

WASATCH COUNTY TRANSIT STUDY / FINDINGS

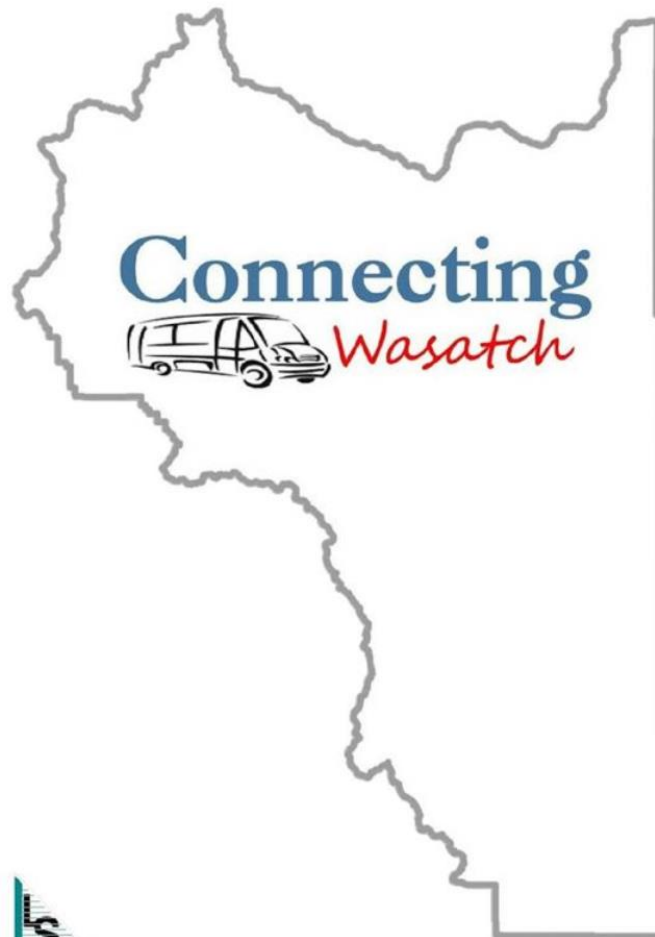
SHAUNA MECHAM





City Council Presentations
Summer 2020

Wasatch County Transit Study



MAG

Expert Resources. Enriching Lives



UTA



FEHR PEERS

Purpose

Identify transportation needs in Wasatch County and develop a long-term strategy for enhancing passenger transportation services to meet current and future needs

Partners: Wasatch County, Heber City, Midway, MAG, UDOT, UTA, and Park City.



Community Input

Public Survey

300+ responses

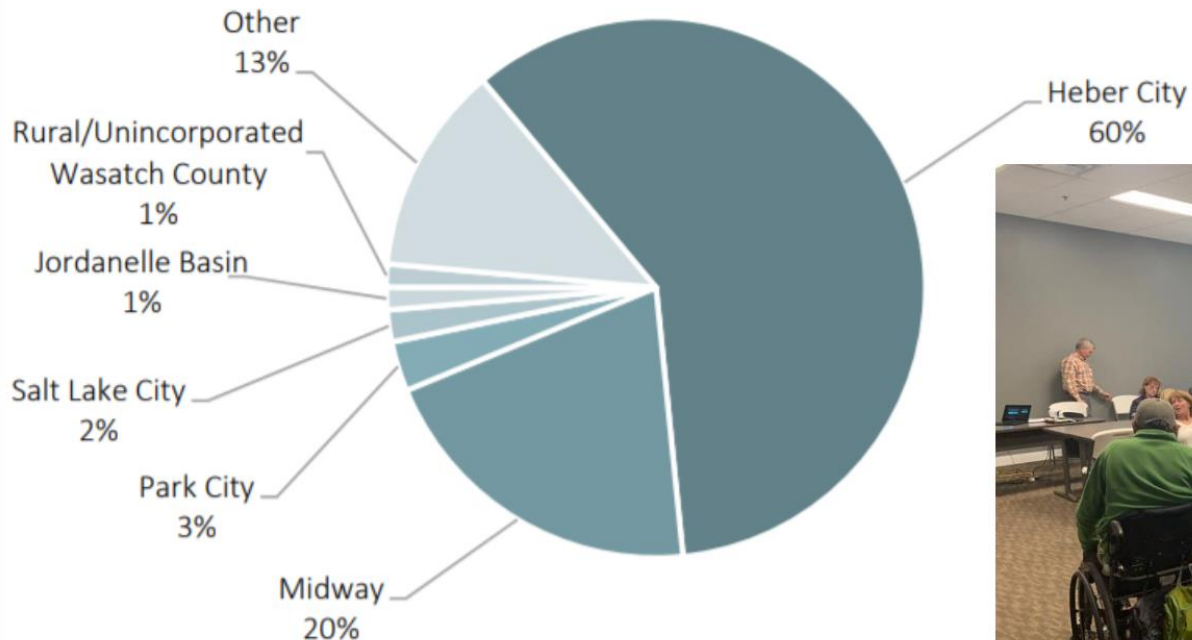
Over 100 comments

Advisory Committee

50+ Stakeholders

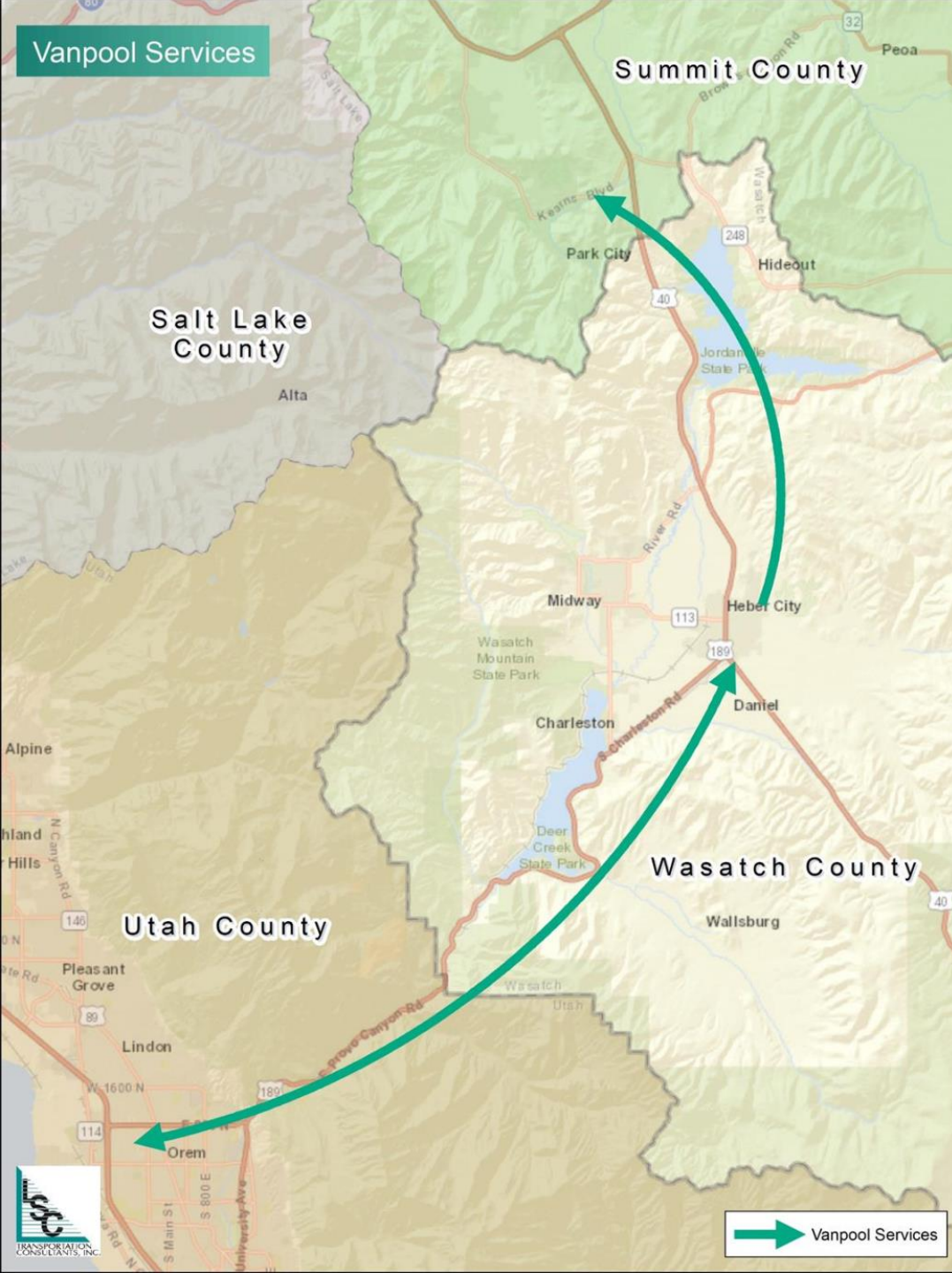
4 meetings

Figure 1: Residence Location



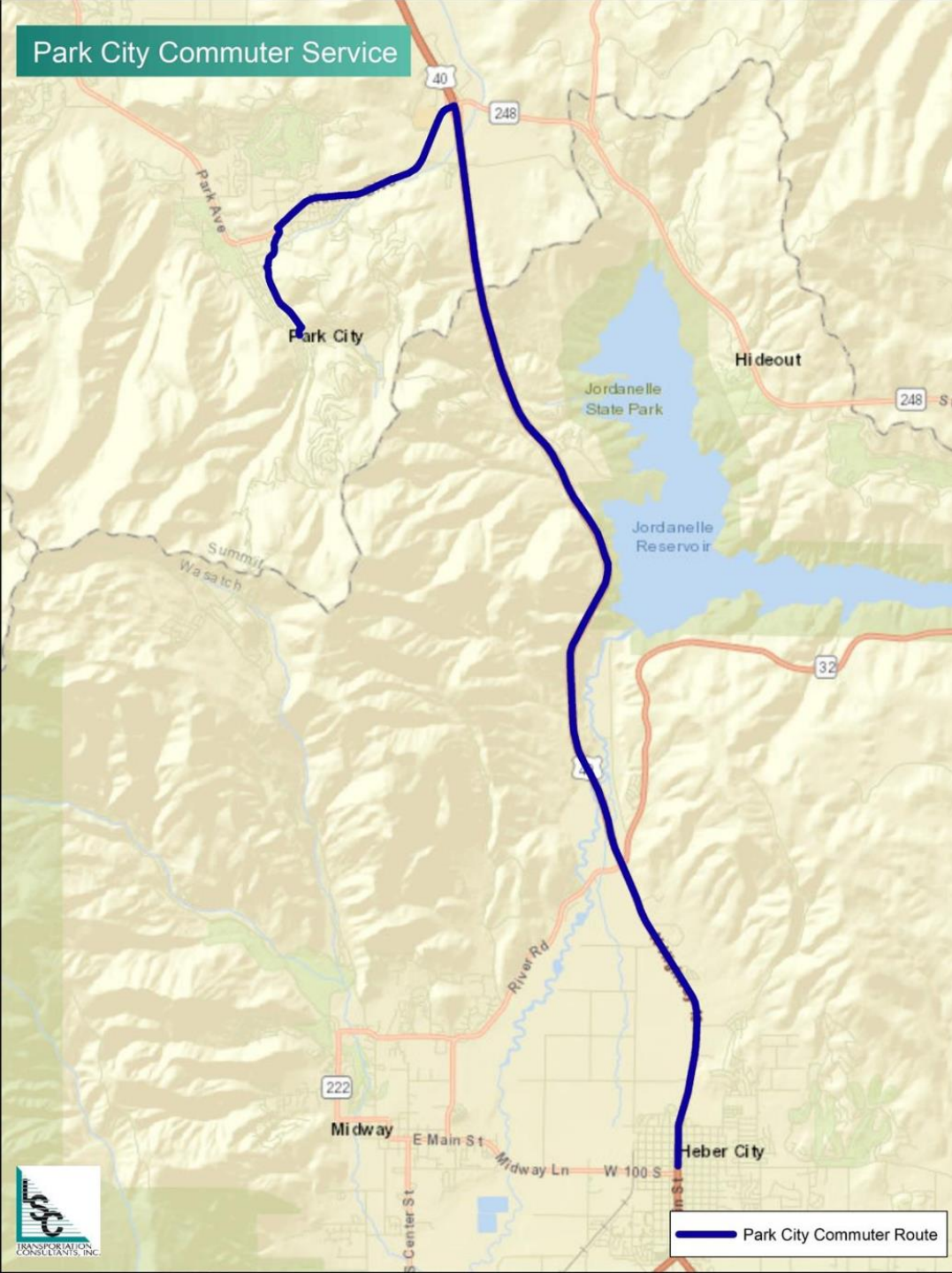
Vanpool

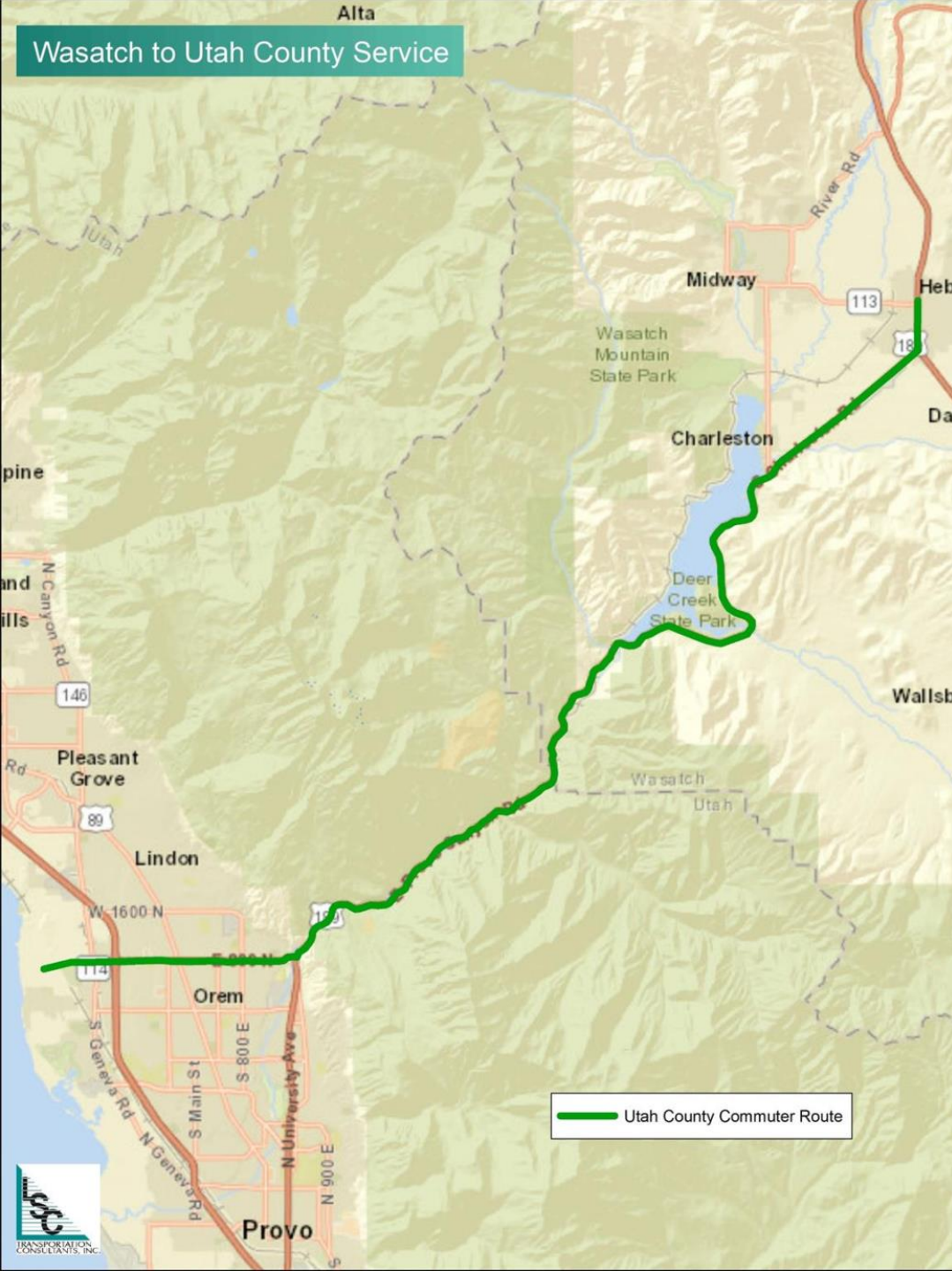
- ❖ Promote through UTA
- ❖ Vanpools formed based on demand
- ❖ \$24,000 to \$36,000 per year per van



Wasatch – Summit

- ◆ Daily
- ◆ Morning, mid-day, and afternoon
Summer service
- ◆ More frequent
Winter service
- ◆ Two buses – summer
- ◆ Four buses – winter
- ◆ \$594,000 annually
- ◆ \$3-\$7 cost per
passenger trip





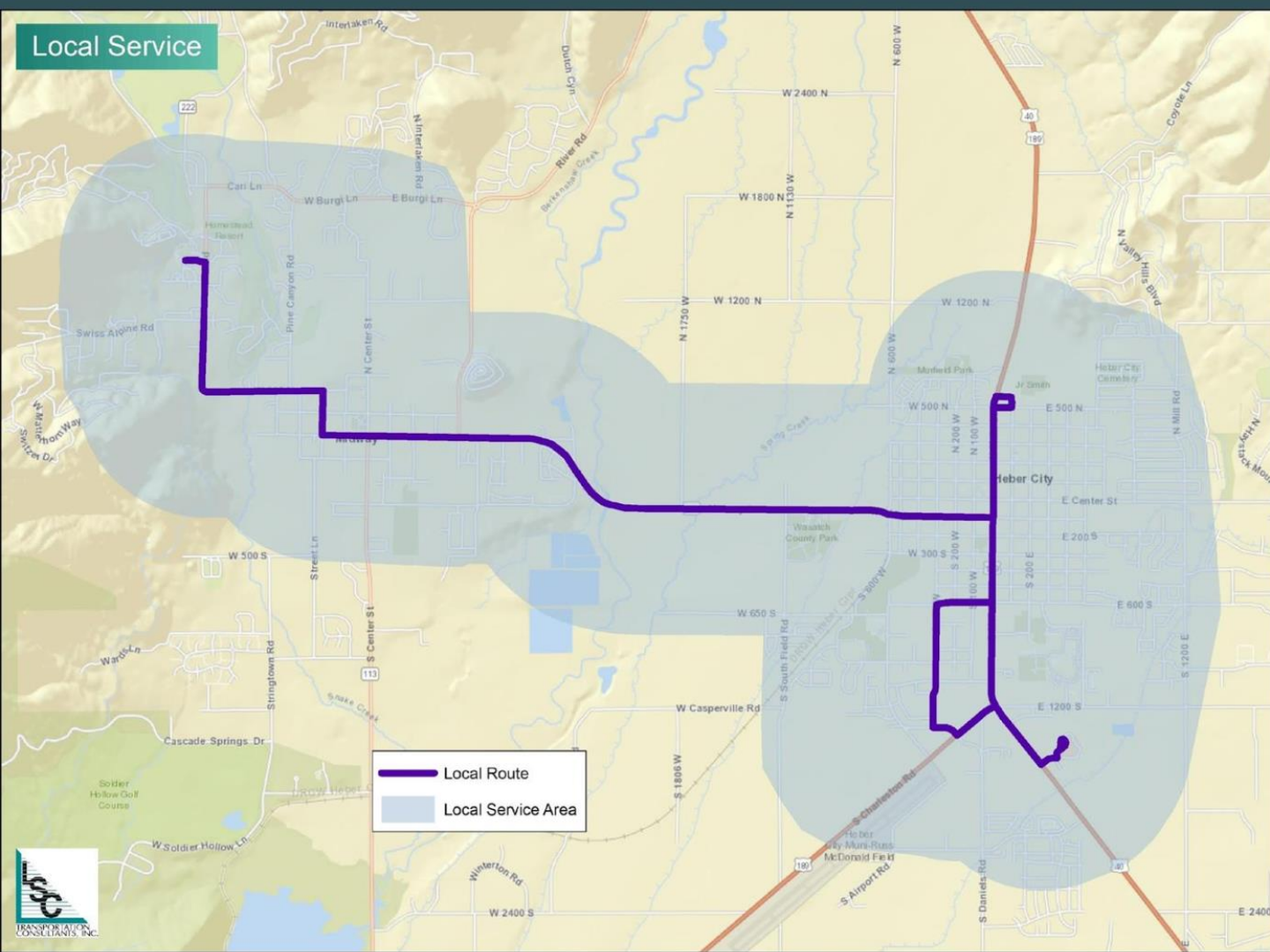
Wasatch - Utah

- ◆ Commuter service
- ◆ Year-round
- ◆ Weekdays
- ◆ Morning and afternoon service
- ◆ Two buses
- ◆ \$376,000 annually
- ◆ \$31-\$39/passenger trip



Local Service

Local Service



- ◇ Daily, Year-round
- ◇ 6:00 a.m. to 7:00 p.m.
- ◇ Extended winter hours to 11:00 p.m.
- ◇ Two small buses
- ◇ \$910,000 annually
- ◇ \$11-\$57/passenger trip

Implementation

Pilot Program with Park City Transit?

Phase 1

- Decide whether to implement
- Determine initial governance structure
- Hire Transit Coordinator
- Submit applications for grant funding
- Identify local funding sources
- Start development of bus stop improvements and new facility
- Begin vanpool operations for both Summit and Utah County corridors

Phase 2

- Begin dial-a-ride service in Heber City and Midway
- Continue work on further bus stop improvement and begin construction of new facility
- Purchase vehicles

Phase 3

- Transit facility in operation
- Begin Park City Commuter Service and Park City Skier Service
- Begin both Utah County Commuter Bus Services with - Heber City to Utah Co. and Utah Co. to Heber City
- Additional Winter Seasonal Dial-a-Ride Service
- Begin New Route Deviation Service in Heber City and Midway
- Additional Winter Seasonal Route Deviation Service

Funding

- ◆ Federal Transit Authority Funds
 - For Capital improvements
 - Ongoing operating assistance through UDOT
- ◆ Fares – cover a small portion of costs
- ◆ Wasatch County Transportation Sales Tax Potential Revenue
 - Single “quarter” would generate about \$2.2 million
 - Full five “quarters” would generate about \$11 million

Governance

Table X-1

Summary of Governance Models

	City System	County System	JPA	District
Legal Authority	Yes	Yes	Yes	Yes
Level of City/County Control	High	High	Medium	Low
Ability to Generate Revenue	High	High	Medium	Medium
Ease of Implementation	High	High	High	Low
Ability to Serve Multiple Jurisdictions	Low	Medium	High	High

JPA (Joint Powers Authority) is an entity resulting from an interlocal agreement. It has a separate board of directors.

Pilot Projects

Pilot route to Park City – Wasatch could contribute ~\$200,000 for Operation and Maintenance of 2 morning, 1 midday, 2 evening routes. Park City could contribute buses for the pilot.

Increase existing vanpool between Wasatch and Utah counties with employers and service providers?

Questions?

Shauna Mecham, MAG

Shawn Seager, MAG

A.T. Stoddard, LSC Transportation Consultants

Cost Specifics

Table IX-1: Recommended Service Plan

Service Option	# of Vehicles Required	Total Daily		Total Annual		Annual Operating Days	Annual Operating Cost	Annual Ridership	Passengers per Hour	Cost per Passenger	Implementation Phase	
		Revenue Miles	Revenue Hours	Revenue Miles	Revenue Hours							
Summit County Corridor												
Park City Commuter Service	Summer - Two morning, one mid-day, and two afternoon connections between Heber City and Park City (Old Town Transit Center).	1	102	3	24,854	731	244	\$161,000	45,000	61.6	\$3.58	Phase 3
	Winter - Two morning, one mid-day, and two afternoon connections between Heber City and Park City (Old Town Transit Center).	2	102	6	12,376	728	121	\$80,000	46,767	64.2	\$1.71	Phase 3
	Total:	2	Varies	Varies	37,230	1,459	365	\$241,000	91,767	62.9	\$2.63	Phase 3
Park City Skier Service	Hourly service to Park City during winter season. Operates daily for approximately four months.	2	450	30	54,600	3,640	121	\$353,000	49,000	13.5	\$7.20	Phase 3
Vanpool Service	Vanpool service along the Summit County Corridor.	1	-	-	-	-	-	\$24,000	-	-	-	Phase 1
Utah County Corridor												
Utah County Commuter Service - Heber City to Utah County	One morning and one afternoon roundtrip from Heber City to UTA at Vineyard Station (New station under construction).	1	112	3	29,120	780	260	\$188,000	5,434	7.0	\$34.60	Phase 3
Utah County Commuter Service - Utah County to Heber City	One morning and one afternoon roundtrip from UTA at Vineyard Station to Heber City.	1	112	3	29,120	780	260	\$188,000	5,020	6.4	\$37.45	Phase 3
Vanpool Service	Vanpool service along the Utah County Corridor.	1	-	-	-	-	-	\$36,000	-	-	-	Phase 1
Local Service												
Dial-a-Ride Service in Heber City and Midway	Daily service operating from 6:00 a.m. to 7:00 p.m. year-round with one vehicle.	1	156	13	56,940	4,745	365	\$368,000	9,000	1.9	\$40.89	Phase 2
	Additional winter seasonal service operating from 7:00 p.m. to 11:00 p.m. Operates daily for approximately four months.	N/A	48	4	5,824	485	121	\$38,000	1,000	2.1	\$38.00	Phase 3
Route Deviation Service in Heber City and Midway	Daily service operating from 6:00 a.m. to 7:00 p.m. year-round with one vehicle.	1	194	13	70,701	4,745	365	\$457,000	58,000	12.2	\$7.88	Phase 3
	Additional winter seasonal service operating from 7:00 p.m. to 11:00 p.m. Operates daily for approximately four months.	N/A	60	4	7,231	485	121	\$47,000	7,000	14.4	\$6.71	Phase 3

Wasatch County Transit Study Executive Summary 2020



BACKGROUND

Funded by Heber City, Midway City, Park City, Wasatch County, UDOT and UTA
 Managed by Mountainland Association of Governments (MAG)
 Consultant team: LSC Transportation Consultants with Fehr & Peers

LOCAL SERVICE

- » Combination of route-deviation & demand-response service
- » Year-round
- » Daily: 6:00 a.m. to 7:00 p.m. (Extended winter hours to 11:00 pm)
- » Two small buses
- » \$910,000 annually
- » Estimated annual ridership: 75,000 passengers

PARK CITY COMMUTER

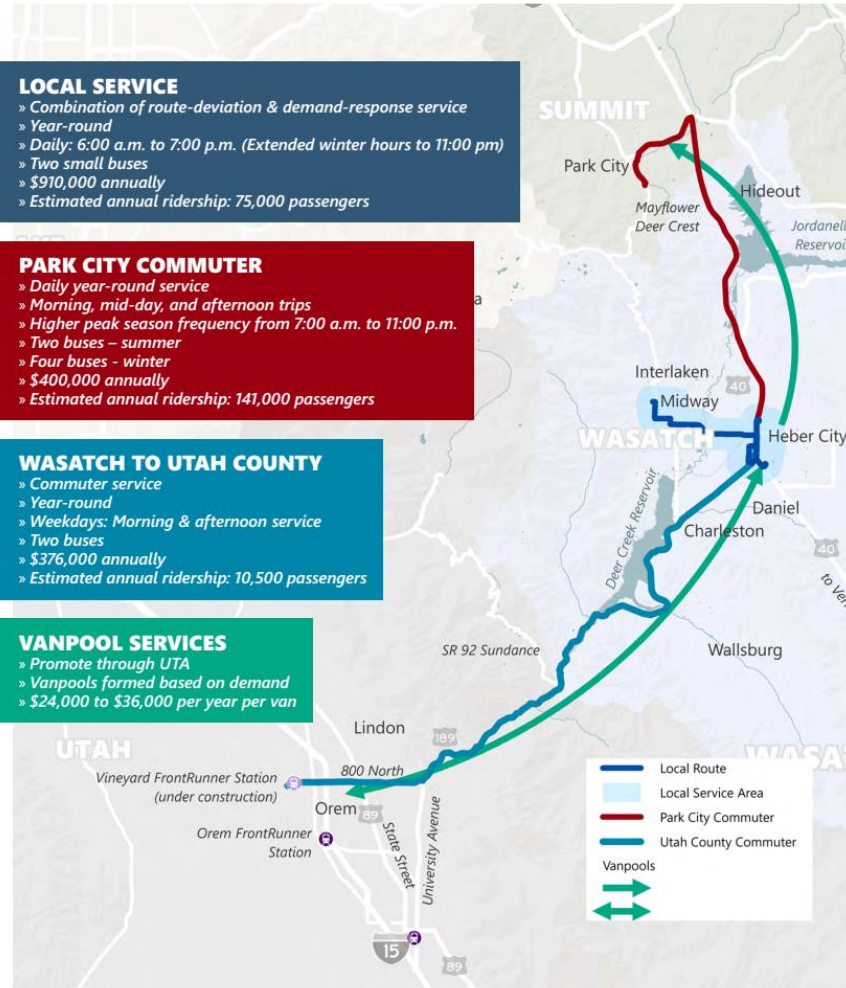
- » Daily year-round service
- » Morning, mid-day, and afternoon trips
- » Higher peak season frequency from 7:00 a.m. to 11:00 p.m.
- » Two buses – summer
- » Four buses – winter
- » \$400,000 annually
- » Estimated annual ridership: 141,000 passengers

WASATCH TO UTAH COUNTY

- » Commuter service
- » Year-round
- » Weekdays: Morning & afternoon service
- » Two buses
- » \$376,000 annually
- » Estimated annual ridership: 10,500 passengers

VANPOOL SERVICES

- » Promote through UTA
- » Vanpools formed based on demand
- » \$24,000 to \$36,000 per year per van



STUDY PROCESS



ESTIMATED COSTS & FUNDING

- ▶ Approximately **\$2 million** annual **Operating Cost for Full Implementation**
- ▶ **Capital Cost for Full Implementation** is approximately **\$6.5 million total** spread over multiple years

LIKELY FUNDING SOURCES:

- ▶ FTA through UDOT (Capital & Operating)
- ▶ Wasatch County Transportation Sales Tax

Table X-1 Summary of Access to Funding Sources

	CITY	COUNTY	JPA*	DISTRICT
Federal Transit Formula Funds	✓	✓	✓	✓
Federal Transit Discretionary Funds	✓	✓	✓	✓
Sales Tax	✓	✓	✓	✓
Fares	✓	✓	✓	✓

*Joint Powers Authority



25% of 1% from sales tax would generate about **\$2.4 million/year**



The total potential revenue from the Wasatch County Transportation Sales Tax would be

\$11 million annually

COMPARATIVE COSTS

Wasatch County Transit Service total cost per transit passenger: **\$2 to \$41** depending on service.



For comparison:

The average cost per transit passenger in Utah is about **\$12**.

The average cost per rural vehicle trip in Utah is about **\$9**.



IMPLEMENTATION OPTIONS

- ▶ **PILOT PROGRAM**: Wasatch County – Park City service. Use existing transportation provider. Partnership among existing local governments
- ▶ **PHASE IMPLEMENTATION**: Phased over multiple years. Could build on pilot program

- ▶ Decide whether to implement
- ▶ Determine initial governance structure
- ▶ Hire transit coordinator
- ▶ Submit applications for grant funding
- ▶ Identify local funding sources
- ▶ Start development of bus stop improvements & new facility
- ▶ Begin vanpool operations for both Summit & Utah County Corridors

- ▶ Transit facility in operation
- ▶ Begin Park City Commuter Service & Park City Skier Service
- ▶ Begin both Utah County Commuter services with Heber to/ from Utah Co.
- ▶ Additional Winter Seasonal Dial-a-Ride service
- ▶ Begin new route deviation service in Heber City & Midway
- ▶ Additional Winter Seasonal Route Deviation Service



- ▶ Begin dial-a-ride services in Heber City & Midway
- ▶ Continue work on further bus stop improvement & begin construction of new facility
- ▶ Purchase vehicles



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