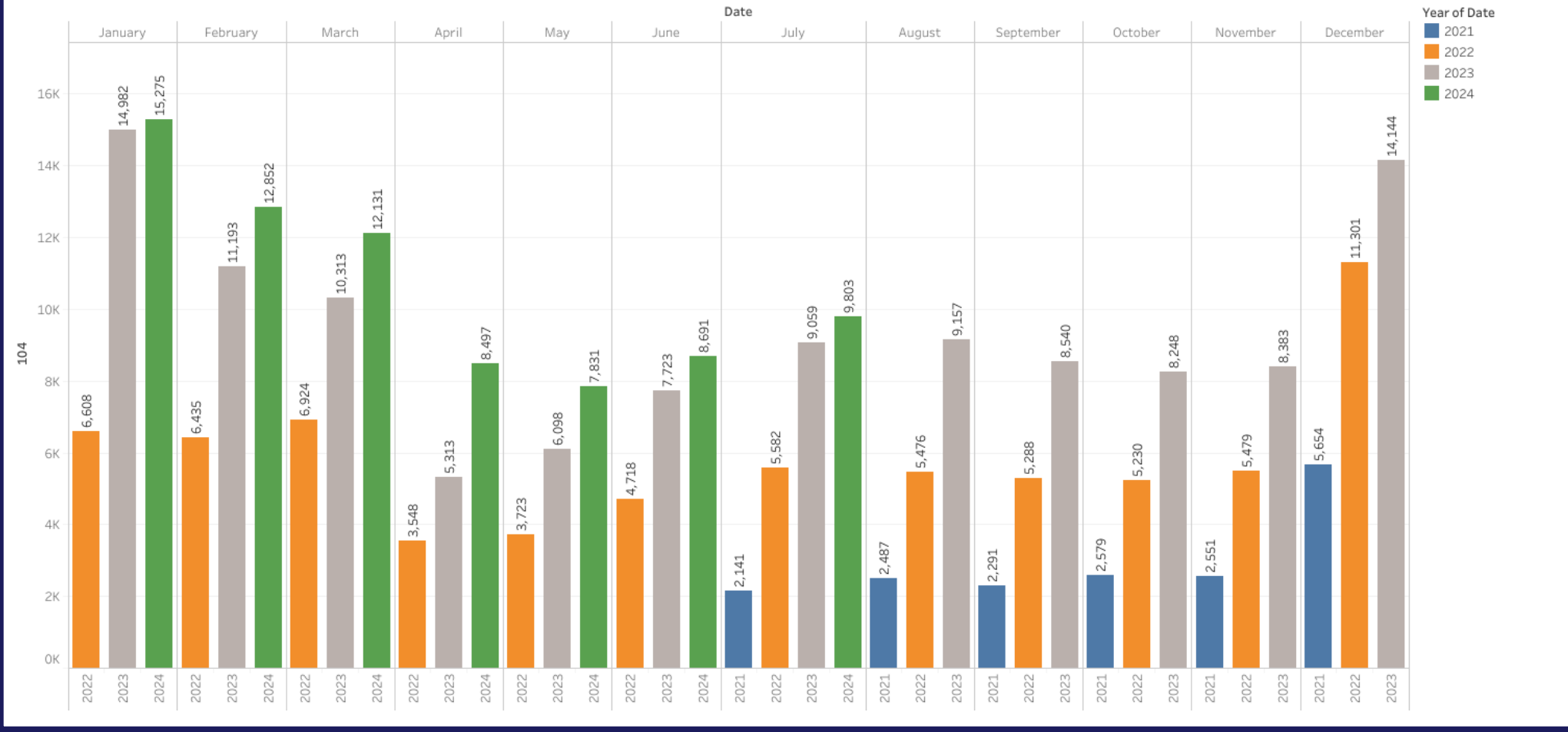


These figures have been adjusted to include the 103's morning shift, which was previously missing.

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Monthly Fixed Route Reporting: July 2024

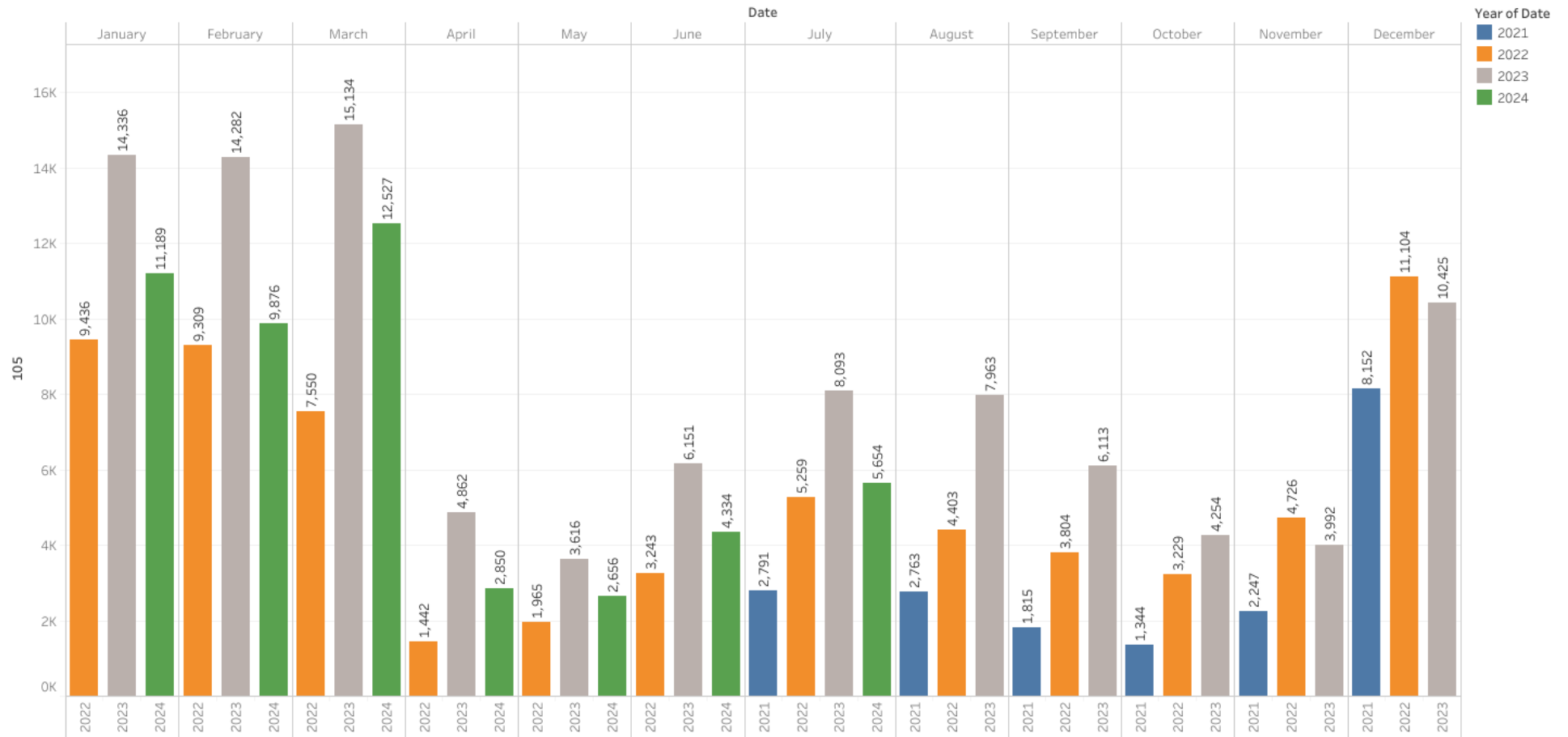
104 Bitner Shuttle Year-Over-Year Ridership



High Valley Transit

Monthly Fixed Route Reporting: July 2024

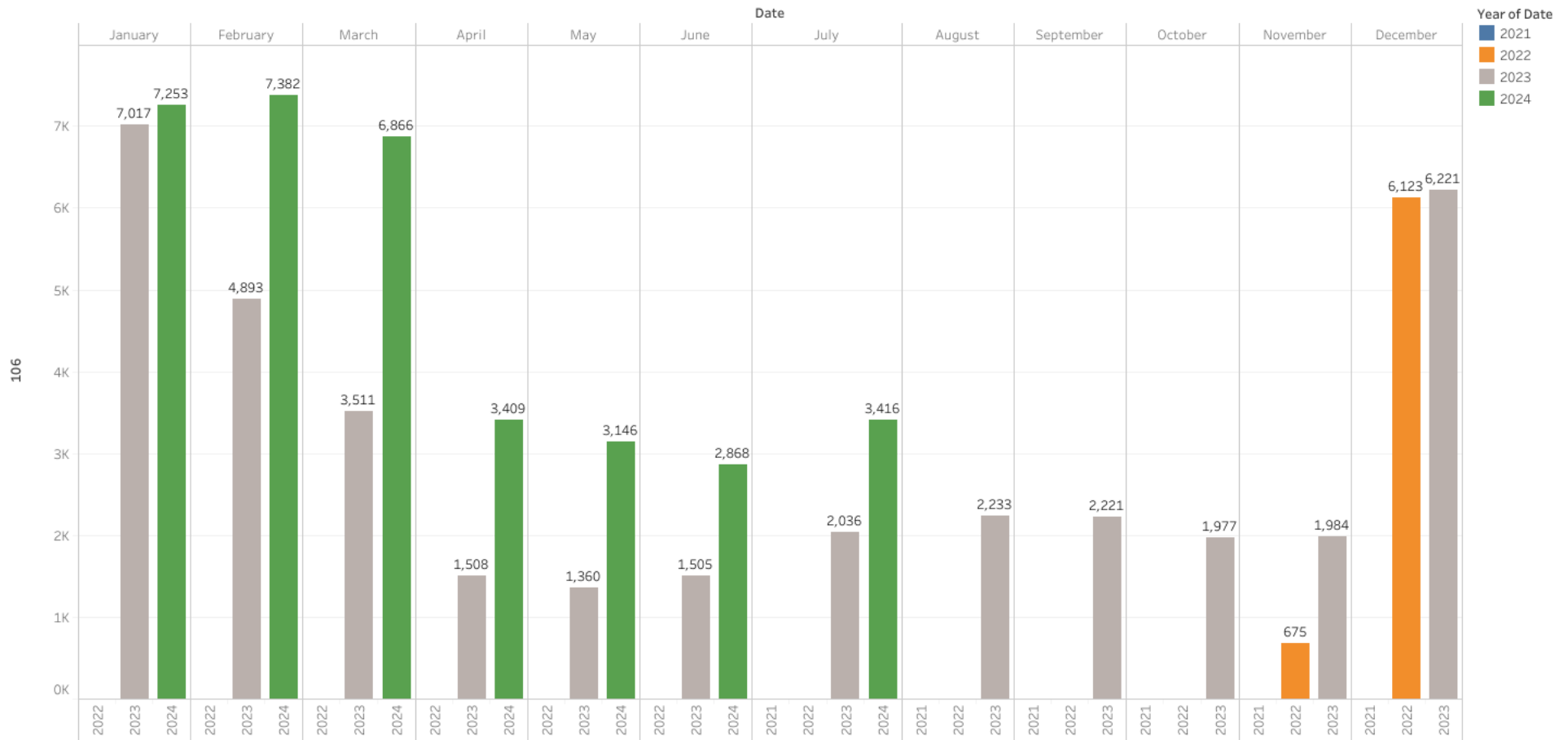
105 Canyons Year-Over-Year Ridership



High Valley Transit

Monthly Fixed Route Reporting: July 2024

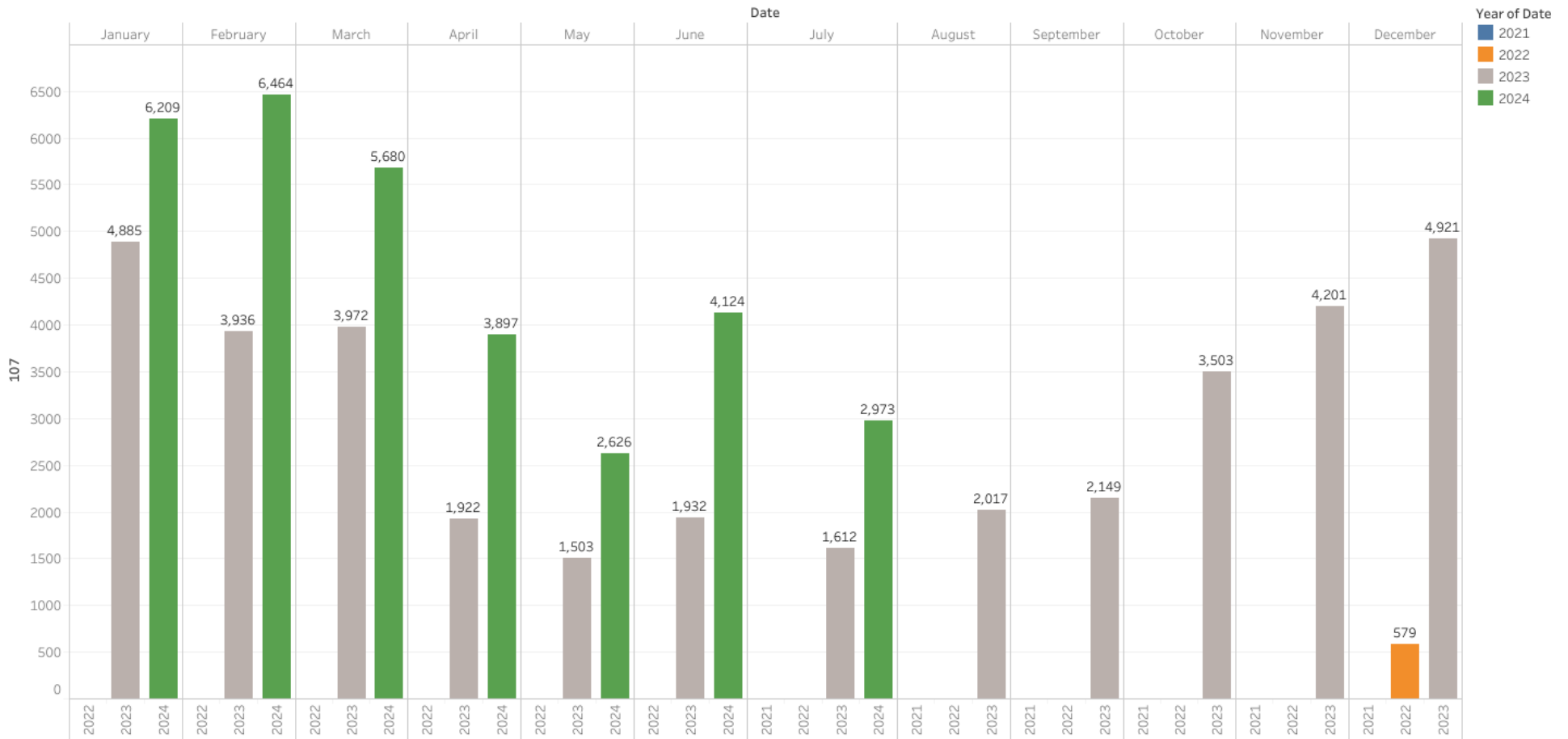
106 Wasatch Connect Year-Over-Year Ridership



High Valley Transit

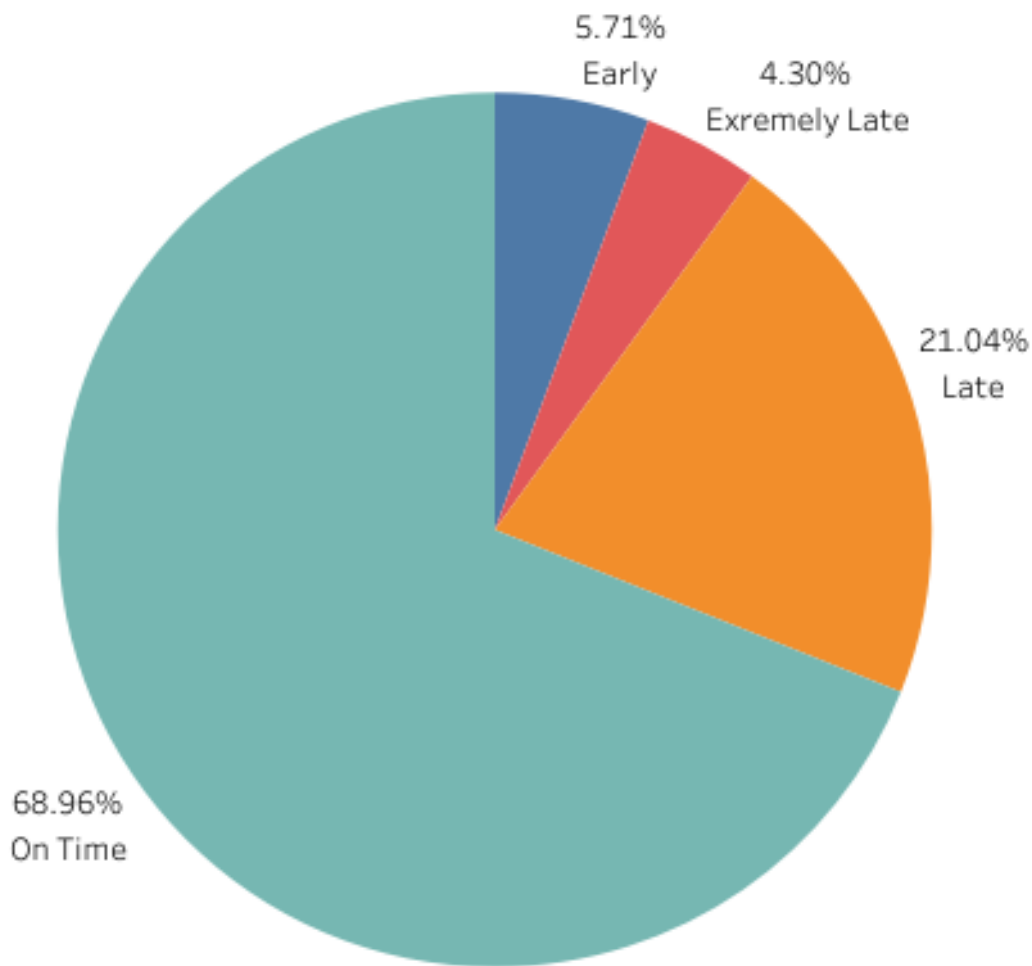
Monthly Fixed Route Reporting: July 2024

107 PC-SLC Connect Year-Over-Year Ridership



High Valley Transit

Monthly Fixed Route Reporting: July 2024



2024-08-15 Board Meeting

This chart shows On-Time Performance for all lines.

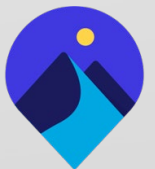
An assignment of Late is given any time a route *arrives* 5 minutes or later than expected, and an assignment of Extremely Late is given for 10 minutes or more.

A total of 74.68% of fixed route rides arrived on-time or early throughout July. Compared to 80.41% in June.

Occasionally, geofencing glitches can contribute to inaccurate logging of stop arrival. These errors can affect OTP accuracy.

Customer Service Data

Call Data Concerning: Inbound, Missed, and Wait
Time Totals



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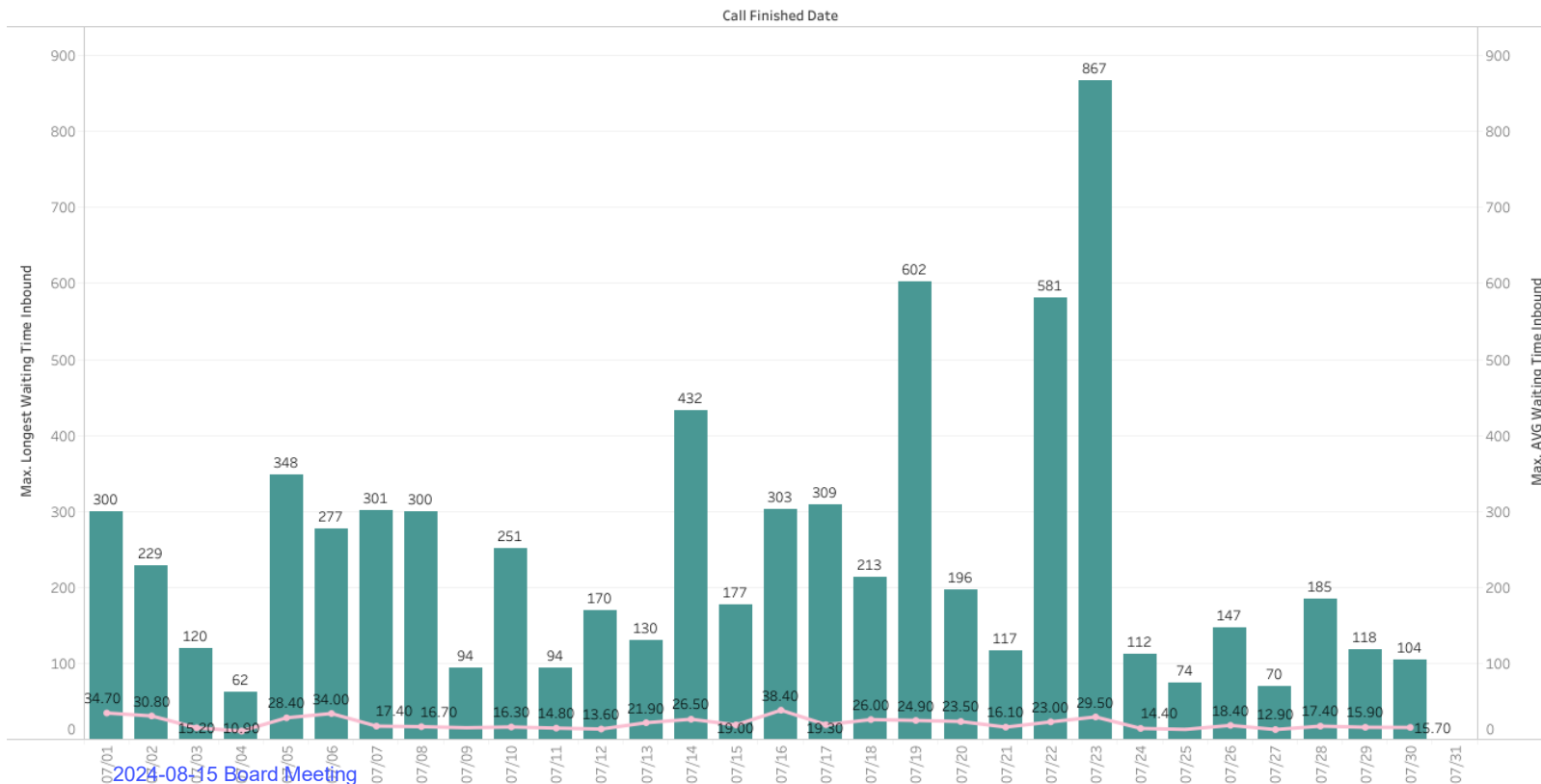
High Valley Transit

Monthly Customer Service Reporting: July 2024

2,816 Total Calls 21 Second Avg. Wait Time 115 Missed Calls

Each week, we receive a weekly report regarding calls to the main HVT line, (435) 246-1538, which is the number displayed on the app and website. The main line is inclusive of all other services as well as inbound calls from drivers and all Spanish calls.

Longest vs. Average Waiting Time (in seconds)



This graph shows weekly maximums and averages for wait times. Our goal is for wait times to be <1 minute, which was met in July.

High Valley Transit

Rider Feedback Reporting: July 2024

Riders and residents can provide feedback to HVT in a variety of ways. The feedback listed below is not exhaustive of all feedback received through all channels; only feedback recorded in a reporting sheet is presented.

Structured Feedback Channels

- Calling the main line (435) 246-1538 or Valley Ride line (435) 710-4009
- Emailing hi@highvalleytransit.org
- Filling out the feedback form at highvalleytransit.org/feedback

Unstructured Feedback Channels

- Emailing Caroline, members of the HVT Board of Trustees, or other HVT staff's work email(s)
- Verbal feedback to a driver or driver partner
- Feedback given at Board meetings or individually to staff/Board
- Feedback posted on public Facebook groups or other social media channels,

We logged 9 pieces of rider feedback in July, including 7 complaints. Each piece of feedback has been responded to and resolved. Detailed summaries of each instance are included in the word document associated with this report.

Rider Savings Study

Data Since Inception



High Valley
TRANSIT

Purpose

- Using internal Revenue Hour and Passenger Count data, I am investigating the average overall savings that our riders have enjoyed by using our services.
- Comparing the distance travelled for our riders to the average operating cost for a single occupancy vehicle allows us to determine just how effective HVT's service is at cost savings.
 - *A metric that over 70% of our riders have claimed satisfaction with, per the most recent survey.*
- In addition to calculating overall savings, I also propose a rider rewards initiative to acknowledge our most active riders and inform them on the impact our service has had to their wallets.

Methodology

- For this study, I've compared modal revenue distance to the average operating cost by mile for a single occupant vehicle (as determined by the US Department of Transportation). The most recent average cost by mile is estimated at \$0.72.
- Further, I have compared the same metrics against the average Uber cost, which is estimated to be about \$1.50/mile (determined by Uber's own cost estimator tool).
- Lastly, I have used UTA's Day Trip Pass cost to compare against fixed route revenue hours.

Findings

- Since 2022, micro riders have saved over \$2.3M.
 - This calculation was done by multiplying the total distance travelled on micro services by \$0.72, the average cost to operate a car per mile.
 - Comparing to the average Uber cost, savings would be well over \$4.8M!
- Since 2021, riders saved nearly \$2M by using fixed route services.
 - This calculation was done similarly to the Micro method.
 - With over 2.4M miles travelled, that comes out to \$1.76M in savings.
 - If we calculated using the total passenger count, multiplied by a reduced-cost UTA day pass, that total would exceed \$9.8M!

Proposals

Given these findings, I propose two main things:

- Rider Rewards Initiative:
 - I have searched through our data and identified our top 10 most active micro riders, 9 of which have >1000 rides completed. These riders have saved over \$3,600 using micro, and a total of over \$36k. Some sort of acknowledgement would drive rider engagement and appreciation.
- Website Stats Update
 - Reflecting the total amount of dollars saved by riders is a valuable metric to present. I propose we add a counting total to the front page of the site, underneath the ridership totals portion.

Web Stats Section

Our Riders Save.

\$2.4M

ON MICRO VS. SINGLE
OCCUPANT VEHICLES

\$1.8M

ON FIXED ROUTES VS. SINGLE
OCCUPANT VEHICLES

\$4.8M

ON MICRO VS. SIMILAR
PAID RIDE SHARING APPS



Sources

- Uber Cost Estimator Tool: https://www.uber.com/global/en/price-estimate/?_csid=tXj15MgMPmG7LhA8dLIX_Q&state=BF_W5oIKyXXaqtrscbNg7lkHuPsmfwoDK907vtmT22o%3D&effect=
- BTS Spending per Vehicle-Mile: <https://data.bts.gov/stories/s/Transportation-Economic-Trends-Transportation-Spen/bzt6-t8cd/>
- UTA Current Fares: <https://www.rideuta.com/fares-and-passes/current-fares>



PCTC Land Use Application | SUMMIT COUNTY

August 07, 2024

Agenda and Focus

Background:

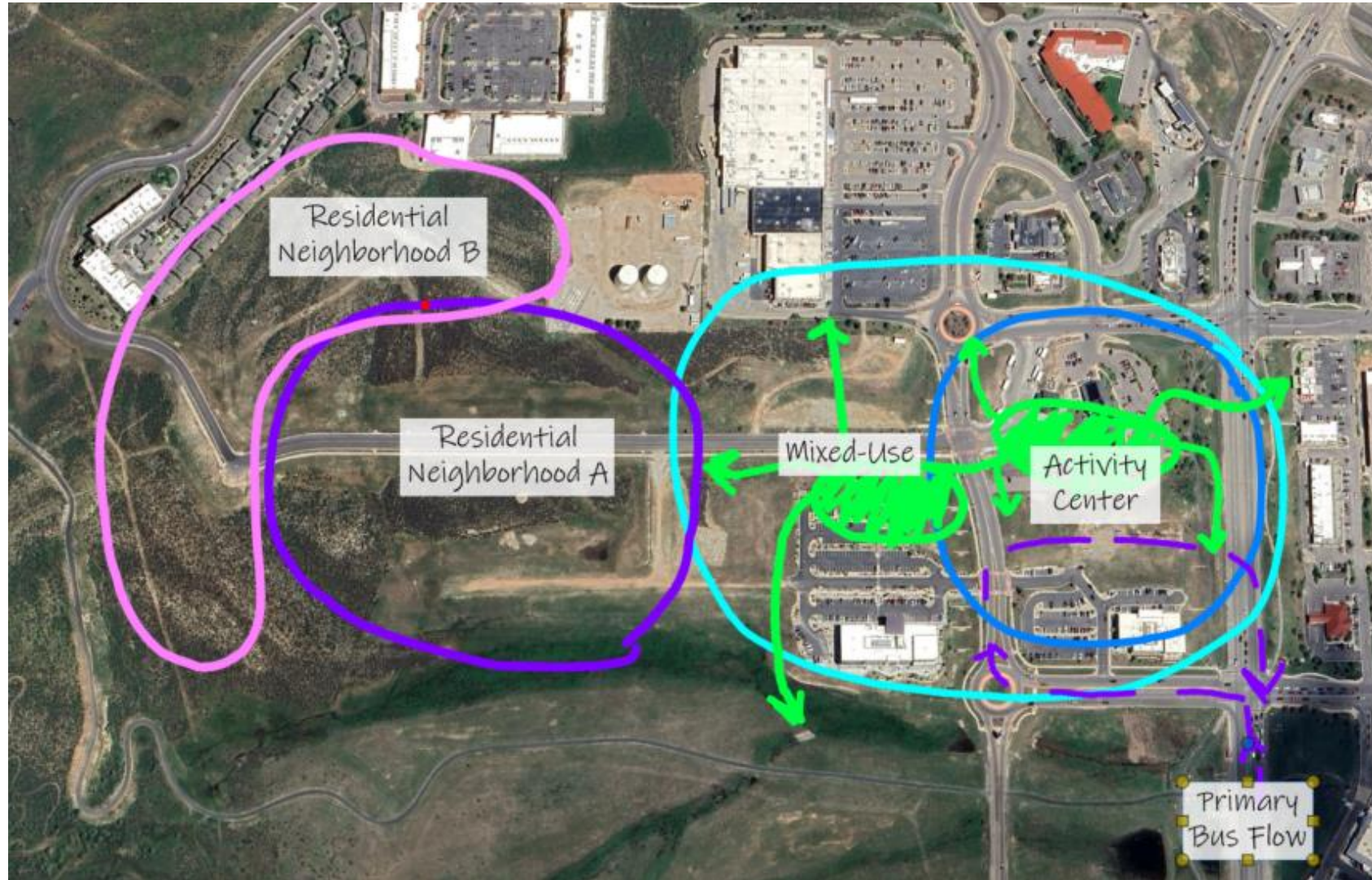
- The County's proposal, made in April 2024, included a P3 (public-private-partnership) on land both Parties own along SR 224. The feasibility of P3 needed be further analyzed.
- Through a subcommittee, we have been studying the feasibility of a P3 with an expanded transit center, capture lot, and mixed private uses within the P3 Area.

Agenda Today:

- Communicate vision.
- Present findings to-date of the P3 Area.
- Present design concepts and sketches illustrating potential site fit.
- Discuss the P3's design impact to remainder of the project.
- Propose a designated Mixed-Use Area to be included in the development agreement modification.



Visioning



P3 Area Update

Transit Center Location

- Majority of bus flow is to/from the south.
- Avoid congestion at Landmark/Tech Center intersection.
- Avoid adding additional traffic to Ute Blvd.
- Best located on southern portion of P3 Area.

Transit Center Program Primary Elements:

- ± 10 k SF Transit Facility for ticketing, waiting area, restrooms, and services.
- 12 Bus Bays (double current capacity).

Capture lot size and allocation

- 1,000 to 1,200 stalls can be built on the current northern portion of the P3 Area in 2 levels of podium parking (partially subterranean).
- Additional parking can be added above Transit Center or other location within immediate area.



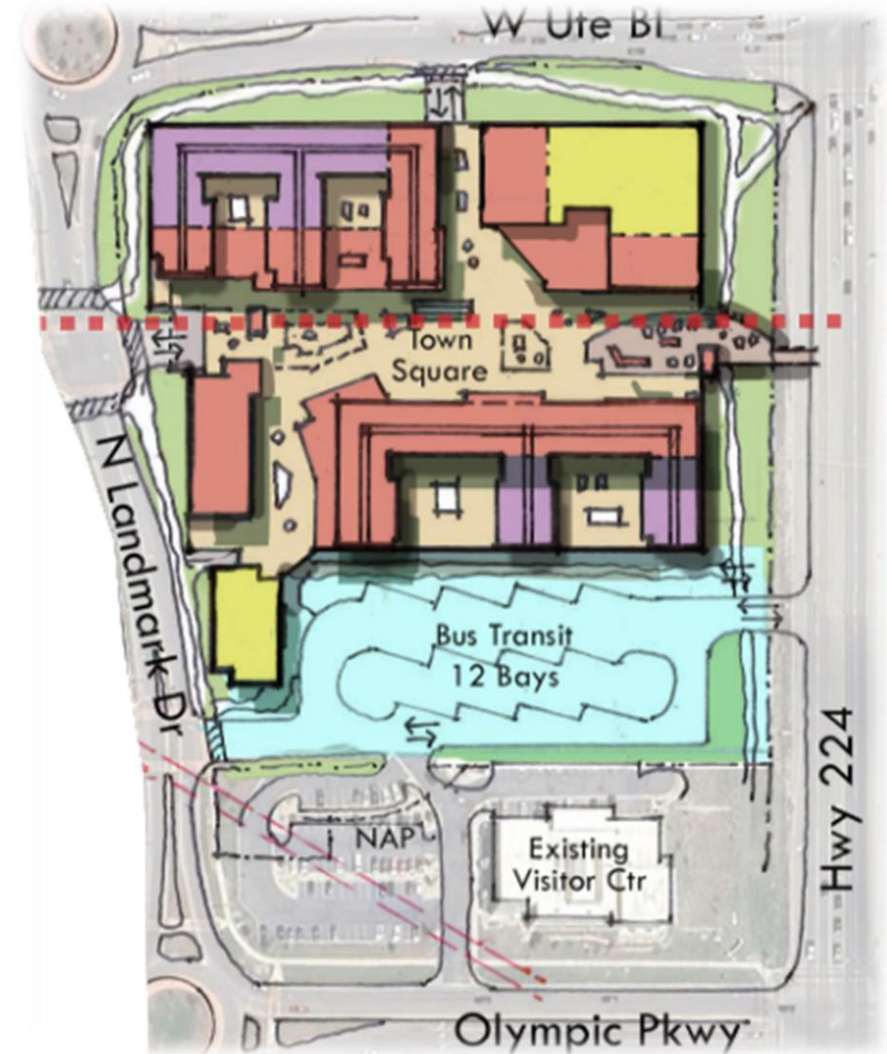
P3 Area Update

Public Square / Plaza

- ± 1.0 acre public square surrounded by active retail.
- Available for local events such as live music and holiday events.
- To include interest through public art, active features (water, activities, gathered seating, etc.), and landscaping.
- Part of a network of connected open space areas.
- When combined with adjacent open space can be used for larger festivals and community events.

East / West Junction Connectivity

- Pedestrian bridge or gondola has been considered to connect east and west KJ.
- A gondola line connecting key points in the area has been contemplated in the past. If that vision can be delivered, a terminal on each side of the Junction could transport people across SR 224. The project will, at a minimum, provision for a future gondola.
- Alternatively, a pedestrian bridge wide enough for all forms of permissible active transportation, inclusive of landscaping and seating areas, could provide connectivity.



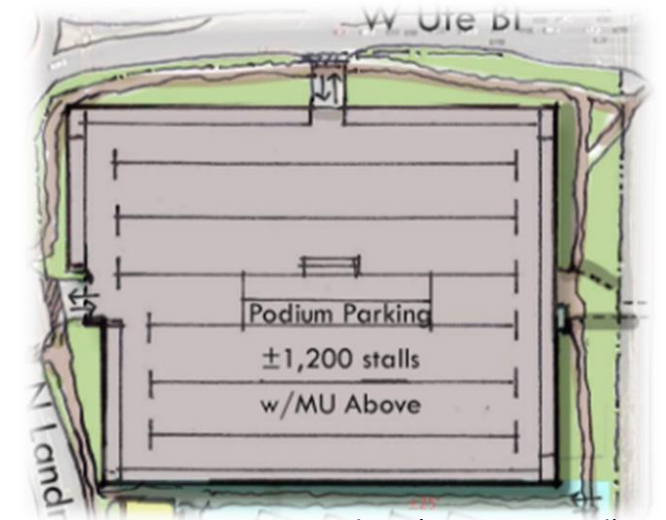
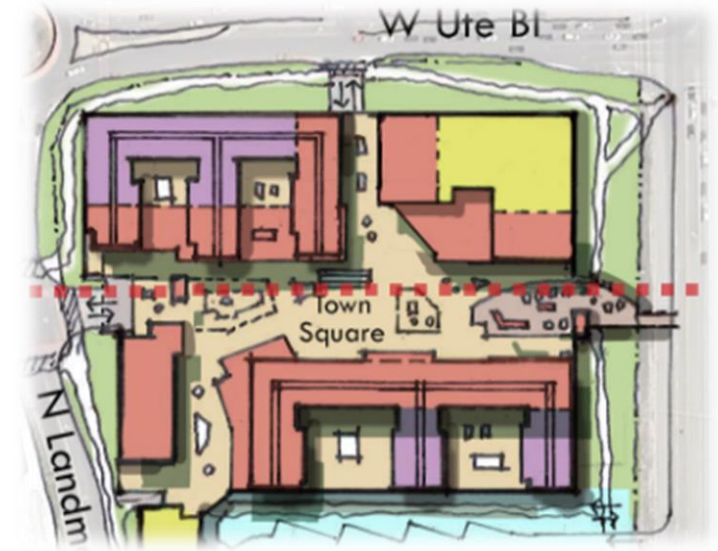
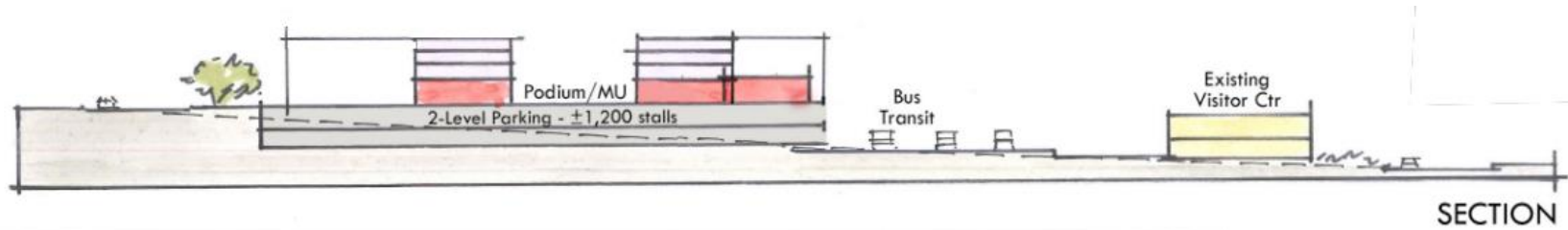
Vision & Concept Plan (not a proposal) Credit: AO Architecture

P3 Area Update

Vertical Development

- Affordable housing to have priority, then consider inclusion of market rate housing. High cost of parking will need to be overcome for affordable housing.
- Activate and amenitize plaza with ground floor retail.
- Allow for daytime occupiers, including office, civic, etc. to support retail and daytime activation.

	Example Program (as diagramed)
Housing Units	160 - 210
Retail / Commercial / Civic	100k – 140k SF
Total Parking Stalls (including civic + shared)	~1,200
Plaza area size	1.1 acres
Heights of buildings	1-4 stories



Vision & Concept Plans (not a proposal)

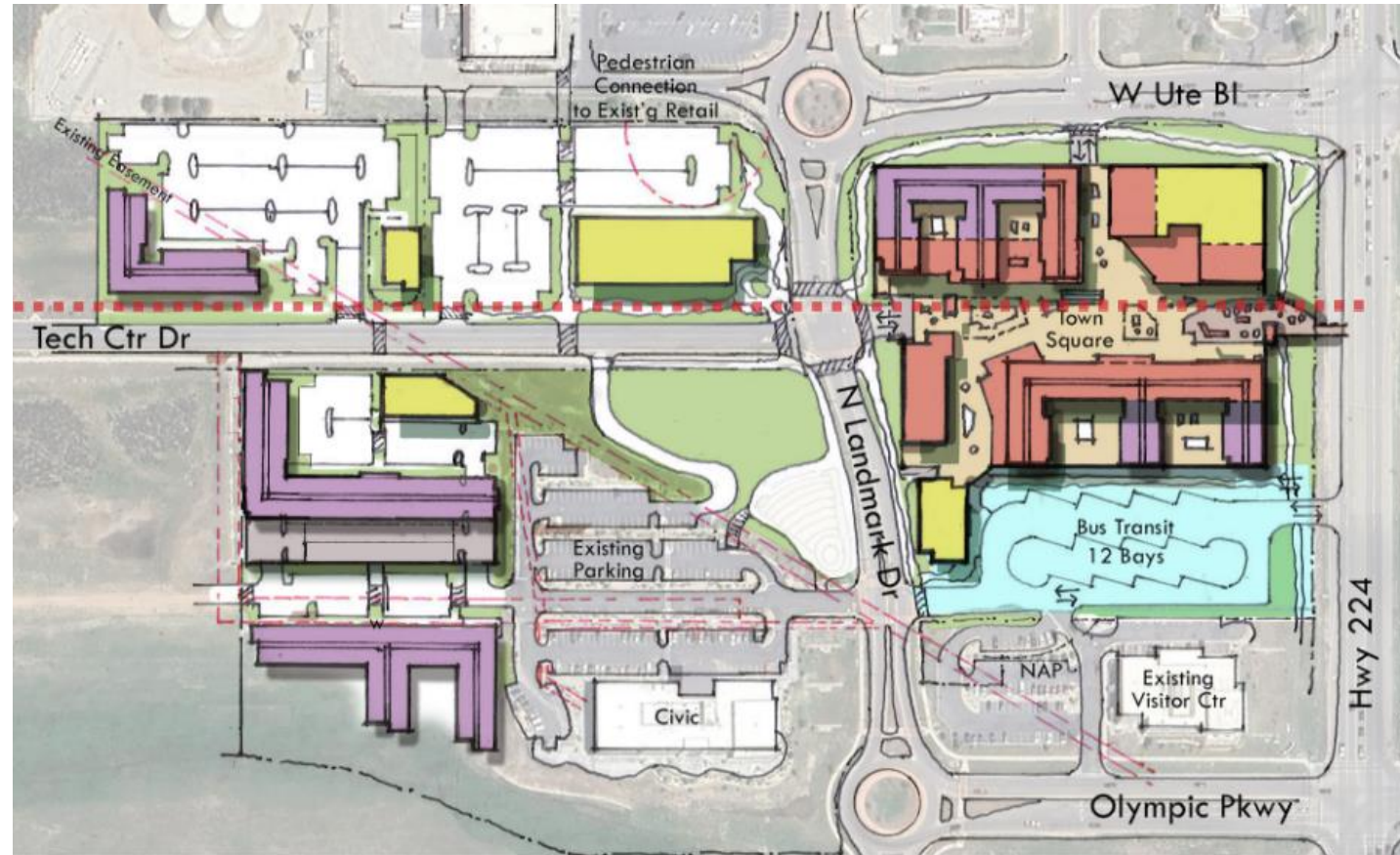
Mixed-Use Area

Central Green

- Central to the mixed-use area is a 1.5 to 2.0 acre public open space
- Potential programming for the open space may include an amphitheater, community gathering areas for events, thematic play areas that engage children and families, and pockets for shade and relaxation.
- Is a 'hub' in the active transportation plan for the area.

Surrounding Development

- Active streetscape and ground plane with pedestrian focus
- Mix of commercial and residential uses allowed.
- Subsidy pool created for target commercial uses (childcare, non-profits, arts)



Vision & Concept Site Plan – for illustration purposes

Project Master Planning

P3 Benefits

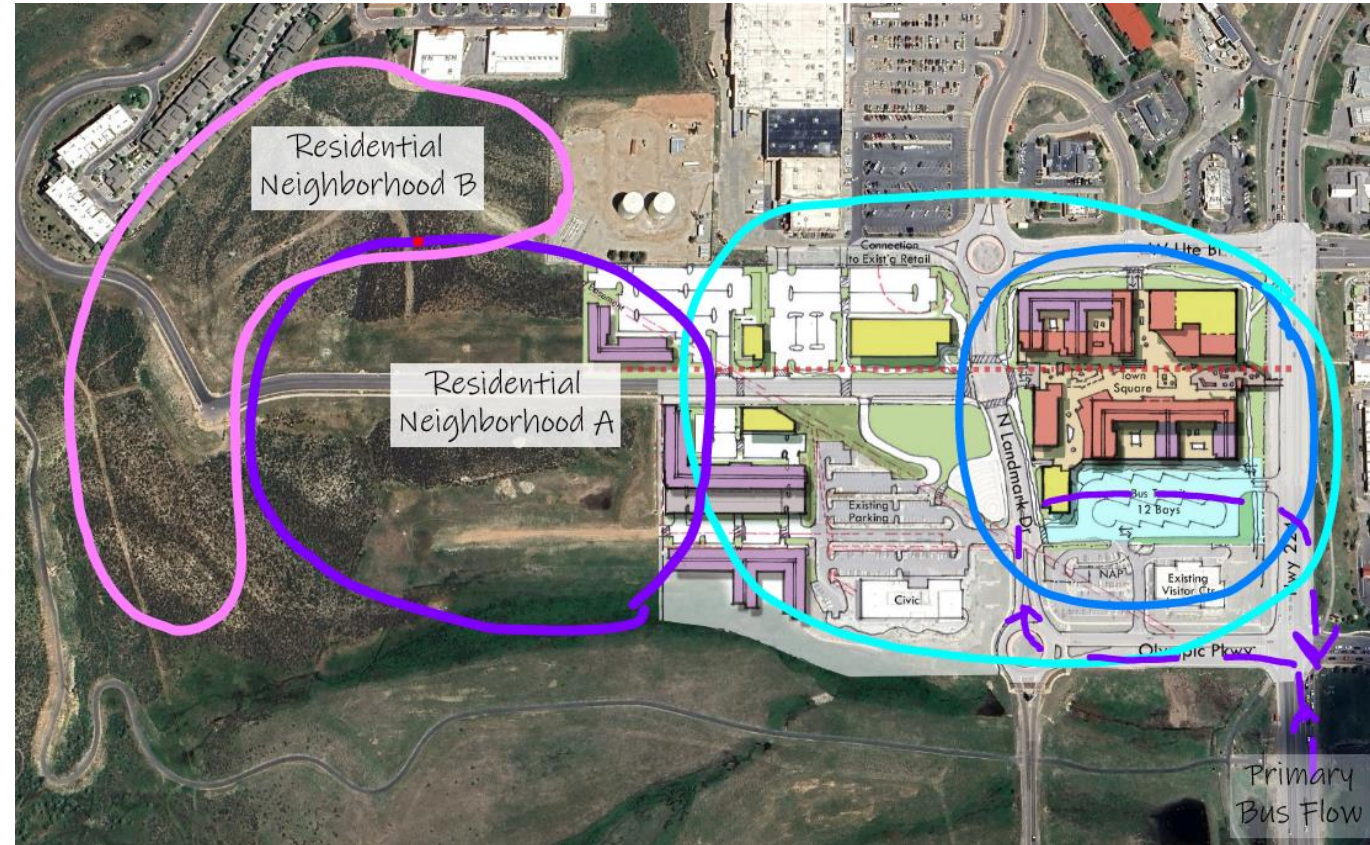
- The P3 enhances community benefits that neither party could do individually.
- The P3 will not likely accelerate development timeline as is contemplated in county proposal.

Density

- Market rate housing continues to be the primary economic enabler.

SR 224 Improvements and Project Timing

- We are working to balance the certainty the County desires and the certainty capital requires to unlock infrastructure.
- We desire to find solutions that allow the affordable housing tax credit process to start as soon as possible.

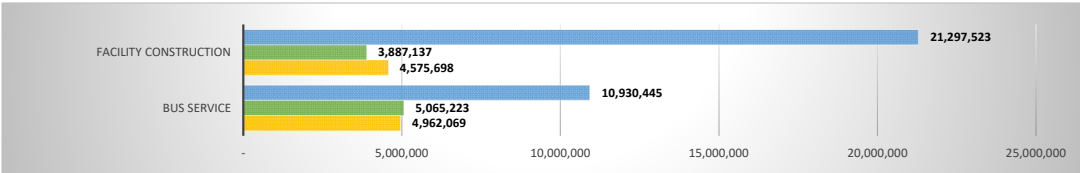
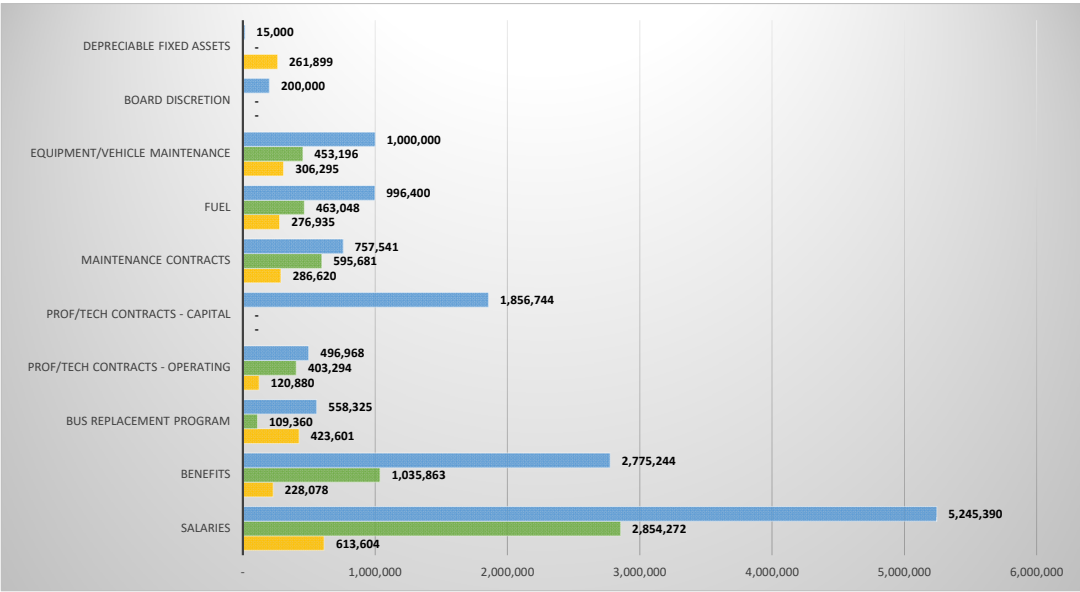
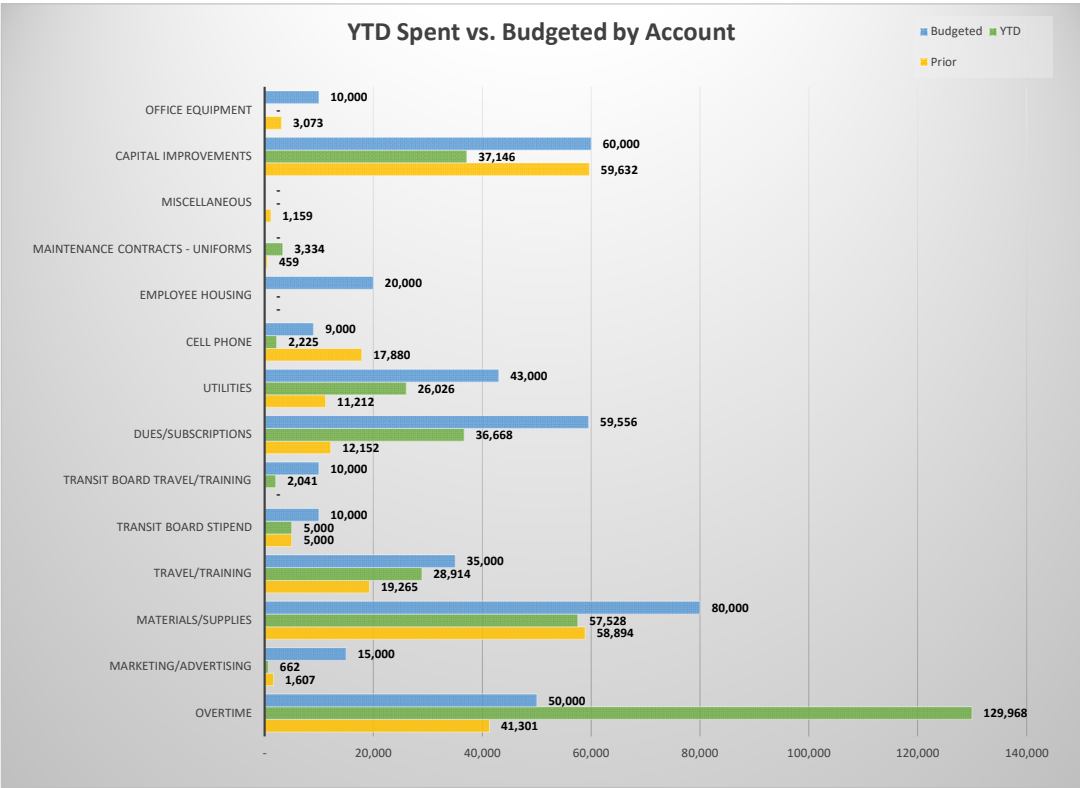
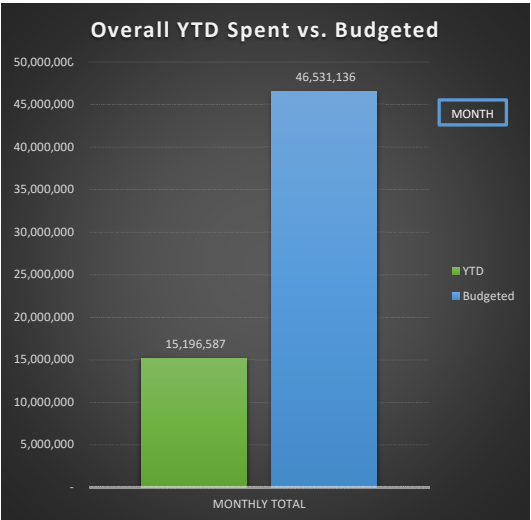


Next Steps

- Receive Staff and Council comments of the P3 and Mixed-Use Area
- Finalize P3 feasibility parameters
- DPRE to draft proposal for review
- Revisit with Council in 3-4 weeks



EXPENSES	All Operating Funds															Budgeted Expenditures	% Budget Expended	Unexpended Budget
	Prior	YTD	1/31/2024	2/29/2024	3/31/2024	4/30/2024	5/31/2024	6/30/2024	7/31/2024	8/31/2024	9/30/2024	10/31/2024	11/30/2024	12/31/2024				
	YTD	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual				
MONTHLY TOTAL	12,287,310	15,196,587	1,426,240	2,868,925	2,466,586	3,207,741	2,173,709	2,186,180	867,206							46,531,136	32.66%	31,334,549
BUS SERVICE	4,962,069	5,065,223	311,207	937,580	1,044,211	965,967	933,580	872,679	-							10,930,445	46.34%	5,865,222
SALARIES	613,604	2,854,272	355,725	316,854	367,577	376,277	593,606	428,479	415,755							5,245,390	54.41%	2,391,118
OVERTIME	41,301	129,968	25,460	29,137	24,478	7,594	14,387	14,803	14,109							50,000	259.94%	(79,968)
BENEFITS	228,078	1,035,863	32,553	98,136	274,893	94,203	67,704	309,140	159,234							2,775,244	37.33%	1,739,381
MARKETING/ADVERTISING	1,607	662	810	(6,413)	(1,100)	1,490	-	5,600	276							15,000	4.41%	14,338
BUS REPLACEMENT PROGRAM	423,601	109,360	102,864	-	-	-	6,496	-	-							558,325	19.59%	448,965
MATERIALS/SUPPLIES	58,894	57,528	16,480	1,987	5,194	(930)	13,243	16,110	5,443							80,000	71.91%	22,472
TRAVEL/TRAINING	19,265	28,914	7,045	-	8,695	(3,765)	2,921	9,542	4,477							35,000	82.61%	6,086
TRANSIT BOARD STIPEND	5,000	5,000	-	-	-	2,500	-	-	2,500							10,000	50.00%	5,000
TRANSIT BOARD TRAVEL/TRAINING	-	2,041	-	-	-	1,113	903	25	-							10,000	20.41%	7,959
DUES/SUBSCRIPTIONS	12,152	36,668	234	625	855	(1,089)	35,500	361	181							59,556	61.57%	22,888
UTILITIES	11,212	26,026	-	16,625	(8,843)	6,119	663	8,282	3,180							43,000	60.53%	16,974
CELL PHONE	17,880	2,225	250	250	350	350	175	850	-							9,000	24.72%	6,775
EMPLOYEE HOUSING	-	-	-	-	-	-	-	-	-							20,000	0.00%	20,000
PROF/TECH CONTRACTS - OPERATING	120,880	403,294	61,675	3,533	50,155	178,665	24,178	17,158	67,931							496,968	81.15%	93,674
PROF/TECH CONTRACTS - CAPITAL	-	-	-	-	-	-	-	-	-							1,856,744	0.00%	1,856,744
MAINTENANCE CONTRACTS	286,620	595,681	113,110	86,096	82,255	58,790	101,283	94,083	60,064							757,541	78.63%	161,860
MAINTENANCE CONTRACTS - UNIFORMS	459	3,334	784	371	377	474	387	431	511							-	#DIV/0!	(3,334)
FUEL	276,935	463,048	176,864	82,775	(69,180)	79,530	75,657	60,776	56,625							996,400	46.47%	533,352
EQUIPMENT/VEHICLE MAINTENANCE	306,295	453,196	108,321	72,321	61,351	38,084	52,643	89,236	31,240							1,000,000	45.32%	546,804
MISCELLANEOUS	1,159	-	-	-	-	-	-	-	-							-	#DIV/0!	-
BOARD DISCRETION	-	-	-	-	-	-	-	-	-							200,000	0.00%	200,000
CAPITAL IMPROVEMENTS	59,632	37,146	7,098	8,642	2,061	12,160	1,354	-	5,832							60,000	61.91%	22,854
FACILITY CONSTRUCTION	4,575,698	3,887,137	105,759	1,220,407	623,259	1,390,209	249,030	258,626	39,848							21,297,523	18.25%	17,410,386
DEPRECIABLE FIXED ASSETS	261,899	-	-	-	-	-	-	-	-							15,000	0.00%	15,000
OFFICE EQUIPMENT	3,073	-	-	-	-	-	-	-	-							10,000	0.00%	10,000



High Valley Transit District
Board of Trustees Minutes
Tuesday, May 28, 2024, 11AM
Virtual Meeting via Zoom
Meeting ID: 942 5913 6187
Sheldon Richins Building, Room
133
1885 W. Ute Blvd.



Members of the Board of Trustees, presenters, and members of the public may attend by electronic means using Zoom (phone or video).

BOARD OF TRUSTEES PRESENT:

Kim Carson, Chair
David Geffen, Vice Chair
Chris Robinson, Board Member

Canice Harte, Board Member
Malena Stevens, Board Member

ABSENT: None

STAFF PRESENT:

Caroline Rodriguez, Executive Director
Jolena Ashman, Finance Director
Ian Hooper, Data Analyst

Gabriel Shields, Capital Development Officer
Alejandrina Sullca, Administrative Assistant

Invited Attending Guest:

Shayne Scott, Summit County Manager
Dustin Grabau, Wasatch County Manager

Public Meeting

- 1) Pledge of Allegiance
- 2) Public Comment: No comments

Closed Session Property Acquisition

Board member M. Stevens made a motion for the Board to go into closed session for property acquisition
Second: Board member C. Harte
In Favor: Board Members M. Stevens, C. Harte, D. Geffen, C. Robinson and K. Carson
Opposed: None

Board Member M Stevens moved that the Board return to open session

Second: Board Member C. Robinson

In Favor: Board Members M. Stevens, D. Geffen, C. Robinson and K. Carson

Absent: C. Harte

Opposed: None

Return to public meeting

Work Session

3) Ridership and performance

Presented by I. Hooper. Board member Geffen inquired as to whether we had data on our most frequent Micro riders including how often they ride, where they go and whether they are locals or visitors. Staff will conduct analysis and report back. It was noted that Via is working on a Rider survey.

4) Transit Facility

Presented by G. Shields, in which he mentions all the progress being made with the construction of the new facility. His objective is to finish the mechanics' area by November and then proceed with the bus wash area. Board member Geffen asked if we could start moving into the new facility before the winter (especially with respect to moving vehicles there and performing service there so that HVT could reduce its footprint in the Ecker Park & Ride), to which C. Rodriguez comments that it would not be the best option because it would be very expensive and there are major safety concerns for the employees, as it is a construction zone. Gabriel's recommendation is to wait at least until February, with which Board Chair Carson agrees.

5) SR-224 Bus Rapid Transit

Presented by G. Shields

Work underway:

Design side- technical production, right of way, utilities, contract support

Program manager - reviewing design drawings, FTA money and federal requirements, ensuring that we get what we pay for. Construction Management will be under this contract but not contracting it right now. Cost controls, putting together procurement package.

Expected timeline:

June - Sept: validating the NEPA design.

Sept - Dec: 30% plan set, bring on CM/GC.

Jan: CM/GC on board, all parties ready to go.

Fully complete: June 28.

Additional discussion of UDOT construction coordination with SR-224/KJ interchange.

Expected costs:

Costs were initially estimated in 2018. They were estimated again in 2022. Given the time delays and taking into account inflation in recent years and between now and groundbreaking, costs are now expected to be \$97 to \$103 million in total over the next four years. HVT expects to hire a Program

Manager who will pursue additional grant funds beyond the \$70 million of grant funds that have already been allocated to HVT for this project. In addition, HVT expects to go to Summit County, Park City and UDOT to ask for cost-sharing agreements to cover some of the remaining costs.

6) Finance Committee update: Bonding, Contracted Services
Presented by J. Ashman

J. Ashman presented the information in the staff memo that covers remaining HVT facility costs, amounts already available to cover those costs, and the amount of bonds that HVT anticipates issuing. As indicated in the memo, the plan is to issue \$23 million of bonds, however, based on a discussion about County grants of \$3.7 million already being available, it was determined that we should reduce the amount of the bonds to be issued to \$19-20 million.

HVT does not have a credit rating yet, but HVT's credit rating is expected to be similar to that of the County's. HVT will need to obtain a rating for HVT to be able to borrow from the federal government at a discounted interest rate via the TIFIA program (Transportation Infrastructure Finance and Innovation Act).

Consideration of Approval

7) Adoption of minutes dated April 11, 2024

No minutes were approved because the wrong minutes were included in the Board packet

8) Discussion and possible adoption of Resolution 2024-01, a Resolution of the High Valley Transit District joining the 791 Purchase Cooperative

Board Member C. Robinson motioned to approve the adoption of Resolution 2024-01, a Resolution of the High Valley Transit District joining the 791 Purchase Cooperative

Second: Board member C. Harte

In favor: Board Members M. Stevens, C. Harte, D. Geffen, C. Robinson and K. Carson

Opposed: None

Work Session (continued -- return to agenda item 6)

Downtown Proposal Update

J. Ashman presented the information in the staff memo that summarizes the updated Downtown proposal which starts on July 1st but would have required termination 60 days in advance of that date.

Board Chair Carson noted that she was surprised by the contractor's insurance cost, as it is high. J. Ashman discussed potential cost implications of maintaining this contract versus potentially in-sourcing it and noted that the goal is to be prepared to continue discussion in budget season. K. Carson suggested that we wait to make any changes until after HVT is in the new facility.

9) Board Comments:

Board Member K. Carson gave an update regarding the recent Washington trip and meetings attended by Board Members K. Carson and M. Stevens and Executive Director C. Rodriguez.

9) Staff Comments:

G. Shields provided an overview of upcoming visits to other municipalities (Ogden, Minneapolis, Colorado) that have bus rapid transit so that the Board would be aware since they are welcome to attend.

J. Ashman noted that the Operations team would like 53 operators on the Chart of Positions.

Board member M. Stevens motioned to adjourn the meeting

Second: Board Member D. Geffen

In favor: Board Members M. Stevens, D. Geffen, C K. Carson

Absent: Board Members C. Robinson and C. Harte

Opposed: None

Minutes transcribed by Alejandrina Sullca

June 1, 2024

Adopted on August ____, 2024:

Kim Carson, Board Chair