1.0 | Project Summary Information

1.1 Project Name (35 letters max) Rideshare and Vanpool Management

1.2 Project Type Transit - TDM

1.3 Limits (descriptions should be identifiable. i.e: intersections, place names, landmarks, 35 characters max) NA

1.4 Project Description (summary of project) Educate, promote, market, and collaboratively implement a comprehensive travel demand program to optimize mobility, improve air quality, reduce traffic congestion, and reduce energy consumption. Work with members of the community, employers and governments concerning alternative transportation options and promote those options that reduce single occupancy vehicle usage, improve mobility, enhance air quality, and conserve energy. UTA Rideshare and UDOT – TravelWise will work cooperatively; with Rideshare taking the lead on business/employers. TravelWise is taking the lead on local government and MAG partners. UTA will specifically work with individuals and employers to create carpools, vanpools, and other commuting options, as well as, non-commuting matches to reduce SOV miles.

1.5 Sponsor (jurisdiction, agency name) Utah Transit Authority

1.6 Contact Information
   Project Manager Jaron Robertson
   Office Phone 801-287-2161
   Cell Phone 801-808-7689
   Fax NA
   Email JRobertson@rideuta.com

1.7 Cost Estimate
   Total Project Cost (include matches, pledged funds, etc.) $406,000 for two years of program funding.
   MPO funding request (include any match) $406,000 (incl. $27,487 in local match)
1.8 **Project Rank** (rank this project compared to your other submittals)
3

1.9 **Air Quality Benefit** (summarize CM/AQ Report, NA for non-CM/AQ eligible projects)

    Anytime commuters can travel during off-peak versus peak time by working flexible work hours, planning ahead or working compressed workweeks, not commuting at all by teleworking or reducing single occupancy vehicle trips by carpooling, vanpooling or using transit the result will be less idling and congestion. There will be fewer vehicle miles traveled and air quality will be improved.
2.0 | Project Scope
Always enter “NA” rather than leave an answer blank...

2.1 Describe purpose and need of project.
Throughout the next several years UTA looks to aggressively grow and expand the vanpool and rideshare services in order to make greater contributions to efforts to improve the region's air quality. This includes increasing the number of active vanpool groups and participants each month and utilizing vanpools as first and last mile solutions for commuters and communities with little or no fixed route transit. Additionally, UTA looks to develop partnerships with business and private sector transit providers to grow and develop new ridesharing services to complement fixed route transit, provide first and last mile connectivity into transit and provide alternative transportation solutions to communities with little or no fixed route transit service.

2.2 Describe existing service/conditions
UTA’s Vanpool and Rideshare Programs are long standing and successful programs which contribute to the reduction of single occupancy vehicles, reduces traffic congestion and improves the region's air quality. The vanpool program is a turnkey solution available to the public and the largest and most measurable ridesharing program. The program operates approximately 400 active vanpool groups and carries over 3,300 participants each month. In addition, participants in the program make approximately 1.3 million passenger trips, travel over 46 million passenger miles and reduce greenhouse gasses by over 33 million lbs. each year. The rideshare program matches and educates commuters regarding alternative modes of transportation such as vanpool, carpool, bicycles, carshare, public transit, commuter matching services, surveys and education.

2.3 Highway Project Information (for non-highway projects go to 2.4)

2.3.1 State Route # or Federal Aid Route #
NA

2.3.2 Beginning Mile Post
NA

2.3.3 End Mile Post
NA

2.3.4 Length of project
NA

2.3.5 Existing and proposed number of Travel Lanes
NA

2.3.6 Current and proposed width of facility (detail ROW, lanes, shoulders, ped/planter).
NA

2.3.7 Facility surface type.
2.3.8 Describe how project is consistent with local or agency plans.
NA

2.3.9 Describe how project incorporates ITS needs.
NA

2.3.10 If phased or segmented, describe how the phase has logical termini and what will future phases consist of.
NA

2.3.11 Is project being coordinated with or constructed with a larger project?
NA

2.3.12 Describe how project will alleviate congestion on this or other facilities.
NA

2.3.13 Describe any traffic improvements. (i.e lanes, signal coordination, ITS, turn lanes, bus pullouts, etc.)
NA

2.3.14 Describe any safety improvements for vehicular and pedestrian traffic. (i.e. raised median, channelization of turn movements, barriers, parkway strips, etc.)
NA

2.3.15 How are complete streets addressed with this project? (plan for pedestrians, bikes, transit, trails, ITS)
NA

2.3.16 Describe traffic control changes at intersections. (include info to warrant changes)
NA

2.3.17 What right-of-way is already secured?
NA

2.3.18 What additional right-of-way is needed?
NA

2.3.19 Describe utility work to be performed and indicate who will do the work.
NA

2.3.20 What type of environmental work will most likely be needed?
Categorical Exclusion
2.4 Non-Highway Projects (Transit / ITS / Active Transportation, Park and Ride, etc.)

2.4.1 Transit Route #
Rideshare and Vanpool

2.4.2 Length of project
NA

2.4.3 What is the expected use of the facility or program?
Management of Vanpool/Rideshare programs

2.4.4 What services are provided in the operating of this project?
UTA will specifically work with individuals and employers to create and administer programs for carpools, vanpools, and other commuting, as well as, non-commuting matches to reduce SOV miles.

2.4.5 Describe any equipment to be purchased (buses, ITS, etc.).
There is no specific equipment. The Rideshare Program supports the customers with ride matching, the vanpool fleet and their riders. In 2017, the Rideshare program had over 8,300 commuters registered and active for ridesharing matching to include carpool, vanpool, transit, and bicycle partners. UTA Rideshare and UDOT--TravelWise meet regularly with a variety of employers and governments in the area to identify other transportation options for their employees and their constituents. UTA provides bike lockers at rail stations and meet regularly with bicycle advocates in the community to encourage biking.

2.4.6 Describe how project is consistent with local or agency plans.
Rideshare and vanpooling are part of the TravelWise strategies as listed in TransPlan 40 on page 11.

2.4.7 Describe how project incorporates ITS needs.
It gets people out of single occupancy vehicles.

2.4.8 If phased or segmented, describe how the phase has logical termini and what will future phases consist of.
This request is for two years of funding

2.4.9 Is project being coordinated with or constructed with a larger project?
Not specifically, but UTA Rideshare and UDOT--TravelWise can coordinate with larger projects to mitigate any negative effects.

2.4.10 Describe how project will alleviate congestion on this or other facilities.
The project reduces single occupancy vehicle trips.

2.4.11 Describe any traffic improvements. (i.e lanes, signal coordination, ITS, turn lanes, bus pullouts,
2.4.12 Describe any safety improvements for transit and pedestrian traffic. (i.e. raised median, channelization of turn movements, barriers, parkway strips, bridges, etc.) Reduced single occupancy vehicle usage helps reduce accidents those vehicles may have been in.

2.4.13 How are complete streets addressed with this project? (plan for pedestrians, bikes, transit, trails, ITS)
NA

2.4.14 What right-of-way is already secured?
NA

2.4.15 What additional right-of-way is needed?
NA

2.4.16 Describe utility work to be performed and indicate who will do the work.
NA

2.4.17 What type of environmental work will most likely be needed?
Categorical Exclusion

2.5 Facility Design

<table>
<thead>
<tr>
<th></th>
<th>Current Conditions</th>
<th>Design Year Click here to enter</th>
<th>Design Year w/o Improvements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average Daily Traffic</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>Level of Service</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>Functional Class</td>
<td>NA</td>
<td>NA</td>
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<td>Design Speed</td>
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<tr>
<td>*Accident Rate</td>
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<td>NA</td>
<td>NA</td>
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<tr>
<td></td>
<td>Value</td>
<td>N/A</td>
<td>N/A</td>
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<td>------------------</td>
<td>----------------------------------------------</td>
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</tr>
<tr>
<td>Transit Ridership</td>
<td>1,264,410 (2017 vanpool ridership)</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Ped/Trail Usage</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>Park and Ride Usage</td>
<td></td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>
3.0 | Project Ranking
The following categories will be used by MPO staff to score each project. The points associated with each category show what total points MPO staff can give. MPO staff’s recommendations will be made available to the MPO TAC Committee for their use in making final project selection recommendations. MPO staff ranking is a tool to aid the MPO TAC Committee in their final selection. The committee is not required to pick projects solely on MPO staff ranks. Please note, if questions pertinent to the project are not answered, zero points will be given.

3.1 Congestion Relief (25 Points)
Explain if the project...

a) Provides an alternate transportation facility that corrects an identified congested problem? Helps with all congestion issues through the urbanized areas.

b) Reduces congestion by reducing the number of vehicles.
   Just in the Vanpool Program, there are about 373 fewer vehicles commuting twice a day on each work day in Utah County.

c) Reduces the need for additional highway lanes for peak hour capacity.
   By consolidating a minimum of seven, if not more people in one vehicle, it reduces the need for additional capacity.

d) Increases the efficiency of transportation system through traffic management measures.
   Manages Transportation Demand Management efforts.

e) Adds turning movements to relieve a congested intersection.
   Reduced SOV use because of rideshare and vanpool efforts helps reduce congestion throughout Utah County and UTA’s service area.

3.2 Mode Choice (25 points)
Explain if the project...

a) Benefits multiple transportation systems (transit and highway, pedestrian and transit).
   Rideshare/vanpool programs benefits highways by reducing SOV usage, connectivity to transit hubs.

b) Promotes alternative transportation solution to SOV use.
   The vanpools accommodate between 7 and 15 riders, reducing SOV usage. The rideshare program also encourages and educates about other non-SOV transportation alternatives.

c) Creates or improves linkages between transportation modes.
   Vanpools improves linkages for riders to connect at park and ride lots, along highway networks, and connectivity to transit hubs.
d) Reduces physical, psychological, or economic barriers to carpool, bike, walk, or transit use. The program reduces psychological barriers for all of the above. By using software that is available on the internet, people are able to find others who have commutes similar to their own that are willing to share a ride. Outreach to companies, in media, and at events also removes these barriers.

e) Provides incentives to carpool, bike, walk, or transit use. Rideshare/vanpool programs provide opportunities for users to reduce transportation costs and reduce commuting stress. In the software there is a commuting calendar that helps people track how much money they are saving and their contribution to improving air quality.

3.3 Environmental Quality (15 points)

Explain if the project...

a) Provides cost effective emission reductions (air quality score). Yes. The value received for each dollar spent is high. These TDM measures are an effective way to reduce SOV's without large expenditures.

b) Minimizes environmental impacts or reduces existing impacts (e.g. air/water/noise pollution). For the vans that operate in and through Utah County, in 2017 the Vanpool Program saved 13.82 tons of NOx, 85.81 tons of CO, 428 lb of PM10, 991 lbs PM2.5, and 2,153 tons of CO2. Other modes of travel offer additional savings.

c) Enhances the natural, cultural, or historic environment. The natural environment in benefited by air quality improvements that come from reducing single occupant vehicles. There are also health benefits from transit and alternative transportation options that rideshare promotes; studies have shown higher levels of physical activity for those who use these modes.

d) Mitigates invasive impacts to existing neighborhoods/commercial areas (minimal relocations). This project has no relocations. Neighborhoods benefit from reduces SOV travel.

3.4 Safety (20 points)

Explain if the project...

a) Corrects/improves a verified or potential safety or accident problem. These programs to reduce VMT by consolidating multiple users into one vehicle or onto other modes. The reduction in VMT results directly in reduction in accidents on average.

b) Improves information/communications for traffic operations and emergency responders. NA

c) Reduces severity of crashes. Reduced single occupancy vehicle usage helps reduce accidents those vehicles may have been in.
d) Enhances safe movement of pedestrian, bicycle traffic. Reduced single occupancy vehicle usage helps reduce accidents those vehicles may have been in.

e) Provides an intermodal safety improvement (e.g. separation of vehicles-trains, vehicles-pedestrian). Reduced single occupancy vehicle usage helps reduce accidents those vehicles may have been in.

3.5 Other Considerations (15 points)
Explain if the project...

a) Effectively distributes funding throughout the MPO area.
   Yes, the whole MPO area is served.

b) Phases project in a manner that the MPO can use limited funds efficiently.
   Funding is phased over the two year program period.

c) Additional funding above required match is pledged toward project (including any soft match).
   UTA pays for the rest of the operations funds needed out of its own funding.

d) Project sponsor ranking of project.
   3

e) Project is numbered project within the current RTP.
   Rideshare and Vanpool are included in the RTP though they do not have a specific number assigned.
4.0 | Air Quality Report
All projects that are eligible for CM/AQ and CM/AQ-PM2.5 funds must complete this report. These funds are eligible for projects and programs countywide. Contact Susan Hardy at Mountainland AOG if you need help completing 4.4 Quantitative Analysis below, 801/229-3842 or shardy@mountainland.org.

4.1 Eligibility
CM/AQ funds can only be used for projects and programs that a direct benefit to air quality can be demonstrated. Highway expansion, such as new single occupancy vehicle lanes, is not eligible. Turn lanes at congested intersections, transit programs, pedestrian and trail projects, signal modernization, ITS, and IM programs are typical eligible CM/AQ projects.

4.2 CM/AQ Program
The purpose of the CM/AQ program is to fund transportation projects or programs that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) in Ozone (O3), Carbon monoxide (CO), Particulate Matter – 10 microns (PM10), and PM2.5 non-attainment and maintenance areas. The city of Provo is a maintenance area for CO and Utah County is a non-attainment area for PM10 and PM2.5.

4.3 Completing this Report
All projects eligible for CM/AQ funds must complete this report. Completing this report can be quite technical, Susan Hardy, Air Quality Coordinator at Mountainland, can help with filling out this report. Contact her at 801/229-3842 or shardy@mountainland.org

4.4 Quantitative Analyses
A quantitative assessment of how a proposed project or program is expected to reduce emissions is important to assist in selecting the most effective use of this fund. List below all travel benefits directly related to this project. Air quality benefit calculations must utilize Mobile 6. The air quality analysis should include assessing emission reductions of transit, traffic flow improvements, ITS projects and programs, ridesharing, bicycle and pedestrian improvements. Complete at least one of the sections below. If quantitative analyses cannot be done, do a qualitative assessment in 4.3.

   a) Vehicle Miles Traveled
   Number of Vehicle Miles Traveled reduced (VMT): In 2017 there were over 6.4 million VMT reduced for the Vanpool Program; plus reductions for carpooling, biking and other active transportation, and teleworking.
   Average distance of trips reduced: 38.49 miles per one-way trip
   Emission reduction per average weekday: For the vans that operate in and through Utah County, in 2017 the Vanpool Program saved 13.82 tons of NOx, 85.81 tons of CO, 428 lb of PM10, 991 lbs of PM2.5, and 2,153 tons of CO2. Other modes of travel offer additional savings. Additional savings from other modes associated with Rideshare and Travelwise are also achieved, but are not calculated quantitatively. For example, we know that there are savings from the carpool matches, biking and other active transportation matches, and teleworking; but are not able to calculate the savings value from the information these users return to us.

   b) Idling Time
Average idling time per vehicle reduced: N/A
Number of vehicles with reduced idling time: There were 373 fewer vehicles that were on the road in Utah County because of the Rideshare and TravelWise program.
Emission reduction per average weekday: N/A

C) Vehicle Speed
Average change in vehicle speed (speed before and after): N/A
Number of vehicles affected: N/A
Emission reduction per average workday: N/A

4.5 Qualitative Assessment
Although a quantitative analyses of air quality impacts is required whenever possible, some improvements may not lend themselves to rigorous quantitative analysis, because of the projects characteristics or because practical experience is lacking to adequately analyze the project. In these cases, a qualitative assessment based on a reason and logical examination of how the project or program will decrease emissions and contribute to attainment or maintenance of a NAAQS is appropriate.
See Above
5.0 | Project Cost Estimate

To develop a project cost estimate, please supply a detailed cost breakdown of your unit costs, inflation, equipment, right-of-way, contingency, etc. To do so, use the Concept Costs Estimate Excel form provided by UDOT (available on Mountainland.org website). Non-construction projects such as equipment purchases, operations, administration programs, studies, etc. can use other methods to show their estimated costs. All sheets or methods used should be submitted as part of the Supplemental Information accompanying the Concept Report.

5.1 Cost Summary

Summarize the information from the Costs Estimate Excel form or other method. Enter NA for items that do not apply to the project.

- a) Preliminary Engineering NA
- b) Environmental Work NA
- c) Construction NA
- d) UDOT Review (project cost <$500k = $5k, >500K = $10k) NA
- e) Construction Engineering NA
- f) Subtotal (in today's dollars) $406,000
- g) Inflated Cost Factor (inflate to 2022) $406,000
- h) Total 2022 Cost $406,000
- i) Non-MPO Funds Available to Project $27,486.20
- j) MPO Funding Request (includes 6.77% local match) $406,000

6.0 | Supplemental Information

Please submit any supporting documentation including maps, diagrams, charts, cost estimates, etc. that will allow MPO and UDOT staff and any Technical Advisory Committee to make an informed decision regarding the proposed project. Keep Supplemental Information submittals to 8 pages total.

6.1 Concept Report Submittal

In order to facilitate the distribution of the Concept Reports and any supplemental information, all Concept Reports shall be combined with any supplemental information and saved in PDF format as one document. Please note that this might create a large data file that might be too large to emailed. Plan accordingly to submit your report in electronic format (CD, DVD, Flash Drive) by the required due date. Concept Reports are due by March 29, 2018 at 6pm.

6.2 Contacts, Questions

For help with the Concept Report or questions, please contact:

Bob Allen  
801/229-3813  
rallen@mountainland.org

Shawn Eliot, AICP  
801/229-3841
UTA Vanpool Work Destinations

Count
- 1 - 25
- 26 - 49
- 50 - 72
- 73 - 96
- 97 - 120

Miles

Sources: Esri, DeLorme, NAVTEQ, USGS, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom 2012
The UTA Rideshare commuter matching system open to the public has 6,387 registered commuters system wide as of December 2017. A 2017 survey of 2,500 of these commuters resulted in 442 responses, of whom 20.36% said they are carpooling. 20.36% of 6,387 is 1,300 carpoolers at 2.4 individuals per carpool equals about 541 carpools system wide that could be attributed to the rideshare system. This can be divided by county based on the percentages of registered commuters whose home address is in that county. (the 2.4 occupants per carpool comes from WFRC’s typical numbers in the AQ worksheet)

<table>
<thead>
<tr>
<th>Registered Commuters Numbers</th>
<th>Other</th>
<th>Utah</th>
<th>Salt Lake</th>
<th>Weber</th>
<th>Davis</th>
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<tbody>
<tr>
<td></td>
<td>1598</td>
<td>1043</td>
<td>2080</td>
<td>791</td>
<td>875</td>
</tr>
<tr>
<td>Registered Commuters Percentage</td>
<td>25.02%</td>
<td>16.33%</td>
<td>32.57%</td>
<td>12.38%</td>
<td>13.70%</td>
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<tr>
<td>Estimated Carpools</td>
<td>135.3582</td>
<td>88.3453</td>
<td>176.2037</td>
<td>66.9758</td>
<td>74.117</td>
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</tbody>
</table>