

Wasatch County Transit Study



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Wasatch County Transit Study

Final Report

Implementation Program

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STUDY PURPOSE AND PROCESS

Mountainland Association of Governments (MAG) serves as the Rural Planning Organization for Wasatch County and served as lead agency in this study effort for Wasatch County. Other partners included Wasatch County, Heber City, Midway City, the Utah Department of Transportation (UDOT), the Utah Transit Authority (UTA), and Park City.



Wasatch County has been growing at a rapid rate with growth of three to five percent per year in recent years. The population is expected to more than double in the next 20 to 30 years. The demographics of the county are changing and many people are moving to Wasatch County who are employed elsewhere.

Recent data from the U.S. Census indicate that a majority of the work force living in Wasatch County is employed outside the county resulting in a significant percentage of commuters. There is also a significant number of commuters into Wasatch County from Utah County.

New developments are supporting the growth in Wasatch County. The Timber Lakes area has had the highest growth rate in the county in the last few years. Developments like Timber Lakes create a challenge for providing public transportation services, with high costs to deliver service, but many unmet needs. Future growth is planned in the Jordanelle area, particularly the Mayflower Mountain Resort development.

The focus of this study was to determine the level of unmet transportation needs in Wasatch County and develop a vision for public transportation to meet those needs. This required a high level of community and stakeholder involvement. Online techniques were used to engage the greatest number of local residents along with presentations and participation in other community meetings. A rigorous approach to quantifying the potential demand for public transportation was essential to evaluate potential service options.

The outcome of this study is an implementation plan to guide MAG and Wasatch County to move forward, if desired, with the goal of implementing the public transportation vision developed in this study. The implementation plan identifies specific actions which must be completed to implement public transportation service in the county.

REPORT CONTENTS

Community outreach efforts and the regional vision for transit are described in Chapter II. These include a community survey that was made available through the study website, as well as paper copies at key locations. Project staff have attended various community events which are described in this chapter to reach out to the community as the study progressed. Interviews with key stakeholders are summarized. A visioning workshop was held with many community representatives and is described in this chapter with a vision statement and goals developed from the input received through these efforts.

Chapter III describes the existing community conditions. This includes demographics and workforce commute patterns. The information in this chapter was used to develop estimates of demand and evaluate transit service options.

Existing transportation services are described in Chapter IV. The existing services are limited and transit service for the public is lacking.

Chapter V provides an assessment of the need for transportation services. A variety of techniques were used to develop estimates of the need and potential demand for service within the county and to adjacent counties.

Priority corridors have been identified in Chapter VI. These corridors are presented as the focus for development of service options.

Chapter VII describes the criteria selected for evaluation of the service options. The draft vision and goals from the visioning workshop were presented to the Advisory Committee and refined to form the vision and service priorities presented in Chapter II.

Chapter VIII presents the evaluation of service options. The information in Chapter VIII was used to develop a preferred service plan with recommendations for public transit implementation.

The recommended service plan is provided in Chapter IX. This plan forms the basis for determining what service, if any, should be implemented in Wasatch County.

Chapter X describes the steps and decisions necessary to implement public transit service. The implementation recommendations describe actions to be taken over multiple years to determine governance, refine the service plan, obtain funding, and implement service.

ANNOTATED BIBLIOGRAPHY

Two plans were reviewed as part of understanding previous planning efforts related to transportation issues in Wasatch County, including the Wasatch Mobility Plan 2013 and the Heber Valley Parkway Planning Study.

Wasatch Mobility Plan 2013

The outcome of the Wasatch Mobility plan was to create a set of strategies to advance local efforts in meeting the mobility needs of transportation disadvantaged individuals, including people age 65 or older, people living in poverty, people with a disability, and veterans, in the Wasatch Region. The Wasatch Region includes the eight-county planning area of Mountainland Association of Governments (MAG) and Wasatch Front Regional Council, including Davis, Morgan, Salt Lake, Summit, Tooele, Utah, Wasatch, and Weber counties. Individual plans were created for each county, as well as the region, in order to identify the specific mobility needs in that area and the strategies to resolve those needs.

The planning methodology included demographic data collection and analysis, identification of destinations, inventory of mobility resources, literature search and best practices review, needs assessment, and strategy development.

The Plan presents a variety of alternative mobility options for individuals with a transportation disadvantage, including:

- **Active transportation** – walking, biking, using a wheelchair, etc.

- **Commercial transportation services** – taxis, limousines, shuttles, vans, buses, car rentals, intercity and interstate bus and rail, and airlines.
- **Community transportation services** – private and public transportation services that accommodate one or more of the transportation disadvantaged population.
- **In-home services** – in-home healthcare, grocery delivery, online library, mail order, Meals-on-Wheels, online education, etc.
- **Public transportation services** – airport, Amtrak, Greyhound Bus, Utah Transit Authority (UTA), Park City Transit, carpool/vanpool, e-travel, mobile services, etc.
- **TravelWise** – a UDOT program that supports alternatives to single vehicles for getting around.
- **Vehicle pooling**
- **Virtual travel**

Mobility barriers specific to Wasatch County include:

- **Access barriers** – including: making transfers between transportation modes, walking between a vehicle and the origin/destination, no bench and/or shelter at transit stop, carrying packages to/from destinations, understanding how to navigate transportation networks, and feeling safe and knowledgeable in using public transit.
- **Environmental barriers** – including: inaccessible pathways, inaccessible transit stops, construction barricades, overgrown shrubs/trees, insufficient crossing signal length, unsafe environment/conditions, weather (excessive heat, rain, snow, ice), and lack of current and/or accurate information.
- **Coordination barriers** – including: vehicle sharing, cost sharing, joint procurements, joint maintenance, back-up drivers, back-up vehicles, shared technology, funding, and volunteer drivers.
- **Equipment barriers** – including: accessible vehicles are costly to purchase and to operate, vehicle capacity needs often fluctuate, limited vehicle options in the State’s 5310 program, alternative fuel vehicles are needed to reduce operating costs, it is costly to maintain a back-up vehicle for infrequent use, and scheduling and dispatch equipment is expensive and complex.
- **Financial barriers** – including: transportation expenses are cost-prohibitive for some individuals; when transit service is not available, the cost for alternative transportation services is out-of-reach for many individuals; transportation is often not the mission of a human service provider, operating a transportation system is complex and costly; purchasing, maintaining, and operating vehicles is costly; funding sources are limited; grant funding and requirements can be overwhelming for the smaller providers; volunteer driver liability can be costly; and volunteer driver reimbursements lack sufficient funding.
- **Eligibility barriers** – including: trip purpose is not eligible, the individual does not meet the eligibility requirements to receive the service, regulations do not allow expanded trip purpose or client eligibility, funding does not allow expanded trip purpose or client eligibility, and understanding eligibility requirements and services.
- **Service barriers** – including: information about the service is unavailable or confusing, days and/or hours of public transit operations do not meet an individual’s needs, service areas

do not include an individual's origin/destination, no services are available, connectivity between services is not efficient or is non-existent, reliable services that enable an individual to make their appointments and work schedules on time, volunteer recruitment, training, and retention is time-consuming, and efficient use of technology.

Mobility strategies for meeting the needs of older adults, persons living in poverty, persons with a disability, and Veterans in Wasatch County were not able to be determined in the Plan. However, the following initial strategies were identified:

- Establishing a Wasatch County Mobility Council
- Provide outreach to stakeholders and customers to determine and prioritize strategies

The goals for the other counties in the region were centered around the following areas: 1) Accessibility and Livability, 2) Coordination, 3) Customer Focused Service, 4) Financial Sustainability, 5) Information and Referral, 6) Product and Service Diversity, and 7) Safety and Security.

Heber Valley Parkway Planning Study (July 2019)

Traffic congestion in Heber City and throughout Wasatch County has been growing and is expected to continue growing. Currently, Main Street averages approximately 30,000 vehicles per day, and by 2050, that volume is expected to increase by about 30 percent. In addition, traffic volumes on the other north-south roads through Heber City are expected to approximately triple by 2050.

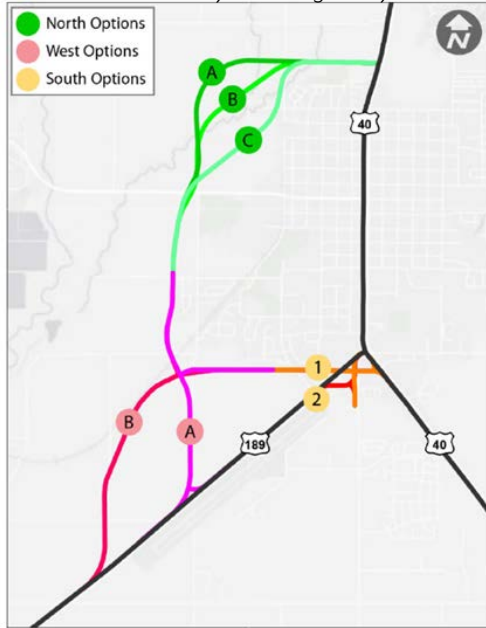
To accommodate this growth, Heber City and Wasatch County have been planning on a new north-south roadway corridor (now called the Heber Valley Parkway) on the west side of town between north U.S. 40 and U.S. 189 for over 20 years. The goal of this corridor planning study is to address growth and provide a reliable transportation system for residents, visitors, and commuters in Heber City and the surrounding area. The objectives of the study are to:

- Alleviate specific types of traffic from Heber City's Main Street, including large trucks
- Reduce traffic congestion on Main Street, enhance economic development opportunities, and improve overall quality of life in Heber City and Wasatch County
- Improve safety and mobility on the Main Street corridor
- Provide an opportunity for Main Street to become a more visitor-friendly destination

An initial screening process evaluated five high-level corridor options with slight differences in terms of proximity to Heber City, roadway speed, east-west connection at 1300 South, and status of U.S. 189.

The two options that made it through initial screening were then submitted to secondary screening where the study corridor was divided into three segments (north, west, and south), as shown in Figure I-1, for secondary screening analysis.

Figure I-1: Heber Valley Parkway Alignments
 Source: *Heber Valley Planning Study*



Three alignments were evaluated for the north segment, but no recommendation could be made without a full wetlands analysis, which was beyond the scope of this study and would instead need to be done during a future environmental study.

The west segment has two main options, but the study team did not make a recommendation for an alignment for this segment. It did recommend however, that the western segment be evaluated further in a future environmental study.

Nine options were evaluated for the south segment, but based on ease of use for large trucks and traffic operations performance, the recommended alignment would create an east-west connection by turning south U.S. 40 from its current path and connecting it directly to 1300 South.

In terms of phasing, the Plan determined that Main Street would be regularly at capacity by 2035, and therefore recommended that the corridor be built by 2030. The next phase in the planning process is to move the Heber Valley Parkway study into an environmental study. In April 2019, the Utah Transportation Commission approved funding for UDOT to perform the environmental study, which is expected to begin in Fall 2019.

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Chapter II: Regional Passenger Transportation Vision

INTRODUCTION

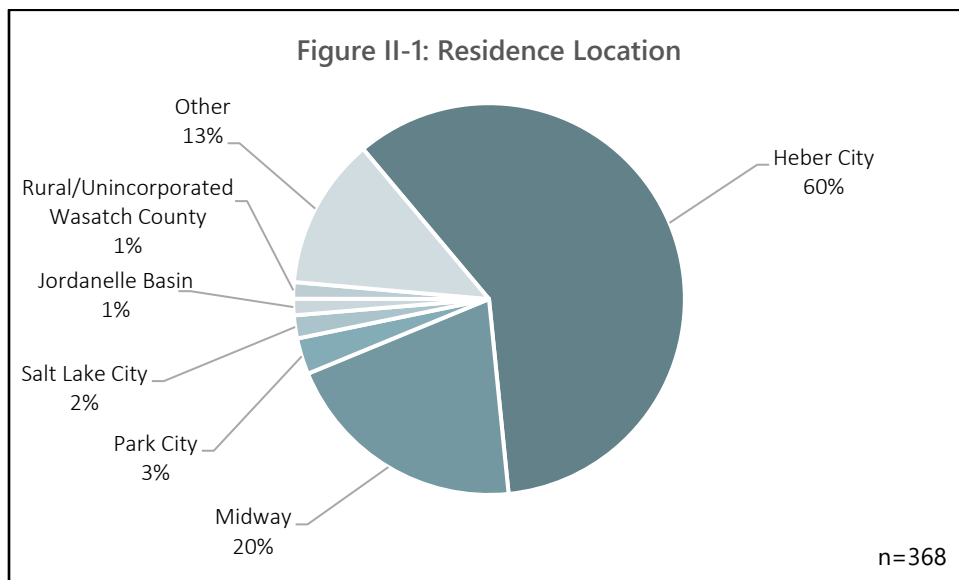
To develop a regional vision for passenger transportation, the study team used several approaches to gain community input. Refinement of the vision has been an ongoing effort throughout the planning process in order to engage the community and receive input from the Advisory Committee.

INITIAL COMMUNITY SURVEY

As part of the effort to obtain input from the community, a separate survey questionnaire was used for Wasatch County residents. The questionnaire was developed with input from the study partners and Mountainland Association of Governments (MAG) staff, and then distributed as widely as possible. The survey asked respondents to answer a series of questions about their personal and household transportation needs. The survey was available online and as a paper version for approximately seven weeks (from August 23, 2019 through October 13, 2019). A total of 368 responses were received. A short summary of key findings from the survey is shared in this section and the detailed analysis is located in Appendix A.

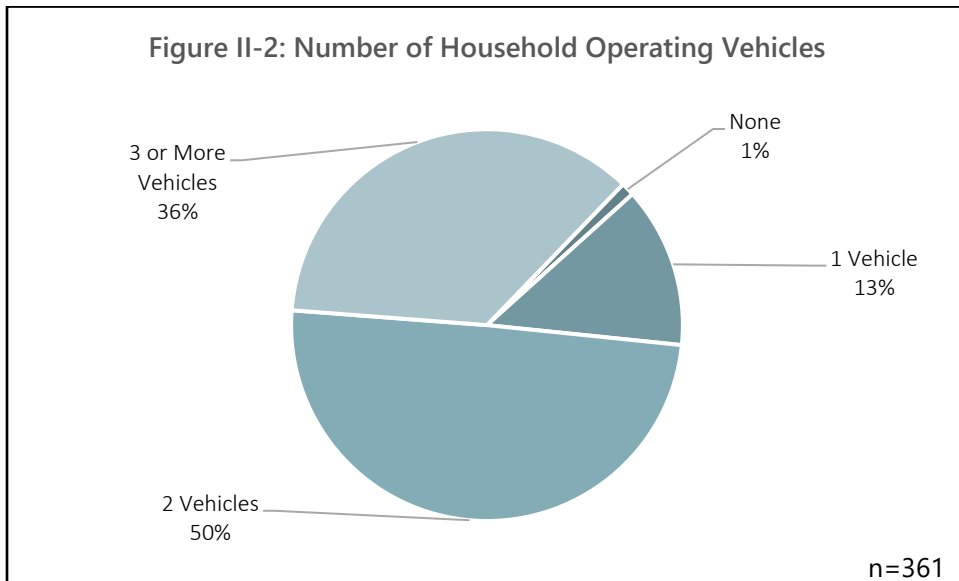
Key findings from the online community survey include:

- Almost all survey respondents (99 percent) reported that they or a member of their household use their personal vehicle, followed by 52 percent of respondents who indicated that they walk, and 47 percent of respondents who indicated that they bike.
- As shown in Figure II-1, approximately 60 percent of respondents indicated that they reside in Heber City, followed by 20 percent of respondents who reside in Midway.



- Almost half of respondents (42 percent) were between the ages of 40 and 59, followed by 27 percent of respondents between the ages of 25 and 39.
- The majority of respondents were either employed full-time (60 percent) or retired (26 percent).

- Approximately 94 percent of respondents who work outside their home currently make their commute by driving alone or with family.
- Approximately 58 percent of respondents indicated their annual household income was \$80,000 or more a year.
- As shown in Figure II-2, only one percent of respondents said they live in households with no operating vehicles, the majority of respondents (86 percent) live in households with two or more vehicles. Data from the U.S Census indicates that about 1.6 percent of the households in Wasatch County do not have a vehicle.



- Potential public transportation use to reach areas within Wasatch County:
 - The majority of respondents (69 percent) indicated they would use public transportation to reach areas within Wasatch County.
 - The majority of respondents (90 percent) said they would use public transportation to reach destinations in Heber City, followed by Midway (73 percent) and the Jordanelle Basin (30 percent).
 - As shown in Table II-1, the most frequent reasons for why respondents would use public transportation to reach areas within Wasatch County included recreation trips (70 percent), shopping trips (57 percent), and personal business trips (43 percent).
 - Approximately 40 percent of respondents indicated that they or a household member would use public transportation within Wasatch County between three and five days per week.

| Table II-1: Purpose for Using Public Transportation Within Wasatch County | | |
|---|---------------------|------------------------|
| Trip Purpose | Number of Responses | Percent of Respondents |
| Recreation | 175 | 70% |
| Shopping | 141 | 57% |
| Personal Business | 130 | 52% |
| Work/Commuting | 113 | 45% |
| Doctor/Medical/Health Care | 97 | 39% |
| School/College | 49 | 20% |
| Other - Restaurants/Bars | 6 | 2% |
| Other – Skiing/Ski Resorts | 4 | 2% |
| Other - Special Events | 4 | 2% |
| Other | 7 | 3% |
| TOTAL | 726 | |

Source: LSC Community Survey, 2019.

- Potential Public Transportation Use to Reach Areas Outside Wasatch County
 - The majority of respondents (77 percent) indicated they would use public transportation to reach areas outside Wasatch County.
 - Approximately 86 percent of respondents said they would use public transportation to reach destinations in Summit County, followed by Salt Lake County (59 percent) and Utah County (51 percent).
 - As shown in Table II-2, the most frequent purposes for why respondents would use public transportation to reach areas outside Wasatch County included recreation trips (63 percent), work/commuting trips (58 percent), and shopping trips (56 percent).
 - Approximately 41 percent of respondents indicated that they or a household member would use public transportation to reach areas outside Wasatch County between three and five days per week.

| Table II-2: Purpose for Using Public Transportation Outside Wasatch County | | |
|--|---------------------|------------------------|
| Trip Purpose | Number of Responses | Percent of Respondents |
| Recreation | 175 | 63% |
| Work/Commuting | 163 | 58% |
| Shopping | 157 | 56% |
| Personal Business | 138 | 49% |
| Airport | 127 | 45% |
| Doctor/Medical/Health Care | 104 | 37% |
| School/College | 48 | 17% |
| Other | 18 | 6% |
| TOTAL | 930 | |

Source: LSC Community Survey, 2019.

VISIONING WORKSHOP

A meeting of the Advisory Committee was held on October 3, 2019 in Heber City to discuss needs for public passenger transportation and to begin developing a vision for service priorities. The team of LSC and Fehr & Peers gave an overview of the study process and presented background information about community conditions, preliminary community input, and types of transit service.



Following the presentation, participants were asked to allocate \$100 among five categories of service. The following categories were provided and participants could add or refine the categories if desired:

- Local service for the elderly and people with disabilities with Wasatch County
- Local service for the general public, particularly lower income, with Wasatch County
- Service for medical appointments outside Wasatch County
- Service for the general public for destinations outside Wasatch County
- Commuter service to other counties

Participants were seated at five tables and were asked to develop a consensus for priorities among the members of their table. Time was provided for each group to discuss the service categories and reach a consensus. Each table then selected one person to report back to the group. Discussion led to dividing the commuter service category into commuters out of Wasatch County and commuters to Wasatch County.

The results are presented in Table II-3. Commuter service out of the county had the highest ranking, followed by general public service within the county. Additional discussion was held to better understand some of the differences in ranking the service. Many of the participants felt that most transportation needs for the elderly and people with disabilities were being met both within the county and for medical trips by family and friends. While there are unmet needs, most did not see this area as being among the highest needs to be addressed by new public transportation service.

| Category of Service | Allocations | | | | | Average |
|--------------------------------------|-------------|---------|---------|---------|---------|---------|
| | Group 1 | Group 2 | Group 3 | Group 4 | Group 5 | |
| Elderly/Disabled service in county | \$5.00 | \$10.00 | \$0 | \$30.00 | \$8.00 | \$10.60 |
| General public service in county | \$40.00 | \$10.00 | \$10.00 | \$30.00 | \$30.00 | \$24.00 |
| Medical trips out of county | \$5.00 | \$10.00 | \$0 | \$15.00 | \$5.00 | \$7.00 |
| General public service out of county | \$42.50 | \$0 | \$0 | \$15.00 | \$20.00 | \$15.50 |
| Commuter service out of county | \$5.00 | \$35.00 | \$70.00 | \$5.00 | \$25.00 | \$28.00 |
| Commuter service into county | \$2.50 | \$35.00 | \$20.00 | \$5.00 | \$12.00 | \$14.90 |

Source: LSC Wasatch County Allocation Exercise, 2019.

Those who supported commuter service outside the county saw this as serving Wasatch County residents who are employed outside Wasatch County and an opportunity to address growing traffic

concerns and the associated environmental impacts. The difficulty of providing connections to destinations in other counties was noted as a challenge. Service for commuters to the county was supported as the workforce in Wasatch County is being drawn from areas in Utah County. However, support was not as strong, as this was seen as a benefit to non-resident employees and should have more support from employers. There are issues regarding affordability of housing within Wasatch County and commuter service could help to address this issue. As part of the background information, the LSC team had looked at commuter patterns out of Wasatch County and will look at the commuter patterns for employees commuting into the county.

There was much discussion about general public service within the county and for connections outside of the county. Much of the discussion centered on whether this included tourists and visitors. Input from the tourism industry in particular was that there is a need for connections locally between lodging and other destinations, particularly for winter visitors. Winter visitors and international visitors are far more likely to rely on local public transportation, while most summer visitors arrive with their own transportation. Winter visitors need transportation to ski areas, local entertainment, and dining. It was pointed out that many international visitors inquire about public transportation options and decide to visit other areas after learning that no public transportation is available in Wasatch County, either to the ski areas or other destinations.

Other issues that need to be addressed were also identified by participants:

- Public transportation is important to market local tourism and will support local economic development;
- Look at multimodal solutions including such things as bus priority lanes and gondolas;
- Look at needs for transportation to Sundance;
- Consider microtransit solutions;
- Incorporate active transportation;
- Passenger transportation solutions must be multimodal.

Participants also provided input about days for service. High importance was given to weekday and daytime local service for seniors, and those with disabilities. Weekend and evening service was given much lower rankings for importance. General public service within the county was given high importance for weekday, evening, and weekend service. This service received the highest rankings of the options for weekend and evening service. Medical trips outside the county were seen as important primarily for weekdays. General public service outside the county was seen as being less important in general and was given more importance for weekday service than weekends or evenings. Commuter service to the Wasatch Front was ranked higher for weekdays than for evenings, while commuter service to Summit County had support for weekday, weekend, and evening service. One group gave high importance for weekday, weekend, and evening service to Wasatch County.

Input received from this workshop and the community survey were used to develop the service options and develop a vision for passenger transportation services in Wasatch County.

VISION FOR PUBLIC TRANSPORTATION

Community input and the visioning workshop were used to develop a draft vision for public transportation and corresponding goals. The vision and goals were presented to the community for feedback and additional input. The goals were used to develop options for public transportation and criteria for evaluating the different options.

Vision Statement

LSC worked with the Advisory Committee to develop a vision for transit service in Wasatch County and priorities for service to be implemented. Input from key stakeholder interviews and the community survey were used to understand transportation needs.

The vision for public transportation in Wasatch County is to increase the options for mobility through cost-effective, financially sustainable, and coordinated multimodal transportation services to meet current and future transportation needs of residents and visitors.

Service Priorities

Based on community input and prioritization by the Advisory Committee, the following have been identified as priorities for transit service:

- Provide connections to Summit County for commuters from Wasatch County.
- Provide connections to and from Utah County for commuters to and from Wasatch County.
- Provide visitor transportation from Wasatch County to ski areas during winter season.
- Provide local mobility for residents and visitors in Heber City and Midway.
- Provide general public transportation opportunities to Summit County and Utah County.

STAKEHOLDER INTERVIEWS

As part of the initial community engagement, a series of stakeholder interviews were conducted to introduce the plan to the community, as well as to solicit feedback on community transportation needs and priorities. Stakeholder interviews were conducted with representatives from:

- Military Installation Development Authority (MIDA)
- Intermountain Healthcare – Wasatch
- Wasatch County Senior Services
- Park City School District
- Latino community in Wasatch County
- Disabled community in Wasatch County
- Wasatch County Planning

Common Themes

Through the stakeholder interviews, several common themes emerged.

- Traffic in Wasatch County is a growing problem and transit could help alleviate roadway congestion.
- There are a variety of needs and schedules to consider for a new transit service, including those of seniors, people with disabilities, and commuters.
 - Commuters need transit to Park City – is it possible to coordinate or connect service with Park City Transit? Need to consider service worker schedules which may not match the typical 9:00 a.m. to 5:00 p.m. work day.
 - Seniors need weekday midday service when services and facilities are open, particularly to Provo and Salt Lake City. The Wasatch County Senior Center is currently meeting the social/activity needs of seniors, but shopping and medical trips are not currently being met.
 - Tourism in the area is growing and so too is the need for visitor transportation options. Recreation and tourism-oriented travel is centered on weekends (Thursday through Sunday) with all-day service needed in order to accommodate daytime activities and visiting restaurants and bars in the evening.
 - Service connecting Heber City and Midway with Park City is needed, as is more regional service to Salt Lake City.
 - Connecting the new service with existing transit services in Provo and Salt Lake City will help make riding more convenient and easier for passengers.
 - Transportation is an obstacle for students going to college. A connection to UTA would help students travel to the University of Utah and Brigham Young University.
- A combination of types of transit services (vanpool/carpool, fixed-route service, demand response, etc.) could be helpful in meeting the different needs of the community.
 - It will be important to ensure that transit vehicles are scaled appropriately for distance and number of passengers.
 - Seniors may find demand response service more convenient and easier to use.
 - The new transit system must provide regular and frequent service, especially during peak hours.
 - Need to make riding the bus a time-saving option in order to convince people not to use their single occupancy vehicle.
- The new service needs to be well advertised so the community is aware it exists.
- Thoughts on how the new transit service should be organized varied quite a bit; ideas included service as part of the County, contracted out to a third party, or as an extension of UTA's service area.
- Potential funding could come from local partnerships, grants, and taxes.
- Opportunity to work with employers to offer employee transit passes.
- Passenger fares need to be low/reasonable so as to attract residents of all income levels.

COMMUNITY OUTREACH

Additional outreach was conducted to obtain input. A team member attended two Envision Heber open house and talked with attendees. The first open house provided an opportunity to complete the community questionnaire. A short presentation was made at the second open house showing the selected service options and providing an opportunity for input to the recommended service plan.

A representative of the team attended three lunches and a breakfast meeting at the Senior Center and talked with seniors and provided the opportunity to complete the questionnaire. Attendees were given the opportunity to provide input for development of the recommended service plan.

MAG and other staff have sought input from local groups at various meetings and provided the input to the LSC planning team. An online comment form was created to receive feedback on the Draft Report and presentation were made to the Heber City Council, Midway City Council, Wasatch County Council, Park City Council, and Summit County Council

Service Options Community Survey

A second community survey was conducted in January/February 2020 to obtain feedback on the service options. The questionnaire asked respondents to rate each of the service options from 1 – Very Bad, to 5 – Very Good, and then identify their two highest transit priorities and what they like most about them. A total of 90 responses were received.

Key findings from the online community survey include:

- As shown in Figure II-3, the majority of respondents (62 percent) filled out the survey online.

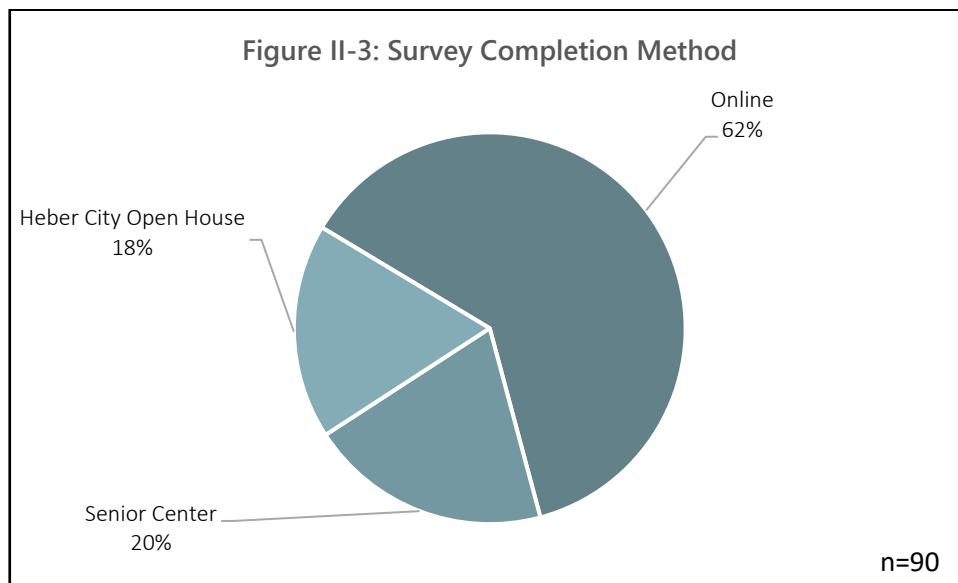


Figure II-3

- As shown in Table II-4, the most preferred service options were the Park Commuter Service (4.25), the Park City Skier Service (4.18), and Local Route Deviation and Dial-A-Ride Service (4.03).

Table II-4

| Table II-4: Preferred Services | |
|--|---------------|
| Service | Average Score |
| Park City Commuter Service | 4.25 |
| Park City Skier Service | 4.18 |
| Local Route Deviation and Dial-A-Ride Service | 4.03 |
| Wasatch County to Utah County Commuter Service | 3.97 |
| Utah County to Wasatch County Commuter Service | 3.96 |
| Vanpool—Wasatch County to/from Utah County | 3.82 |
| Vanpool—Wasatch County to Summit County | 3.81 |

- Similarly, when asked about their two highest priorities, 63 percent of respondents favored the Park City Commuter Service, followed by 57 percent of respondents who favored the Park City Skier Service. The results are shown in Table II-5.

| Table II-5: Highest Priorities | | |
|--|---------------------|------------------------|
| Service | Number of Responses | Percent of Respondents |
| Park City Commuter Service | 54 | 63% |
| Park City Skier Service | 49 | 57% |
| Local Route Deviation and Dial-A-Ride Service | 32 | 37% |
| Utah County to Wasatch County Commuter Service | 17 | 20% |
| Wasatch County to Utah County Commuter Service | 15 | 17% |
| Vanpool—Wasatch County to Summit County | 13 | 15% |
| Vanpool—Wasatch County to/from Utah County | 7 | 8% |
| TOTAL: | 187 | |

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Chapter III: Community Conditions

INTRODUCTION

Chapter III presents the community conditions, demographics, and select local travel patterns for Wasatch County, UT. Where appropriate, figures and tables are used for illustration.

Wasatch County is located in northern Utah, south of Park City and east of Salt Lake City and Provo. There are several recreation areas within the county including Wasatch Mountain State Park, Strawberry Reservoir, Jordanelle Reservoir and State Park, and Deer Creek Reservoir and State Park. There are also several ski resorts located in nearby Summit County, which borders Wasatch County to the north. Major corridors include US Highways 40 and 189 which intersect in Heber City.

The demographic analysis was done by block group, which is a census-defined boundary. These boundaries do not necessarily denote neighborhoods or communities, but rather act as a standardized means for analysis. The study area with block group boundaries is shown in Figure III-1.

DEMOGRAPHIC CHARACTERISTICS

Demographics

Unless noted otherwise, all data listed in this chapter are from the 2013-2017 U.S. Census American Community Survey (2017 ACS) five-year estimates. According to the 2017 ACS, the total population of the study area is 29,306.

Population Density

Population density is used to determine where population is concentrated. The size of the census blocks skews the location of population concentrations. Transit is generally more successful in areas with greater concentrations of population. As shown in Figure III-2, the area with the highest density is in Heber City. The areas with the next highest density are south of Heber City in Daniel, as well as the area to the northwest between Heber City and Midway.

Figure III-1
Study Area with Census Block Groups

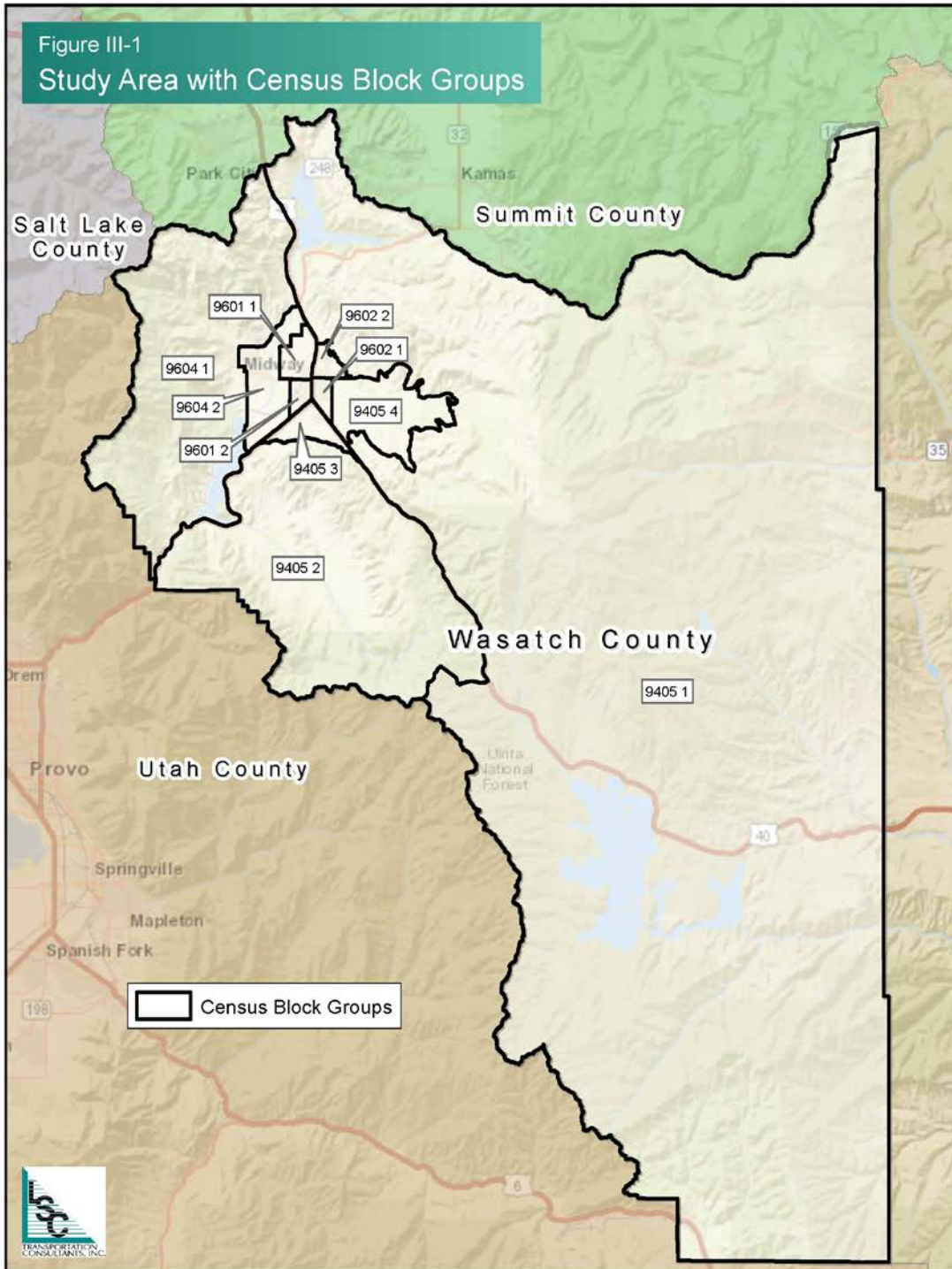
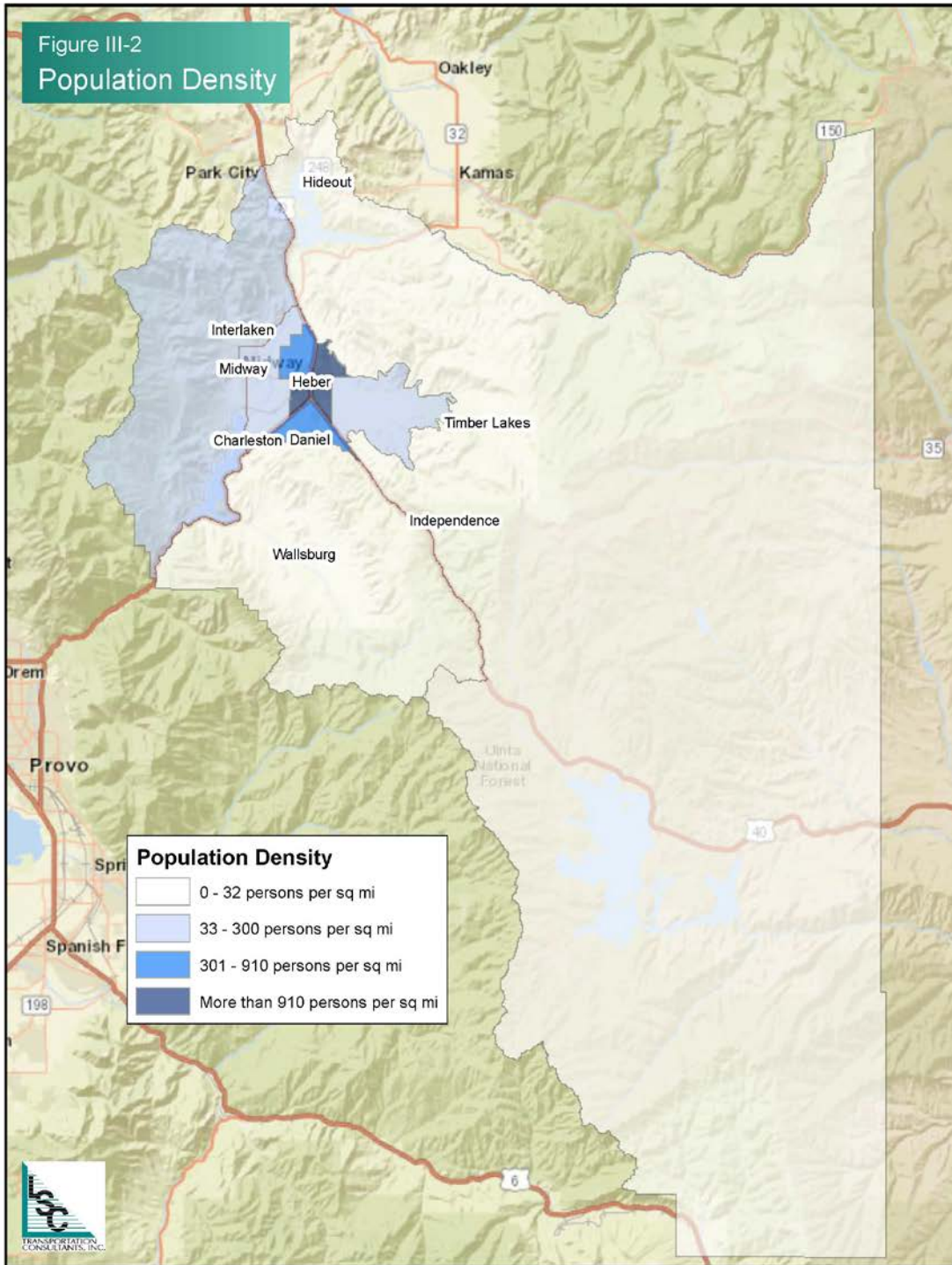


Figure III-2
Population Density



Transit-Dependent Population Characteristics

This section provides information on the individuals considered by the transportation profession to be dependent upon public transit. The four types of limitations that preclude people from driving are physical limitations, financial limitations, legal limitations, and self-imposed limitations. Physical limitations may include permanent disabilities (i.e., frailty, blindness, paralysis, or developmental disabilities) to temporary disabilities (i.e., acute illnesses and head injuries). Financial limitations include people who are unable to purchase or rent a vehicle. Legal limitations include being too young to drive or having no driver's license. Self-imposed limitations refer to people who choose not to own or drive a vehicle (some or all of the time) for reasons other than those listed in the first three categories.

The Census is generally capable of providing information about the first three categories of limitation. The fourth category of limitation represents a relatively small portion of transit ridership in areas with low density. Table III-1 presents Wasatch County's statistics regarding transportation dependent populations. Although ambulatory disabled and low-income population data are included in the 2017 ACS, they are only available at the tract level and were apportioned to the block group level, based on the population of the block group compared to the total population in the tract.

| Census Tract | Census Block Group | Total Population | Land Area (sq. miles) | Total Households | Zero-Vehicle Households | | Older Adult Population (65 and Over) | | Youth Population (10-19) | | Ambulatory Disabled Population | | Low-Income Population | |
|---------------|--------------------|------------------|-----------------------|------------------|-------------------------|-------------|--------------------------------------|-------------|--------------------------|--------------|--------------------------------|--------------|-----------------------|-------------|
| | | | | | # | % | # | % | # | % | # | % | # | % |
| | | | | | 9405 | 1 | 2,652 | 929.74 | 993 | 9 | 0.9% | 409 | 15.4% | 303 |
| | 2 | 1,068 | 115.00 | 274 | 0 | 0.0% | 105 | 9.8% | 167 | 15.6% | 167 | 15.6% | 109 | 10.2% |
| | 3 | 3,769 | 4.15 | 1032 | 2 | 0.2% | 226 | 6.0% | 664 | 17.6% | 589 | 15.6% | 385 | 10.2% |
| | 4 | 4,084 | 15.75 | 1076 | 0 | 0.0% | 376 | 9.2% | 778 | 19.0% | 638 | 15.6% | 417 | 10.2% |
| 9601 | 1 | 2,027 | 3.37 | 740 | 14 | 1.9% | 222 | 11.0% | 262 | 12.9% | 348 | 17.2% | 159 | 7.8% |
| | 2 | 2,176 | 1.45 | 647 | 32 | 4.9% | 141 | 6.5% | 449 | 20.6% | 373 | 17.2% | 170 | 7.8% |
| 9602 | 1 | 2,790 | 1.54 | 807 | 30 | 3.7% | 190 | 6.8% | 407 | 14.6% | 406 | 14.5% | 231 | 8.3% |
| | 2 | 4,683 | 1.92 | 1309 | 22 | 1.7% | 322 | 6.9% | 996 | 21.3% | 681 | 14.5% | 388 | 8.3% |
| 9604 | 1 | 2,983 | 92.24 | 1108 | 23 | 2.1% | 512 | 17.2% | 663 | 22.2% | 454 | 15.2% | 66 | 2.2% |
| | 2 | 3,074 | 10.33 | 1054 | 13 | 1.2% | 380 | 12.4% | 426 | 13.9% | 468 | 15.2% | 69 | 2.2% |
| Totals | | 29,306 | 1,176 | 9,040 | 145 | 1.6% | 2,883 | 9.8% | 5,115 | 17.5% | 4,538 | 15.5% | 2,265 | 7.7% |

Source: US Census Bureau, American Community Survey - 2017, LSC 2019.

Older-Adult Population

The older-adult population, defined by the U.S. Census Bureau as people 65 years of age or older, represents a significant number of the national transit-dependent population and represents 9.8 percent of the total population in the study area. As shown in Figure III-3, the area with the highest density is in eastern Heber City. The area with the next highest density is western Heber City.

Population of Persons with an Ambulatory Disability

An individual is classified as having an “ambulatory disability” if they have serious difficulty walking or climbing stairs. Approximately 15.5 percent of the population in the study area has some type of ambulatory disability. As shown in Figure III-4, the areas with the highest density of persons with an ambulatory disability are in Heber City. The areas with the next highest density are in Daniel, Charleston, Midway, Interlaken, and the area between Heber City and Midway.

Low-Income Population

Low-income population, as defined by the FTA, includes persons whose household income is at or below the Department of Health and Human Services’ poverty guidelines. The low-income population listed in the tables and GIS maps includes people who are living below the poverty line using the Census Bureau’s poverty threshold. Approximately 7.7 percent of the population of the study area are considered low income. As shown in Figure III-5, the areas with the highest density are northern Heber City, followed by Daniel, as well as central and southern Heber City.

Zero-Vehicle Households

Individuals residing in zero-vehicle households are generally transit-dependent, as they do not have access to a private vehicle. Approximately 17.5 percent of households in Wasatch County reported having no vehicle available for use. The density of zero-vehicle households for the study area is shown in Figure III-6. The ranges for the density of zero-vehicle households are quite low due to the size of the block groups, combined with the small number of zero-vehicle households in the study area. The areas with the highest density are southern Heber City followed by northern Heber City.

Youth Population

The population density of youth (10-19 years of age) for the study area is shown in Figure III-7. Approximately 17.5 percent of the population of the study area are youth. The areas with the highest density of youth are in northern Heber City, and the area to the east of Heber City towards Timber Lakes. The areas with the next highest density are in Daniel and the area to the west of Midway.

**Figure III-3
Density of Older Adults**

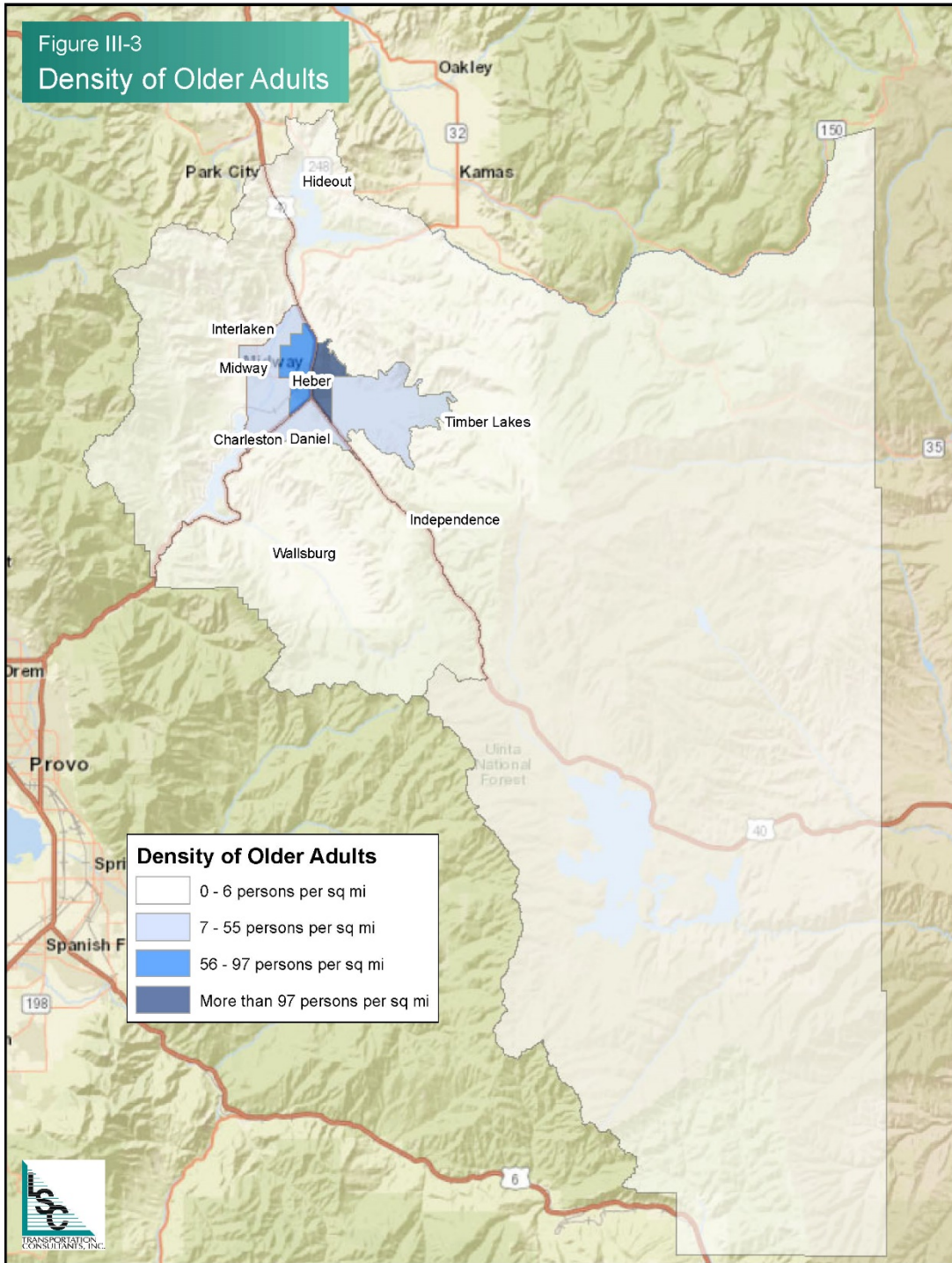


Figure III-4
Density of Persons with an Ambulatory Disability

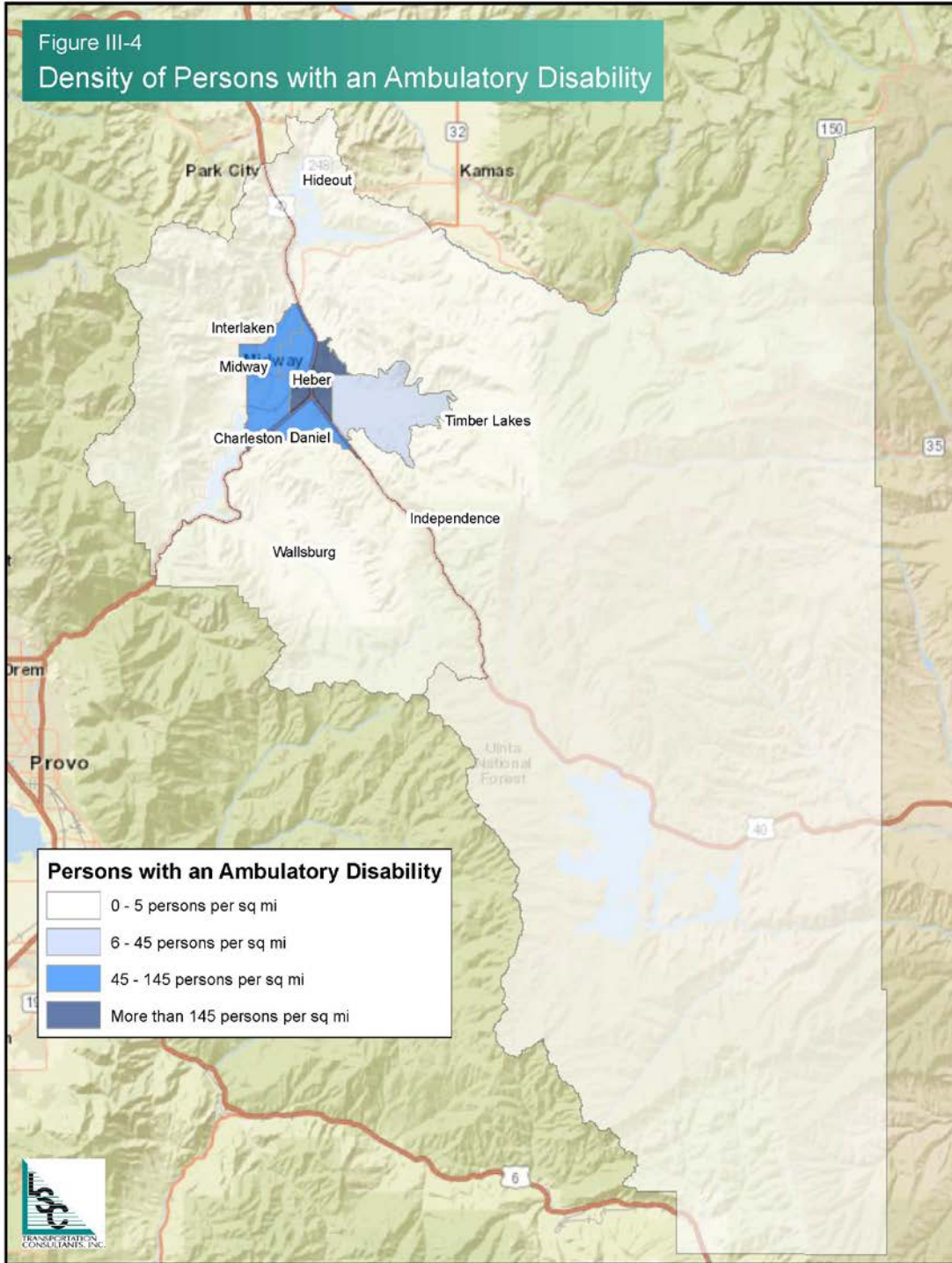


Figure III-5
Density of Low-Income Persons

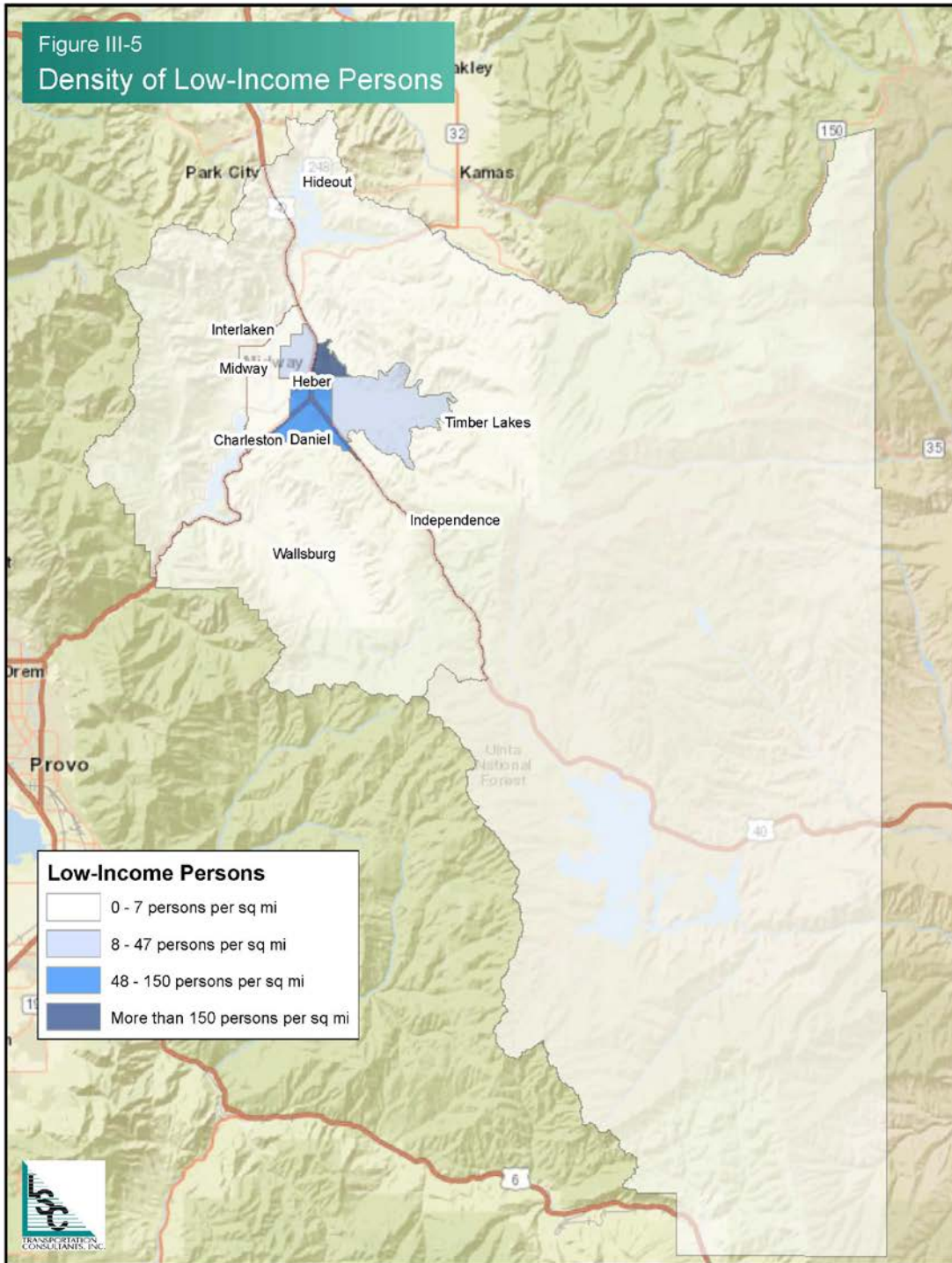


Figure III-6
Density of Zero-Vehicle Households

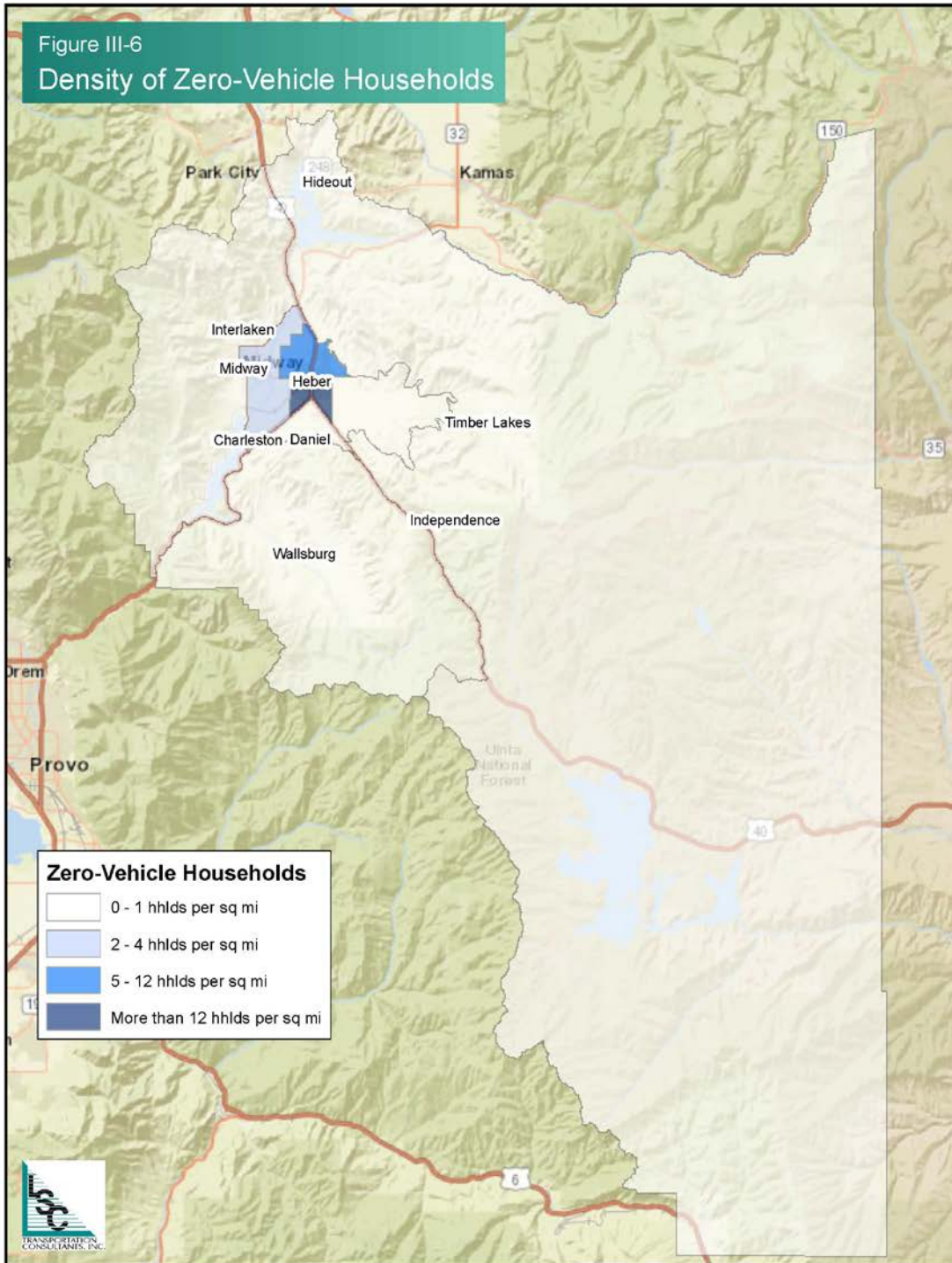
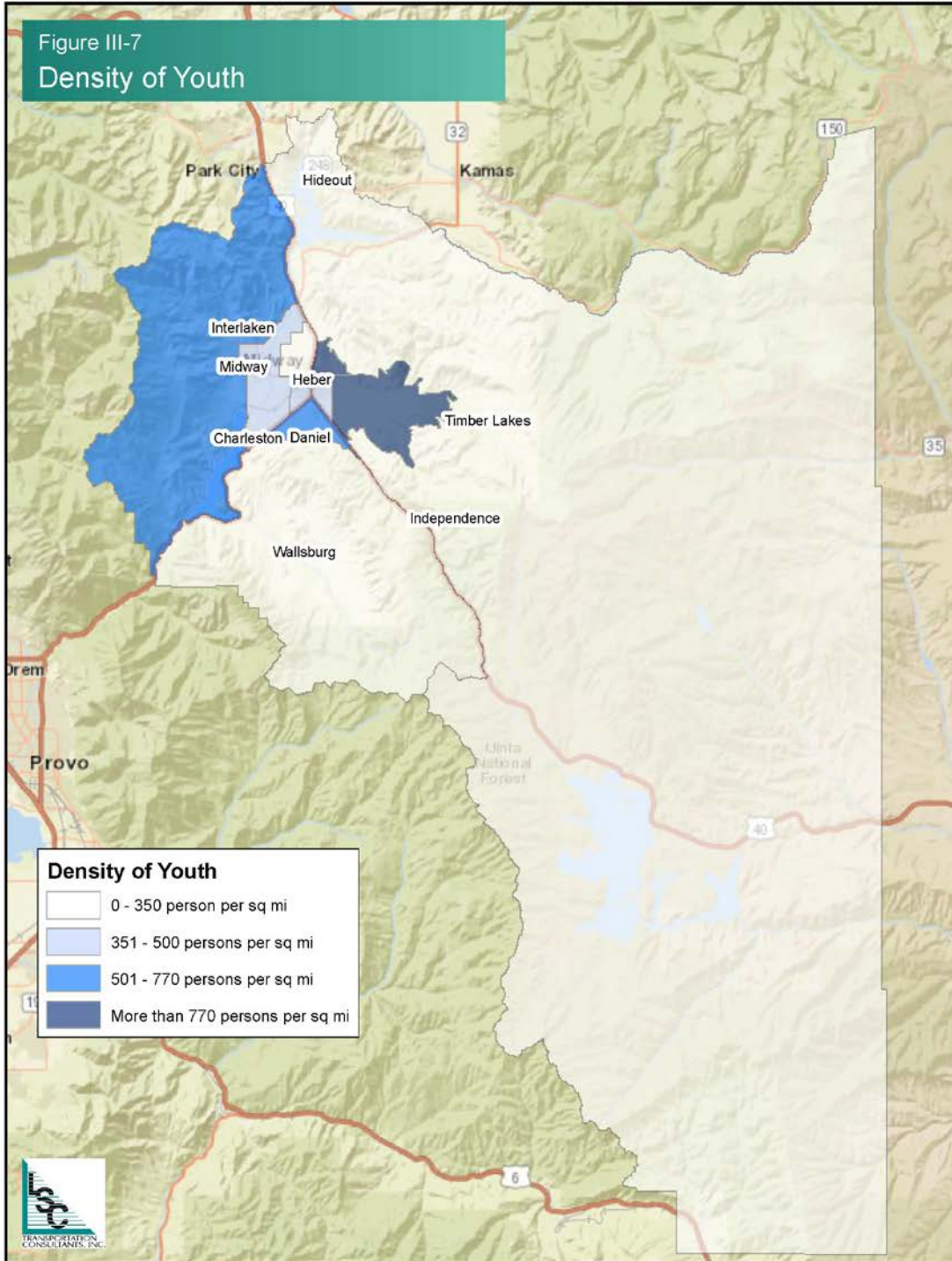


Figure III-7
Density of Youth



COMMUNITY ECONOMIC CHARACTERISTICS

As shown in Table III-2, according to the 2017 ACS, Wasatch County has a total civilian labor force of 20,909 with 354 being unemployed (1.7 percent). This is almost half the 2017 ACS five-year average unemployment for Utah (three percent). According to 2017 ACS, the unemployment rate for Wasatch County (2.4 percent) is about half that of the unemployment rate for Utah (4.4 percent).

| Table III-2: Employment Statistics in Wasatch County | | |
|--|----------|-------------|
| | Estimate | Percent |
| Population 16 years and over | 20,909 | |
| In labor force | 14,772 | 70.6% |
| Civilian labor force | 14,751 | 70.5% |
| Employed | 14,397 | 68.9% |
| Unemployed | 354 | 1.7% |
| Armed Forces | 21 | 0.1% |
| Not in labor force | 6,137 | 29.4% |
| Unemployment Rate | | 2.4% |
| <i>Source: US Census Bureau, American Community Survey, 2017</i> | | |

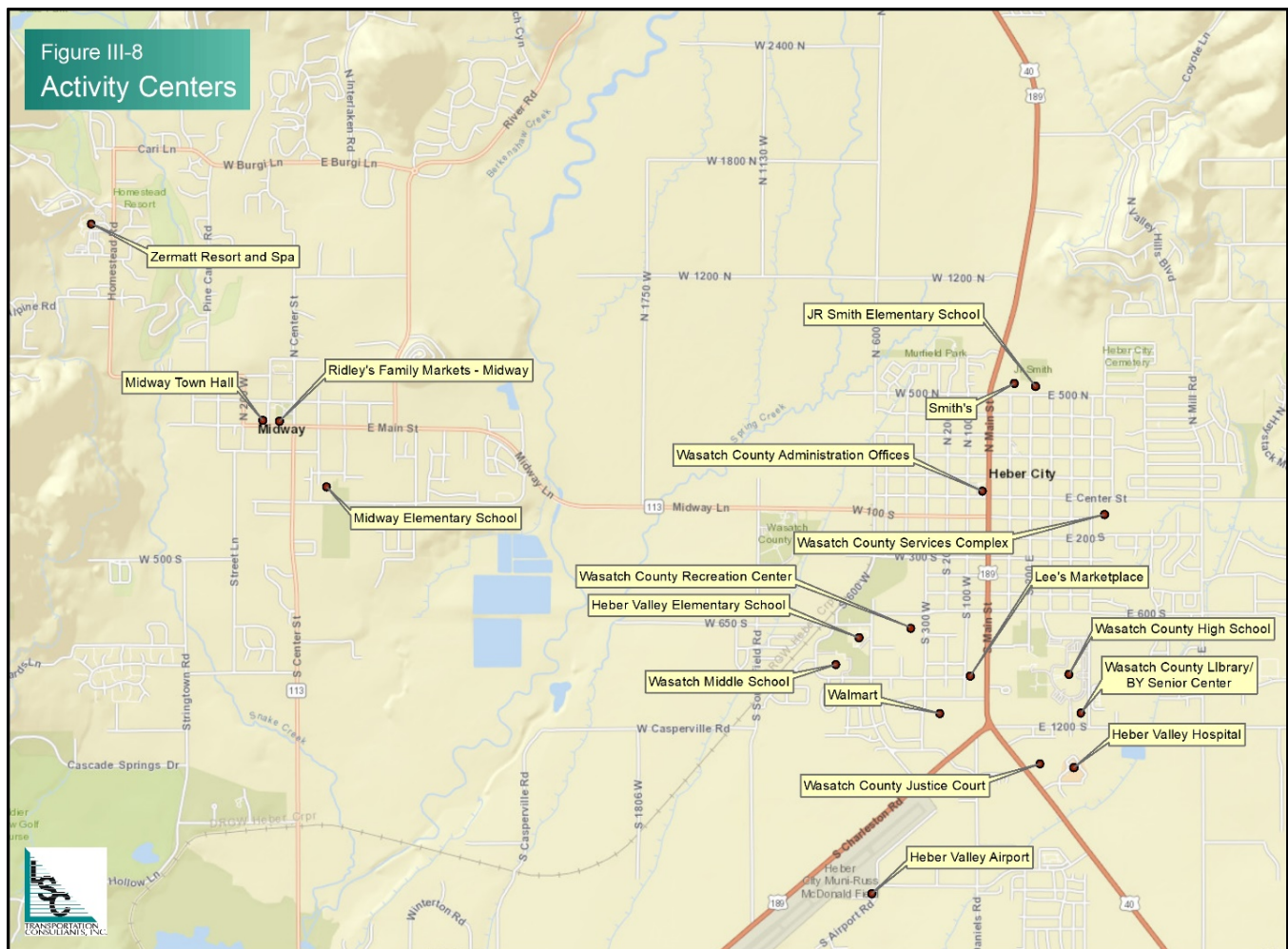
Employment Sectors

Table III-3 shows the available 2017 ACS employment information for Wasatch County by employment sector. The employment numbers reflect a five-year average and may not accurately reflect current conditions. The Accommodation and Food Services sector is the largest sector in Wasatch County, accounting for approximately 12.6 percent of employment. The second highest industry sector for is Retail Trade (11.8 percent). Educational Services was the third highest sector, reporting approximately 9.7 percent of employees.

| Table III-3: Employment by Industry | | |
|---|-------|-------|
| | Total | % |
| Accommodation and Food Services | 1,807 | 12.6% |
| Retail Trade | 1,704 | 11.8% |
| Educational Services | 1,392 | 9.7% |
| Construction | 1,276 | 8.9% |
| Healthcare and Social Assistance | 1,224 | 8.5% |
| Professional and Business Services | 1,030 | 7.2% |
| Transportation and Warehousing | 785 | 5.5% |
| Arts, Entertainment and Recreation | 751 | 5.2% |
| Manufacturing | 684 | 4.8% |
| Public Administration | 674 | 4.7% |
| Administration and Waste Services | 642 | 4.5% |
| Other Services | 557 | 3.9% |
| Real Estate and Rental and Leasing | 545 | 3.2% |
| Finance and Insurance | 493 | 3.4% |
| Wholesale Trade | 331 | 2.3% |
| Information | 330 | 2.3% |
| Agriculture | 249 | 1.7% |
| <i>Source: US Census Bureau, American Community Survey, 2017; LSC 2019.</i> | | |

Major Employers and Activity Centers

Major transit activity centers are important in terms of land use, trip generation, and the ability to be served by public transit. Activity centers are locations that are typically shown to generate transit trips because they are prime origins or prime destinations, and they generally include a wide variety of land uses including shopping/retail areas, and commercial, hospital, or education centers. There is no set formula that is used to derive a list of activity centers, as the process is subjective. Figure III-8 shows locations of possible transit generators within Wasatch County, specifically in the Heber City/Midway area. Places that have been identified as possible transit generators include Heber Valley Hospital, schools, Walmart, grocery stores, administrative offices, Wasatch County Library, Heber Valley Airport, and the Wasatch County Services Complex which includes the USU Extension Office, various Wasatch County offices, and the Wasatch County Medical Clinic.



TRAVEL PATTERNS

Work Transportation Mode

The 2017 ACS yields information about the means of transportation to work for the study area's employed residents. Table III-4 shows the number of people in Wasatch County's workforce and their modes of travel. These data were tabulated for employees 16 years of age and older who were employed when the ACS was completed. The majority of Wasatch County's workforce drives alone to work (11,099 people or 84.3 percent). Carpooling (13.1 percent) was the next highest mode of transportation to work. There were only five employees (zero percent) who reported using public transportation. Out of Wasatch County's workforce, 945 people reported that they worked from home, requiring no mode of transportation to work. These employees were not included when calculating the above percentages.

| Table III-4: Means of Transportation to Work | | |
|---|---------------|-------------|
| | Workers | Percent |
| Drove alone | 11,099 | 84.3% |
| Carpooled | 1,728 | 13.1% |
| Public transportation (excluding taxicab) | 5 | 0.0% |
| Walked | 214 | 1.6% |
| Taxicab, motorcycle, bicycle or other means | 127 | 1.0% |
| Total | 13,173 | 100% |
| <i>Note: Workers 16 years and over</i> | | |
| <i>Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates</i> | | |

Table III-5 shows that the mean commute time for Wasatch County residents was 23.3 minutes. The most frequent response for residents' travel time to work was less than 10 minutes (26 percent of the respondents) followed by 30 to 34 minutes (16 percent). 10 to 14 minutes was the third highest response (13 percent).

| Table III-5: Travel Time to Work | | |
|--|---------------|-------------|
| | Workers | Percent |
| Less than 10 minutes | 3,382 | 26% |
| 10 to 14 minutes | 1,699 | 13% |
| 15 to 19 minutes | 956 | 7% |
| 20 to 24 minutes | 1,183 | 9% |
| 25 to 29 minutes | 816 | 6% |
| 30 to 34 minutes | 2,144 | 16% |
| 35 to 44 minutes | 869 | 7% |
| 45 to 59 minutes | 1,324 | 10% |
| 60 or more minutes | 800 | 6% |
| Total: | 13,173 | 100% |
| Mean travel time to work (minutes): | 23.3 | |
| <i>Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates.</i> | | |

Table III-6 shows the time ranges for Wasatch County residents leaving home to go to work. The most frequent response for the study area was between 7:00 and 7:29 a.m., with 15 percent of the total responses. The next most frequent response was between 7:30 and 7:59 a.m. with 13 percent, followed by 8:00 and 8:30 a.m. with 12 percent of total responses.

| Table III-6: Time Leaving Home to go to Work | | |
|--|---------------|-------------|
| Time Ranges | Workers | Percent |
| 12:00 a.m. to 4:59 a.m. | 547 | 4% |
| 5:00 a.m. to 5:29 a.m. | 591 | 4% |
| 5:30 a.m. to 5:59 a.m. | 558 | 4% |
| 6:00 a.m. to 6:29 a.m. | 1,140 | 9% |
| 6:30 a.m. to 6:59 a.m. | 1,200 | 9% |
| 7:00 a.m. to 7:29 a.m. | 1,966 | 15% |
| 7:30 a.m. to 7:59 a.m. | 1,663 | 13% |
| 8:00 a.m. to 8:29 a.m. | 1,643 | 12% |
| 8:30 a.m. to 8:59 a.m. | 907 | 7% |
| 9:00 a.m. to 9:59 a.m. | 1,002 | 8% |
| 10:00 a.m. to 10:59 a.m. | 340 | 3% |
| 11:00 a.m. to 11:59 a.m. | 264 | 2% |
| 12:00 p.m. to 3:59 p.m. | 728 | 6% |
| 4:00 p.m. to 11:59 p.m. | 624 | 5% |
| Total: | 13,173 | 100% |
| <i>Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates.</i> | | |

COMMUTER PATTERNS

Commuter patterns were analyzed for Wasatch County using Longitudinal Employer-Household Dynamics (LEHD) data. In the absence of a better source of commuter pattern data, it is worthwhile to include these data as a general indicator of commuter patterns in the study area. However, it should be noted that LEHD data represents estimates of commuter patterns, synthesized from several sources of US Census residential locations, business locations, and commute data. This data excludes federal, railroad, retired, disabled, unemployed, and self-employed employees. As such, these data should be used to provide only a general commuting pattern.

Table III-7 shows the top ten reported places where Wasatch County residents are employed. The table shows that approximately 26.4 percent of Wasatch County residents work in Salt Lake County, followed by 24.1 percent working within Wasatch County and 22.4 percent in Summit County.

Table III-8 shows where Wasatch County workers live. The table shows that almost half (46 percent) of Wasatch County workers commute within the county. Approximately 17 percent are from Utah County, and approximately 12.4 percent are from Salt Lake County.

Figure III-9 shows the commuter travel patterns for residents of Wasatch County who work in Summit, Salt Lake, and Utah counties, as well as Wasatch County workers who live in Summit, Salt Lake, and Utah counties.

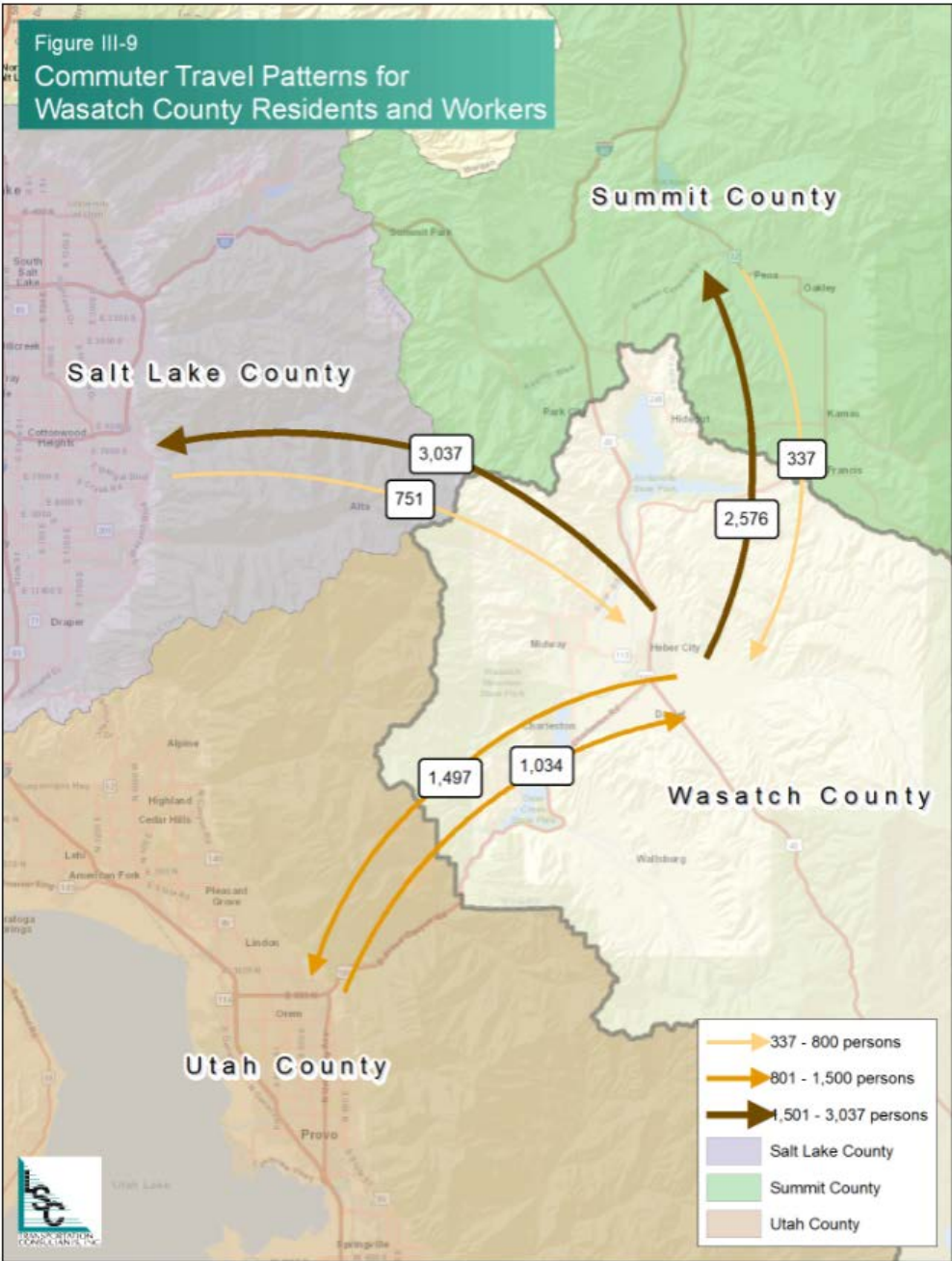
| Table III-7: Employment Location of Wasatch County Residents | | |
|--|-----------|-------|
| Area of Work | Residents | |
| | # | % |
| Salt Lake County, UT | 3,037 | 26.4% |
| Wasatch County, UT | 2,772 | 24.1% |
| Summit County, UT | 2,576 | 22.4% |
| Utah County, UT | 1,497 | 13.0% |
| All Other Locations | 1,641 | 14.2% |

Source: LEHD; LSC, 2019

| Table III-8: Home Location of Wasatch County Workers | | |
|--|---------|-------|
| Area of Residence | Workers | |
| | # | % |
| Wasatch County, UT | 2,772 | 45.9% |
| Utah County, UT | 1,034 | 17.1% |
| Salt Lake County, UT | 751 | 12.4% |
| Summit County, UT | 337 | 5.6% |
| All Other Locations | 1,143 | 18.9% |

Source: LEHD; LSC, 2019

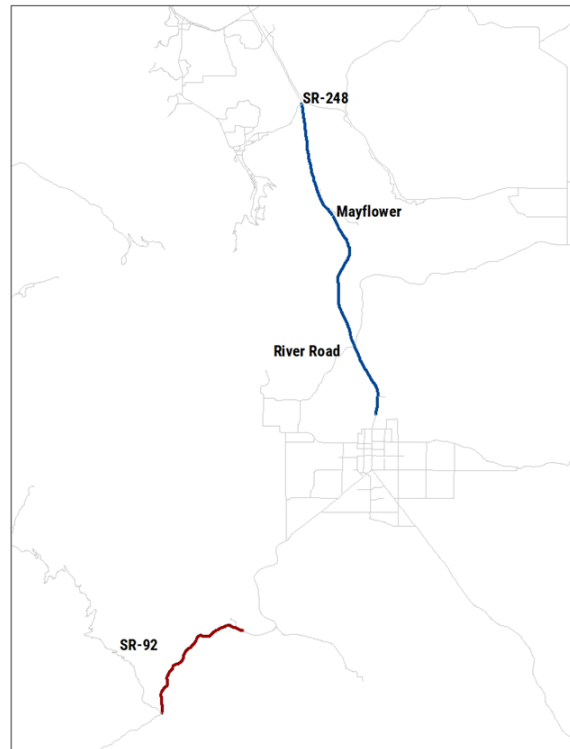
Table III-7
Table III-8
Figure III-2



TRAFFIC PROJECTIONS

The Wasatch County Transit Study considered transit alternatives within Wasatch County as well as connections between Wasatch County and Summit and Utah Counties. The primary roadways connecting Wasatch County to these counties are US-40 and US-189. To provide context for these alternatives, traffic forecasts at key segments of these corridors were developed using the Utah Department of Transportation (UDOT) Annual Average Daily Traffic (AADT) data. Figure III-10 displays the key segments for US-40 and US-189 used for this analysis.

Figure III-10: Corridors for Future Traffic Projections



Fehr & Peers developed future AADT based on the UDOT AADT data. The following years were included for this analysis:

- US-40: 2006-2016
- US-189: 2000-2016

Table III-9 below shows the AADT for 2016, 2019, and 2050.

| Table III-9: Key Corridors Past, Current, and Future AADT | | | |
|---|--------|--------------------|--------------------|
| Segment | 2016 | 2019 Forecasted | 2050 Forecasted |
| US-40 | | | |
| SR-248 to Mayflower | 26,000 | 27,000 | 53,000 |
| Mayflower to River Road | 24,000 | 25,000 | 48,000 |
| River Road to North Heber | 22,000 | 23,000 | 42,000 |
| US-189 | | | |
| SR-92 to Sundance | 11,000 | 11,000 | 15,000 |

Source: Fehr & Peers.

Chapter IV: Existing Transportation Services

Chapter IV presents an analysis of existing transportation services within Wasatch County, as well as more regional transportation services.

WASATCH COUNTY TRANSPORTATION SERVICES

Wasatch Senior Center

The Wasatch Senior Center, in partnership with Mountainland Association of Governments (MAG), provides Meals on Wheels for qualified homebound seniors and congregate meals at the center on Tuesdays and Thursdays. The center has two buses and provides transportation to seniors to attend the congregate meals using volunteer drivers. The service is free and they provide service to seniors throughout the Heber City/Midway area as well as Wallsburg. In addition, the center provides opportunities for seniors to attend special cultural events, such as plays at the Hale Center Theater in Orem, and the opportunity for travel, both day trips and extended trips and tours. The regional trips are well attended and there are generally two to three activities scheduled per week.

Wasatch County School District

The Wasatch County School District provides weekday bus service to students attending kindergarten through high school within the County.

REGIONAL TRANSPORTATION SERVICES

TravelWise

TravelWise is a Utah Department of Transportation (UDOT) program that supports mobility through a variety of travel strategies. TravelWise provides transportation information about teleworking, active transportation, and alternative work schedules. The service also provides resources in helping people connect for carpooling/vanpooling and trip chaining. There are no explicit services provided to Wasatch County specifically, but TravelWise is available for anyone to use within Utah.

Figure IV-1: TravelWise Travel Strategies (Source: UDOT)

Figure IV- 1



UTA Rideshare

The Utah Transit Authority's (UTA) mission is to educate the community concerning alternative transportation options and promote those options that reduce single occupancy vehicle usage, improve mobility, enhance air quality, and conserve energy. Transportation options under this program include:

- Vanpool Program
- Carpool Program
- Carsharing with Enterprise
- Pass Programs
- GreenBike
- Biking (they provide rentable bike lockers on their property)
- Telework
- Alternate Work Hours

As part of UTA Rideshare program, UTA provides a vanpool program to employers in their service area. Although there have been vanpools in the past, there are currently no UTA supported vanpools operating in Wasatch County. UTA provides the van, and the employer provides the driver, bookkeeper, and passengers. In addition to the commute trip, drivers have access to the van for limited personal use for up to 50 monthly miles. Many employers already provide and/or subsidize vanpools. It saves them tax dollars, reduces the need to build parking facilities, and gives employees a great transportation benefit. Pricing for the vanpool program ranges from \$0.50 per mile to \$1.00 per mile depending on the commute distance. Vans range in size from seven passengers up to 15 passengers.

Figure IV-2: UTA Rideshare Vanpool
(Source: UTA)



Greyhound

Greyhound provides intercity and interstate transit services to Wasatch County through the Silver Eagle bus stop located in Heber City at 1590 U.S. 40. Tickets are not sold at this location and must be purchased online or at a full-service terminal. The bus station is open 24 hours a day, seven days a week, including holidays. There is an eastbound bus at 8:25 a.m., and the westbound bus is scheduled at 8:45 p.m. Fare options include three tiers: economy, economy extra, and flexible. An average fare from Salt Lake City to Heber City costs \$8.00 for economy, \$12.00 for economy extra, and \$44.00 for flexible.

Taxi Services

Taxi services are offered to and from the Wasatch County region by reservation. Most rides are to and from the Salt Lake City International Airport, with costs depending on the distance traveled. The following is a list of a few known taxi services within the area.

- **A&R Taxi** – company providing transportation services, including pick up and drop offs from airports in Heber City, Midway, Park City, and surrounding areas.

- **Blue Star Transportation, LLC** – company providing taxi service, car service, and airport-to-airport service with drivers mainly based in Heber City. Service is available 24 hours a day, seven days a week and they will provide service within a 100-mile radius.
- **Eagle Ride** – provides transportation to and from the Salt Lake City airport. No additional information was available.

Private Shuttle Companies

Peak Transportation

Peak Transportation provides private shuttles to and from the Salt Lake City International Airport to adjacent regions by phone or online reservation only. The company provides service to both Heber City and Midway for approximately \$120 to \$180 (one-way) depending on the type of vehicle requested.

Canyon Transportation

Canyon Transportation provides private shuttles to and from the Salt Lake City International Airport to adjacent regions by reservation only. The company provides service to both Heber City and Midway for approximately \$60 to \$320 (one-way) depending on the type of vehicle requested.

Figure IV-3: Canyon Transportation Fleet (Source: Canyon Transportation)



Moody Blu Express

Moody Blu Express is a private charter bus service located in Heber City providing private airport, wedding, birthday party, and corporate events shuttles by reservation only. They advertise their services as being 24 hours a day, seven days a week.

Employee Shuttles

Park City Mountain, Deer Valley Resort, and the Sundance Film Festival all provide shuttles for their employees.

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Chapter V: Assessment of Transportation Needs

TRANSIT DEMAND MODELS

A key step in developing and evaluating transit plans is a careful analysis of the mobility needs of various segments of the population and potential transit riders. There are several factors that affect demand, not all of which can be forecast. This chapter presents an analysis of the demand for transit services in the study area based upon standard estimation techniques. The majority of these methodologies are from *TCRP Report 161: Methods for Forecasting Demand and Quantifying Need for Rural Passenger Transportation* and use the demographic and community conditions data discussed in Chapter III of this report. These methodologies are standard approaches to estimate transit needs and demand.

The transit demand identified in this chapter will be used with information obtained through surveys to identify and evaluate various transit service options. Demand estimation is an important task in developing any transportation plan, and the following models and formulas were used to help quantify transit needs and demand in the study area:

- Mobility Gap Analysis
- Greatest Transit Needs Index
- General Public Rural Non-Program Demand
- General Public Rural Passenger Transportation Demand
- Small City Fixed-Route Demand

Data were taken from the 2013-2017 U.S. Census American Community Survey (2017 ACS) five-year estimates for all of the population groups. Each of these approaches helps to show the patterns that are likely to arise regarding transit needs within the study area. Estimating demand for transit services is not an exact science and therefore must be carefully evaluated.

MOBILITY GAP ANALYSIS

The mobility gap methodology is used to identify the amount of service required to provide equal mobility to households that have access to vehicles and those that do not. The National Household Travel Survey (NHTS) provides data that allow for calculations to be made relating to trip rates. Separate trip rates are generated for various regions throughout the United States to help account for locational inequities. Trip rates are also separated by general density and other factors such as age. This methodology was updated using the most recent NHTS data available (2009).

Utah is part of Division Eight, the Mountain Region. The trip rate for zero-vehicle households in rural areas of the Mountain Region was determined to be 5.2 daily trips. For rural households with at least one vehicle, the trip rate was 6.0 daily trips. The mobility gap is calculated by subtracting the daily trip rate of zero-vehicle households from the daily trip rate of households with at least one vehicle. Thus, the mobility gap is represented as 0.8 household trips per day. This mobility gap is lower than the national average of 1.5 for rural households.

To calculate the transit need for each census block group in the study area, the number of zero-vehicle households is multiplied by the mobility gap number. Table V-1 shows this information broken out by block group. In total, 116 daily trips need to be provided by transit to make up for the gap in mobility. This calculates to an annual transit need of 42,340 trips.

Table V-1

| Table V-1: Mobility Gap Transit Need | | | | | |
|--|-------------|----------------------------|-------------------------|--------------|----------------------------|
| Census Tract | Block Group | Total Number of Households | Zero-Vehicle Households | Mobility Gap | Transit Need (Daily Trips) |
| 9405 | 1 | 993 | 9 | 0.8 | 7 |
| | 2 | 274 | 0 | 0.8 | 0 |
| | 3 | 1032 | 2 | 0.8 | 2 |
| | 4 | 1076 | 0 | 0.8 | 0 |
| 9601 | 1 | 740 | 14 | 0.8 | 11 |
| | 2 | 647 | 32 | 0.8 | 26 |
| 9602 | 1 | 807 | 30 | 0.8 | 24 |
| | 2 | 1309 | 22 | 0.8 | 18 |
| 9604 | 1 | 1108 | 23 | 0.8 | 18 |
| | 2 | 1054 | 13 | 0.8 | 10 |
| TOTAL: | | 9,040 | 145 | | 116 |
| <i>Source: US Census Bureau, American Community Survey - 2017, LSC 2019.</i> | | | | | |

Greatest Transit Needs Index

The “greatest transit need” is defined as those areas in the study area with the highest density of zero-vehicle households, older adults, people with ambulatory disabilities, and low-income populations. This information will be used in the development of service options and the identification of appropriate service constraints.

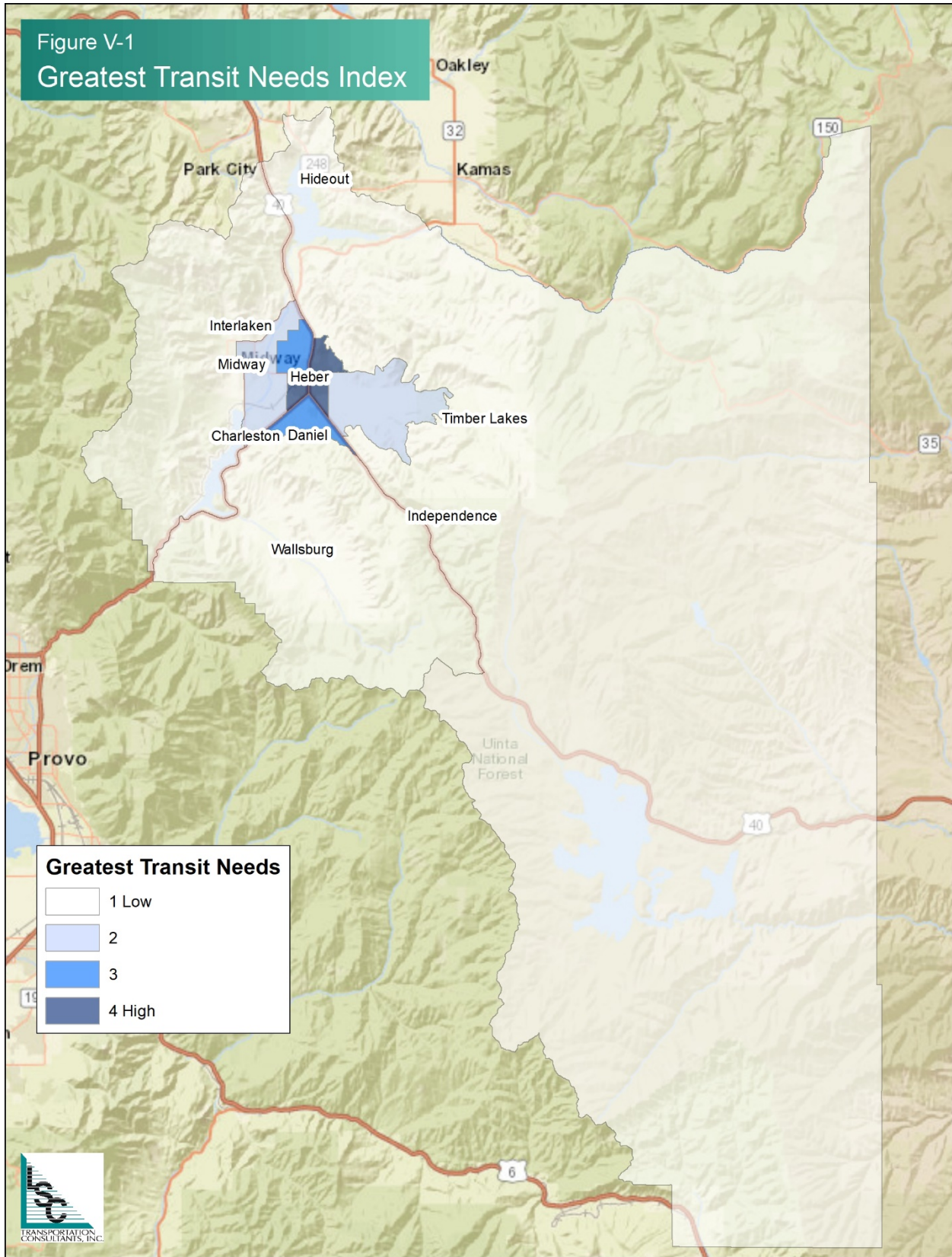
Methodology

The U.S. Census Bureau’s American Community Survey (ACS) data were used to calculate the greatest transit need. The categories used for calculation were zero-vehicle households, older adult population, ambulatory disability population, and low-income population. Using these categories, LSC developed a “transit need index” to determine the greatest transit need. The density of the population for each U.S. Census block group within each category was calculated, placed in numerical order, and divided into four segments. Four segments were chosen to reflect a reasonable range, with each segment containing an approximately equal number of U.S. Census block groups to provide equal representation. Census block groups in the segment with the lowest densities were given a score of one. The block groups in the segment with the next lowest densities were given a score of two. This process continued for the remainder of the block groups. The census block groups in the segment with the highest densities were given a score of four. This scoring was completed for each of the categories (zero-vehicle households, older adult population, ambulatory disability population, and low-income population). After each of the census block groups was scored for the four categories, all of the scores were added to achieve an overall score. Table V-2 presents the rank for each census block group in the study area. The scores range from four (lowest need) to 16 (highest need). As shown in Figure V-1, the greatest transit needs are located in Heber City and the area immediately surrounding it.

Table V- 2

| Table V-2: Greatest Transit Need Model | | | | | | | | | | | | | | | | | | |
|--|-------------|-----------------------|------------------|----------------------------|-------------------------|--------------------------------|--------------|--|---------------------------------|--------------|----------------------------------|---------------------------------|--------------|-----------------------|---------------------------------|------|----------------------|-------------|
| Census Tract | Block Group | Land Area (sq. miles) | Total Population | Total Number of Households | Zero-Vehicle Households | | | Total Number of Older Adults 65 & Over | | | Ambulatory Disability Population | | | Low-Income Population | | | Overall Score (4-19) | Final (1-5) |
| | | | | | # | Density (Hhlds. Per Sq. Miles) | Rank | # | Density (Persons Per Sq. Miles) | Rank | # | Density (Persons Per Sq. Miles) | Rank | # | Density (Persons Per Sq. Miles) | Rank | | |
| 9405 | 1 | 929.74 | 2,652 | 993 | 0.0 | 1 | 409 | 0.4 | 1 | 414 | 0.4 | 1 | 271 | 0.3 | 1 | 4 | 1 | |
| | 2 | 115.00 | 1,068 | 274 | 0.0 | 1 | 105 | 0.9 | 1 | 167 | 1.5 | 1 | 109 | 0.9 | 1 | 4 | 1 | |
| | 3 | 4.15 | 3,769 | 1032 | 0.5 | 1 | 226 | 54.5 | 3 | 589 | 142.0 | 3 | 385 | 92.8 | 3 | 10 | 3 | |
| | 4 | 15.75 | 4,084 | 1076 | 0.0 | 1 | 376 | 23.9 | 2 | 638 | 40.5 | 2 | 417 | 26.5 | 2 | 7 | 2 | |
| 9601 | 1 | 3.37 | 2,027 | 740 | 4.2 | 2 | 222 | 65.9 | 3 | 348 | 103.2 | 3 | 159 | 47.1 | 2 | 10 | 3 | |
| | 2 | 1.45 | 2,176 | 647 | 22.1 | 4 | 141 | 97.3 | 4 | 373 | 257.6 | 4 | 170 | 117.5 | 3 | 15 | 4 | |
| 9602 | 1 | 1.54 | 2,790 | 807 | 19.4 | 4 | 190 | 123.1 | 4 | 406 | 262.9 | 4 | 231 | 149.7 | 4 | 16 | 4 | |
| | 2 | 1.92 | 4,683 | 1309 | 11.4 | 3 | 322 | 167.3 | 4 | 681 | 354.0 | 4 | 388 | 201.6 | 4 | 15 | 4 | |
| 9604 | 1 | 92.24 | 2,983 | 1108 | 0.2 | 1 | 512 | 5.6 | 2 | 454 | 4.9 | 1 | 66 | 0.7 | 1 | 5 | 1 | |
| | 2 | 10.33 | 3,074 | 1054 | 1.3 | 2 | 380 | 36.8 | 2 | 468 | 45.3 | 2 | 69 | 6.6 | 1 | 7 | 2 | |
| TOTAL: | | 1,175.50 | 29,306 | 9,040 | 0.1 | | 2,883 | 2.5 | | 4,538 | 3.9 | | 2,265 | 1.9 | | | | |

Figure V-1
Greatest Transit Needs Index



Results

Table V-3 presents the study area's U.S. Census block groups with the greatest transit need, based on zero-vehicle households, older adult population, ambulatory disability population, and low-income population.

Table V-3

| Table V-3: Census Block Groups with Greatest Transit Need | | |
|---|-------------|---------------|
| Census Tract | Block Group | Overall Score |
| 9602 | 1 | 16 |
| 9601 | 2 | 15 |
| 9602 | 2 | 15 |
| 9405 | 3 | 10 |
| 9601 | 1 | 10 |
| 9405 | 4 | 7 |
| 9604 | 2 | 7 |
| 9604 | 1 | 5 |
| 9405 | 1 | 4 |
| 9405 | 2 | 4 |

General Public Rural Non-Program Demand

The TCRP Report 161 analysis procedure considers transit demand in two major categories: program and non-program demand. Program demand is defined as “those trips that would not be made without the existence of a specific social-service program or activity,” and “the distinguishing factor is that the trip time and destination are set not by the traveler, but by the agency sponsoring the trip.” On the other hand, the methodology used in this section estimates the demand for general public, or non-program, passenger transportation in rural areas.

This methodology applies transit-dependent population statistics and trip rates to estimate the annual demand for non-program and overall general public rural transportation. The general public rural non-program demand estimation technique is calculated by the following formula:

$$\text{Annual Demand} = (2.20 \times \text{Population Age 60+}) + (5.21 \times \text{Mobility Limited Population Age 18-64}) + (1.52 \times \text{Residents of Households Having No Vehicle})$$

$$\text{Annual Demand Calculation} = (2.20 \times 4,220) + (5.21 \times 643) + (1.52 \times 206)$$

As calculated above, the transit demand using the model is estimated at approximately 12,900 passenger-trips annually.

Rural Public Transit Demand

Another methodology developed in TCRP Report 161 to calculate rural public transit demand that is not market-specific is by using the formula presented below. Need is computed using the Mobility Gap method described above. Annual vehicle-miles of service may be either the miles currently being operated or the number planned to be operated. In this case, since Wasatch County does not have any existing transit services to base this information off of, we assumed 140,000 annual vehicle-miles. This method can be used to estimate how demand is likely to change as service is expanded or reduced. The annual demand was then calculated accordingly.

$$\text{Annual Demand on Rural Public Services} = 2.44 * (\text{Need}^{0.028}) * (\text{Annual Vehicle-Miles}^{0.749})$$

$$\text{Annual Demand on Rural Public Services} = 23,400 \text{ passenger-trips}$$

Small City Fixed-Route Demand

TCRP Report 161 provides a method for estimating fixed-route demand for small urban areas with populations less than 50,000. The demand estimation technique considers the total population and estimated annual vehicle-hours of service and is calculated by the following formula:

$$\begin{aligned} \text{Annual Demand} = & (1.07 \times \text{population}) + (7.12 \times \text{College/University Enrollment}) \\ & + (5.77 \times \text{Revenue-hours}) \end{aligned}$$

The combined population of Heber City and Midway is 18,519. Assuming a local fixed-route service, like a circulator, operates in the Heber City/Midway area using two vehicles operating 16 revenue-hours a day and seven days a week throughout the entire year, the annual vehicle-hours for the service would be 11,680. The formula also includes college/university enrollment (not including community college enrollment), which is zero, as there are no four-year resident colleges or universities in the Heber City/Midway area. The forecasted ridership for a fixed-route service would be an estimated 87,200 one-way trips annually.

FUTURE GROWTH

The Mayflower Mountain Resort is under development adjacent to the Mayflower exit on US 40. This new development will serve as a gateway to the Deer Valley Resort with new lifts serving the ski area from the Mayflower Mountain Resort. The Resort is planned to have approximately 1,200 to 1,300 dwelling units including workforce housing and about 1,200 hotel rooms. Parking is planned for day skiers with about 2,200 spaces to be provided. This development has the potential to be a major transit generator with plans calling for transit circulation within the resort. Transit demand will include visitors to the resort, employees, and day skiers. Potential demand may be as much as 300 to 500 daily passenger-trips during the winter season.



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Chapter VI: Priority Corridors

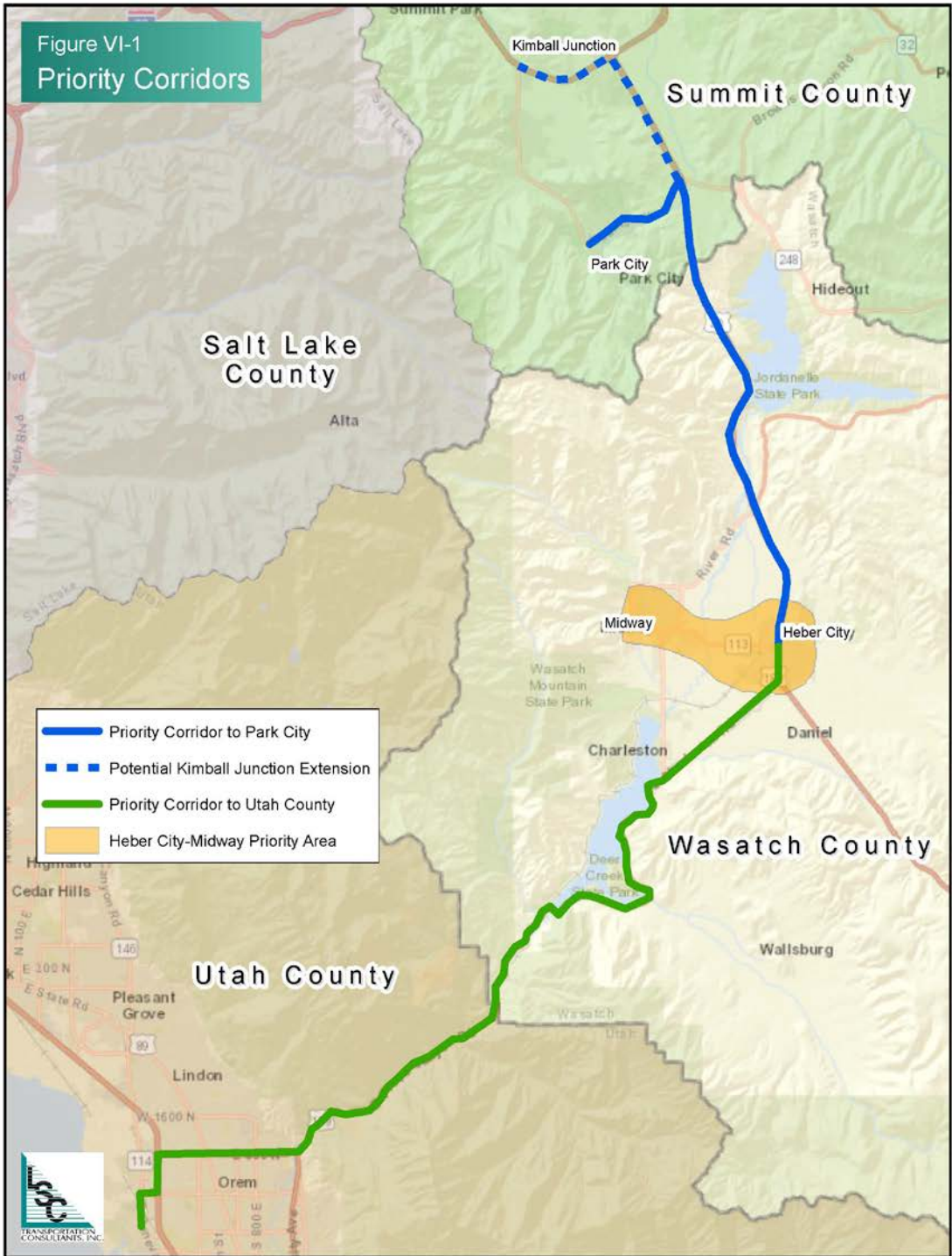
LSC has identified potential priority corridors for transit service in Wasatch County. These corridors were identified based on input from the community survey, stakeholder interviews, the visioning workshop, and analysis of community conditions. These potential corridors will be presented to the community for input and validation. Adjustments will be made to reflect community priorities. These corridors are shown in Figure VI-1.

The first corridor is US 40 between Heber City and Park City and potentially to Kimball Junction. This corridor would serve commuters between Wasatch County and Summit County. A connection could be made with Park City Transit allowing passengers to access destinations in the Park City service area. A connection could also be made with UTA Route 902 in Kimball Junction providing access to the UTA system and the Salt Lake City airport. This corridor could also serve visitors at lodging units in Wasatch County desiring transportation to recreation destinations in Summit County.

The second corridor is US 189 between Heber City and Utah County. This connection would serve commuters between Wasatch County and Utah County. Depending on schedules, commuter service could be provided in both directions. This could also provide connections to the UTA network in Utah County.

The third corridor is more of a service area to provide local mobility in the Heber City and Midway area. Service in this area would provide mobility for local residents traveling to work, shopping, recreation, and medical facilities. It could also serve visitors traveling between lodging units and local businesses. The population segments to be served will depend on the type of service developed, specific areas served, and hours of operation. Service in the local area could be linked with service in the other two corridors to provide connectivity for anyone in the Heber City and Midway area to areas outside Wasatch County.

Service options will be developed and evaluated to determine the specific needs and feasibility of providing service in each of the corridors.





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Chapter VII: Evaluation Criteria

LSC worked with the Advisory Committee to develop a vision for transit service in Wasatch County, and priorities for service to be implemented. Input from key stakeholder interviews and the community survey were used to understand transportation needs.

VISION

The vision for public transportation in Wasatch County is to increase the options for mobility through cost-effective, financially sustainable, and coordinated multimodal transportation services to meet current and future transportation needs of residents and visitors.

SERVICE PRIORITIES

Based on community input and prioritization by the Advisory Committee, the following have been identified as priorities for transit service.

- Provide connections to Summit County for commuters from Wasatch County.
- Provide connections to and from Utah County for commuters to and from Wasatch County.
- Provide visitor transportation from Wasatch County to ski areas during winter season.
- Provide local mobility for residents and visitors in Heber City and Midway.
- Provide general public transportation opportunities to Summit County and Utah County.

The services are listed in rough order from highest to lowest priority. The commuter connections to Summit County and Utah County have support as the highest priorities and the other three services are about equal in level of priority following the two commuter connections.

EVALUATION CRITERIA

Based on the service priorities, the LSC team developed evaluation criteria for comparison of a variety of service options, as presented in Table II-1. The service options were developed based on the service priorities shown here with varying levels of service. The evaluation is presented in Chapter III.

| Table VII-1: Evaluation Criteria | |
|---|---|
| Criteria | Evaluation |
| Option increases connections to/from Summit County | Yes/No |
| Option increases connections to Utah County | Yes/No |
| Option increases mobility within Wasatch County | Yes/No |
| Option improves mobility for winter visitors | Yes/No |
| Potential ridership | Estimated demand for option |
| Capital cost for option | Cost to purchase vehicles to implement the option |
| Annual operating cost | Estimated annual operating cost |
| Productivity measured in the number of passenger boardings per revenue-hour | Estimated passengers per revenue-hour of service |
| Efficiency measured as the average cost per passenger-trip | Estimated annual operating cost divide by the annual passengers |
| Does the option have the potential to reduce traffic volumes? | Yes/No |

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INTRODUCTION

The basis for any transit plan is the careful consideration of realistic service options. A service plan can then be developed which will refine the transit service options and facilitate selection of a preferred service option.

Various types of transit services used by transit providers are presented initially to provide an understanding of how different transit services function. This information—along with the goals and objectives—was used in developing the transit service options.

The second portion of this chapter presents the transit service options that LSC has developed. The service concepts developed in this chapter were designed to address the needs of the service area, level of service, and type of service.

TYPES OF TRANSIT SERVICE

The term “transit service” encompasses a wide range of service options. Traditionally, people think of transit service as buses operating on a strict schedule. A number of other transit service options exist such as demand-response, fixed-route, flex-route, and commuter transportation.

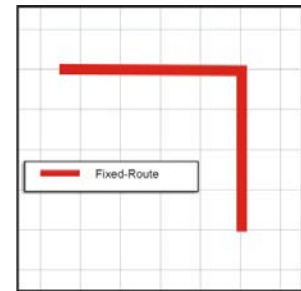
Fixed-Route Service

Fixed-route service fits the popular description of a transit system with transit vehicles operating on specified routes and following set schedules. Specific bus stops are typically identified for the locations where passengers will be picked up and dropped off. Routes are usually laid out in either a radial or grid pattern.

Fixed-route service is particularly convenient for passengers without disabilities and non-elderly passengers. Research has shown that fixed-route passengers are willing to walk up to one-quarter-mile to reach the bus stop. Therefore, a fixed-route service pattern may be efficiently laid out with routes having one-half-mile spacing. However, individuals with mobility impairments may have difficulty accessing a fixed-route system, especially in places where steep slopes exist to access main roads.

The advantages of fixed-route service are that it can be provided at a relatively low cost on a per-passenger-trip basis, schedule reliability is high since buses do not deviate from their routes, service does not require advance reservations, and service is easy to understand.

Fixed-route transit service is seldom attractive for people with automobiles in smaller communities and rural areas. A private automobile offers flexibility compared to the rigid schedule of a fixed-route system. The need to walk even a few hundred feet to a bus stop, wait for the vehicle, and the comparatively slow travel time make the option of a private automobile an easy choice. Where there are significant congestion issues or limited parking availability, fixed-route transit service becomes a more attractive alternative. The low cost of transit as compared to owning and operating a private automobile can also be attractive, especially to young working couples who may be able to use the bus rather than own two vehicles.



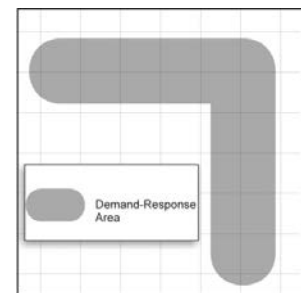
The Americans With Disabilities Act (ADA) requires that communities with fixed-route transit service also provide complementary paratransit service that operates, at a minimum, in a three-quarter-mile radius of each fixed route. Paratransit service is typically much costlier to operate than fixed-route service because of the service’s characteristics. Fixed routes are established to meet the highest demand travel patterns, while paratransit service must serve many origins and destinations in a dispersed pattern. Therefore, fixed-route operations lack the flexibility to meet the needs of passengers with any special requirements in low-density areas.

Demand-Response Service

Demand-response transit service, frequently termed dial-a-ride, is characterized as door-to-door transit service scheduled by a dispatcher. With demand-response service, advance reservations are typically required, although some immediate requests may be filled if time permits and if the service is particularly needed.

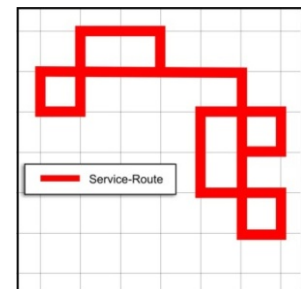
The concept of demand-response was originally developed in the early 1970s as an alternate form of public transportation for the general public.

The original efforts proved to be more expensive than envisioned and did not attract the ridership that was forecast. As a result, demand-response transit has been used almost exclusively in this country for elderly and disabled passengers. However, many communities are beginning to recognize the advantages of demand-response service for low-density areas with low levels of transit demand. Improved technology has led to improvements in dispatching and scheduling which has increased the efficiency of demand-response service and allows for real-time dispatching.



Service Routes

One concept that is being implemented in some communities as an alternative to fixed-route or demand-response service is the service route. A service route is essentially a fixed route specifically designed to serve the elderly and disabled. Typically, a service route winds through residential neighborhoods with high concentrations of elderly and disabled persons in a pattern that passes within one or two blocks of all houses. The service route also directly serves major destinations such as senior centers, commercial areas, and medical centers. However, the service route provides a higher in-vehicle travel time and a longer wait for the bus than normally acceptable to the general public.

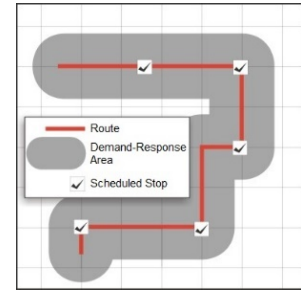


Flexible Routes

Another alternative is flexible routes such as route-deviation or checkpoint service. With flexible routes, transit vehicle dispatching and scheduling must be done carefully to ensure that vehicles are available to serve the designated stops at the scheduled times. To provide a reasonable amount of flexibility, a lenient definition of on-time performance is typically used with a 10- to 15-minute window at each designated stop.

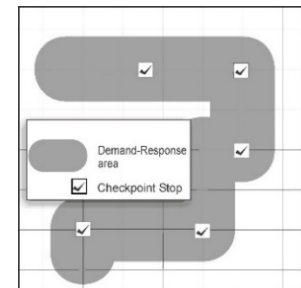
Route Deviation

With route deviation, transit vehicles follow a specific route, but can leave the route to serve demand-response origins and destinations. The vehicles are required to return to the designated route within one block of the point of deviation to ensure that all intersections along the route are served. The passengers on the bus may have a longer travel time than for fixed-route service and the service reliability is lower. However, ADA-mandated complementary paratransit service is not necessary since the bus can deviate from the route to pick up disabled passengers.



Checkpoint Service

Under checkpoint service, the transit vehicles make periodic scheduled stops at major activity centers. The specific routes are not established between checkpoints, which allows the vehicles to provide demand-response service and alleviates the need for ADA-mandated complementary paratransit service. Riders are picked up (typically at a reduced fare), at the checkpoints and are taken either to another checkpoint or to a demand-response specific destination. Service between the checkpoints does not require advance reservations. However, service from any other location on a demand-response basis requires an advance reservation so that the vehicles can be scheduled for pick-up and drop-off. Checkpoint service offers an advantage over route deviation because there is no specified route for the vehicles to use. Checkpoint service requires only that the vehicle arrive at the next checkpoint within the designated time window.



Regional and Commuter Service

With regional and commuter service, the route is primarily designed to link different communities for employment purposes. These communities may be within the same geographic area. In urban areas, this type of service is commonly known as express or limited express service. In rural areas, the regional and commuter service links communities across the study area with each other and with communities outside the study area.

Ridesharing

Ridesharing can take the form of carpooling, whereby two or more people take turns driving their personal vehicles from a common meeting point to a common destination. Vanpools are also a form of ridesharing. Vanpools can be operated by a paid driver or can be driven by vanpool participants. Vanpools are for larger groups of people going to a common destination or a small number of somewhat adjacent destinations. The pick-up location also needs to be convenient to vanpool participants and convenient to the highway. A park-and-ride lot is a common starting point for carpools or vanpools. The cost of the vanpool may be covered by an employer, subsidized by public transit funding, or split among riders.

- *Park-and-Ride Lot:* A parking lot where people meet to share rides or to utilize transit service. The lot is generally well lit and has a place to wait for ridesharing partners or transit service under cover—for example, the lobby of a building or a bus shelter. Generally, there is no cost to park in the park-and-ride lot to encourage ridesharing and transit usage.

TRANSIT SERVICE OPTIONS

The following discussion evaluates the various transit service options that have been developed to best meet the needs of the community. Table VIII-1 (on the following page) presents a comparison of all of the service options. Estimated transportation costs are based upon Park City Transit's 2018 NTD data for fixed-route service.

Summit County Corridor

Four transit service options were developed for the Summit County corridor, including commuter service to Kimball Junction and Park City, winter peak season service to Park City, and vanpool service.

Kimball Junction Commuter Service

This option provides three different variations of commuter service to Kimball Junction for connection with UTA at the Kimball Junction Transit Center, including:

- One morning and one afternoon connection to UTA at Kimball Junction.
- One morning, one mid-day, and one afternoon connection to UTA at Kimball Junction.
- Two morning, one mid-day, and two afternoon connections from Heber City and UTA at Kimball Junction.

In addition, it may be possible to include a bus stop near Park City for passengers to transfer to Park City Transit. However, this would only serve a portion of commuters to Park City and Summit County due to limited connections into Park City.

This commuter service would operate on weekdays and is shown in Figure VIII-1.



| Table VIII-1: Wasatch Service Options | | | | | | | | | | |
|---|------------------------|---------------|---------------|---------------|---------------|-----------------------|-----------------------|------------------|---------------------|--------------------|
| Service Option | # of Vehicles Required | Total Daily | | Total Annual | | Annual Operating Days | Annual Operating Cost | Annual Ridership | Passengers per Hour | Cost per Passenger |
| | | Revenue Miles | Revenue Hours | Revenue Miles | Revenue Hours | | | | | |
| Summit County Corridor | | | | | | | | | | |
| Kimball Junction Commuter Service | | | | | | | | | | |
| One morning and one afternoon connection to UTA at Kimball Junction. | 1 | 40 | 1 | 10,400 | 260 | 260 | \$67,000 | 1,000 | 3.8 | \$67.00 |
| One morning, one mid-day, and one afternoon connection to UTA at Kimball Junction. | 1 | 60 | 2 | 15,600 | 390 | 260 | \$101,000 | 2,000 | 5.1 | \$50.50 |
| Two morning, one mid-day, and two afternoon connections from Heber City and UTA at Kimball Junction. | 2 | 100 | 3 | 26,000 | 650 | 260 | \$168,000 | 3,000 | 4.6 | \$56.00 |
| Park City Commuter Service | | | | | | | | | | |
| One morning and one afternoon connection between Heber City and Park City (Old Town Transit Center). | 1 | 34 | 1 | 12,410 | 365 | 365 | \$80,000 | 28,000 | 76.7 | \$2.86 |
| Two morning, one mid-day, and two afternoon connections between Heber City and Park City (Old Town Transit Center). | 2 | 85 | 3 | 31,025 | 913 | 365 | \$201,000 | 67,500 | 74.0 | \$2.98 |
| Park City Winter Peak Season Service | | | | | | | | | | |
| Hourly service to Park City Transit Center from 6:00 a.m. to 11:00 p.m. during winter season (approximately four months). | 1 | 578 | 17 | 50,093 | 1,473 | 87 | \$324,000 | 5,000 | 3.4 | \$64.80 |
| Vanpool Service | | | | | | | | | | |
| Vanpool service along the Summit County Corridor. | 1 | | | | | | \$24,000 | | | |
| 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 |
| One morning, one mid-day, and one afternoon roundtrip from Heber City to UTA at Vineyard Station. | 2 | 168 | 5 | 43,680 | 1,170 | 260 | \$283,000 | 9,057 | 7.7 | \$31.25 |
| Two morning, one mid-day, and two afternoon roundtrips from Heber City to UTA at Vineyard Station. | 2 | 280 | 8 | 72,800 | 1,950 | 260 | \$471,000 | 14,491 | 7.4 | \$32.50 |
| 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 |
| One morning, one mid-day, and one afternoon roundtrip from UTA at Vineyard Station to Heber City. | 2 | 168 | 5 | 43,680 | 1,170 | 260 | \$283,000 | 8,367 | 7.2 | \$33.82 |
| Two morning, one mid-day, and two afternoon roundtrips from UTA at Vineyard Station to Heber City. | 2 | 280 | 8 | 72,800 | 1,950 | 260 | \$471,000 | 13,387 | 6.9 | \$35.18 |
| Vanpool Service | | | | | | | | | | |
| Vanpool service along the Utah County Corridor. | 1 | | | | | | \$36,000 | | | |
| Utah County to Park City Connection | | | | | | | | | | |
| One morning and one afternoon connection from UTA at Vineyard Station (New station under construction) to Park City (Old Town Transit Center), with a stop in Heber City. Operates only during the winter season (approximately four months). | 1 | 90 | 3 | 7,800 | 260 | 87 | \$50,000 | 6,000 | 23.1 | \$8.33 |
| Local Service | | | | | | | | | | |
| Dial-a-Ride Service | | | | | | | | | | |
| One bus providing dial-a-ride service in Midway and Heber City. | | | | | | | | | | |
| Regular service operating from 6:00 a.m. to 7:00 p.m. for the majority of the year. | 1 | 194 | 13 | 57,723 | 3,874 | 298 | \$373,000 | 7,000 | 1.8 | \$53.29 |
| Winter seasonal service operating from 6:00 a.m. to 11:00 p.m. (approximately five months). | 1 | 253 | 17 | 21,953 | 1,473 | 87 | \$142,000 | 3,000 | 2.0 | \$47.33 |
| Two buses providing dial-a-ride service in Midway and Heber City. | | | | | | | | | | |
| Regular service operating from 6:00 a.m. to 7:00 p.m. for the majority of the year. | 2 | 387 | 26 | 115,445 | 7,748 | 298 | \$747,000 | 12,000 | 1.5 | \$62.25 |
| Winter seasonal service operating from 6:00 a.m. to 11:00 p.m. (approximately five months). | 2 | 507 | 34 | 43,905 | 2,947 | 87 | \$284,000 | 6,000 | 2.0 | \$47.33 |
| Route Deviation and Dial-a-Ride Services | | | | | | | | | | |
| One bus providing route-deviation service and one bus providing dial-a-ride service. | | | | | | | | | | |
| Regular service operating from 6:00 a.m. to 7:00 p.m. for the majority of the year. | 2 | 387 | 26 | 115,445 | 7,748 | 298 | \$747,000 | 54,000 | 7.0 | \$13.83 |
| Winter seasonal service operating from 6:00 a.m. to 11:00 p.m. (approximately four months). | 2 | 507 | 34 | 43,905 | 2,947 | 87 | \$284,000 | 26,000 | 8.8 | \$10.92 |
| Two buses providing route-deviation service and one bus providing dial-a-ride service. | | | | | | | | | | |
| Regular service operating from 6:00 a.m. to 7:00 p.m. for the majority of the year. | 3 | 581 | 39 | 173,168 | 11,622 | 298 | \$1,120,000 | 88,000 | 7.6 | \$12.73 |
| Winter seasonal service operating from 6:00 a.m. to 11:00 p.m. (approximately four months). | 3 | 760 | 51 | 65,858 | 4,420 | 87 | \$426,000 | 44,000 | 10.0 | \$9.68 |

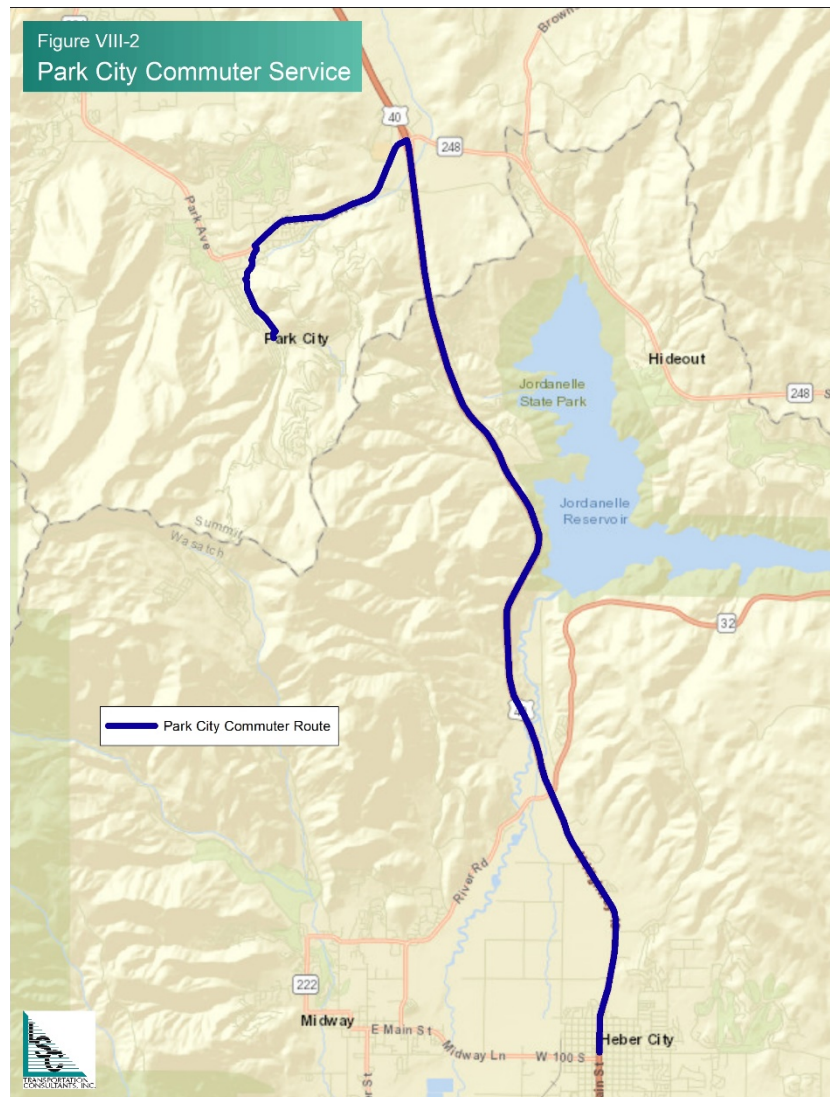
Source: LSC, 2019.

Park City Commuter Service

This option provides two different variations of commuter service to Park City's Old Town Transit Center, including:

- One morning and one afternoon connection between Heber City and Park.
- Two morning, one mid-day, and two afternoon connections between Heber City and Park City.

This commuter service would operate daily, year-round and is shown in Figure VIII-2.



Park City Winter Peak Season Service

This option provides daily, hourly service from Heber City to Park City's Old Town Transit Center from 6:00 a.m. to 11:00 p.m. during the winter season (approximately four months of the year) to meet higher levels of demand. This service would have the same route structure as the Park City Commuter Service, presented in Figure VIII-2.

Vanpool Service

The final service option for the Summit County Corridor is vanpool service.

Utah County Corridor

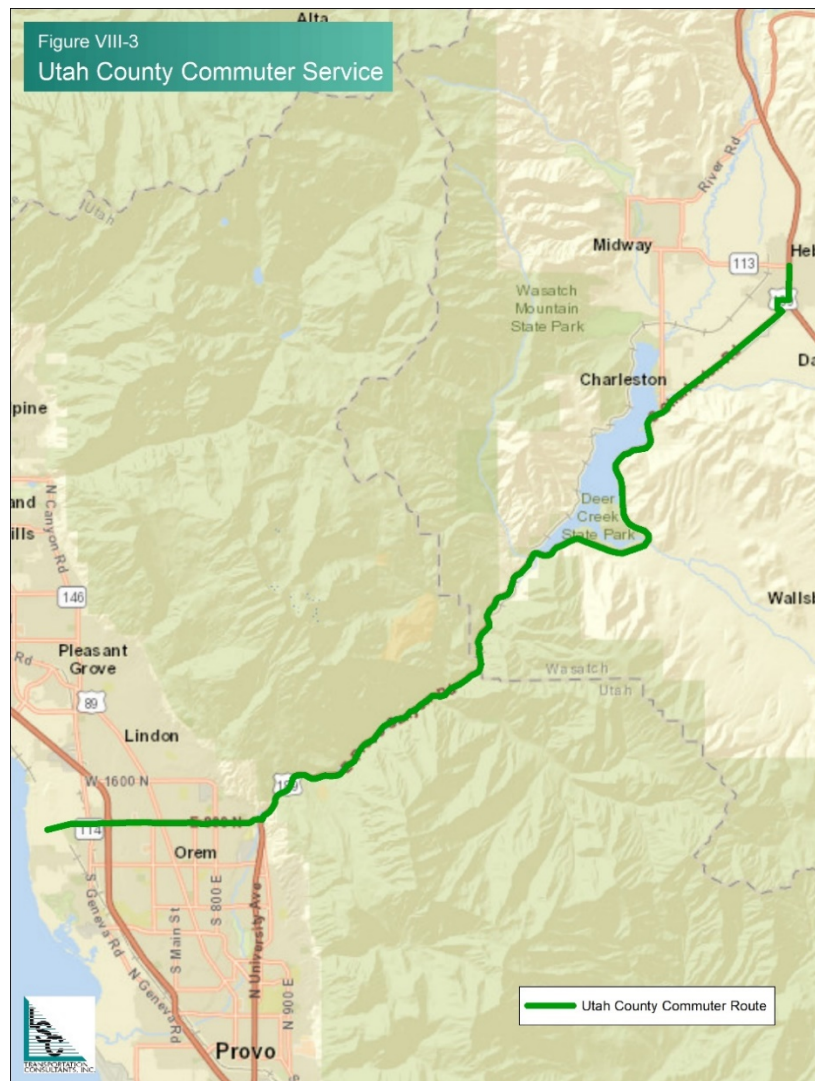
Two transit service options were considered for the Utah County corridor, including commuter service between Heber City and UTA at the new Vineyard Station, and vanpool service.

Utah County Commuter Service

This option provides several variations of commuter service between Heber City and the new Vineyard Station (currently under construction) for connection with UTA, including:

- Heber City to Utah County
 - One morning and one afternoon roundtrip from Heber City to Vineyard Station
 - One morning, one mid-day, and one afternoon roundtrip
 - Two morning, one mid-day, and two afternoon roundtrips
- Utah County to Heber City
 - One morning and one afternoon roundtrip from UTA at Vineyard Station to Heber City
 - One morning, one mid-day, and one afternoon roundtrip
 - Two morning, one mid-day, and two afternoon roundtrips

This commuter service would operate on weekdays and is shown in Figure VIII-3.



Vanpool Service

The second service option for the Utah County Corridor is vanpool service.

Utah County to Park City Service

This option provides weekday commuter service from UTA at the new Vineyard Station to Park City's Old Town Transit Center, stopping in Heber City on the way. This service would only operate during the winter season (approximately four months of the year) and the route structure of this service is presented in Figure VIII-4.



SERVICE OPTION EVALUATION

As discussed in Chapter II, the LSC team developed a set of evaluation criteria in order compare the service options presented in this chapter. The evaluation criteria include:

- Option increases connections to/from Summit County
- Option increases connections to Utah County
- Option increases mobility within Wasatch County
- Option improves mobility for winter visitors
- Potential ridership
- Capital cost for option
- Annual operating cost
- Productivity measured in the number of passenger boardings per revenue-hour
- Efficiency measured as the average cost per passenger-trip
- Does the option have the potential to reduce traffic volumes?

Table VIII-2 presents the evaluation of the service options presented in this Chapter.

- The Summit County Corridor options, as well as the Utah County to Park City Connection option all increase connections to/from Summit County.
- The Utah County Corridor options, as well as the Utah County to Park City Connection option all increase connections to/from Utah County.
- The Local Service options all increase mobility within Wasatch County.
- The Park City Winter Skier Service, the Utah County to Park City Connection, and the Local Service options all improve mobility for winter visitors.
- Potential ridership is highest for the Local Service Route Deviation and Dial-a-Ride Service (80,000-132,000) and the Park City Commuter Service (28,000-67,500).
- The capital costs assume \$80,000 for a smaller bus and \$400,000 for a large bus. The options with the highest capital cost include the Local Service Route Deviation and Dial-a-Ride Service (\$480,000-\$880,000) and the Park City Commuter Service (\$400,000-\$800,000).
- Annual Operating Costs are highest for the Local Service Route Deviation and Dial-a-Ride Service (\$1,031,000-\$1,546,000) and the Dial-a-Ride Service (\$515,000-\$1,031,000).
- Productivity, measured in the number of passenger boardings per revenue-hour, is highest for the Utah County to Park City Connection (80.8) and the Park City Commuter service (74.0-76.7).
- The most efficient options, measured as the average cost per passenger-trip, include the Utah County to Park City Connection (\$2.38) and the Park City Commuter service (\$2.86-\$2.98).
- All of the Summit County Corridor options, Utah County Corridor options, and the Utah County to Park City Connection have the potential to reduce traffic.

Table VIII-2: Wasatch Service Option Evaluation

| Service Option | Evaluation Criteria | | | | | | | | | |
|---|--|--------------------------------------|--|---------------------------------------|---------------------|-------------------------|-----------------------|---------------------|-------------------------|-----------------------------|
| | Increases Connections to Summit County | Increases Connections to Utah County | Increases Mobility Within Wasatch County | Improves Mobility for Winter Visitors | Potential Ridership | Capital Cost for Option | Annual Operating Cost | Passengers per Hour | Cost per Passenger Trip | Potential to Reduce Traffic |
| Summit County Corridor | | | | | | | | | | |
| Kimball Junction Commuter Service | | | | | | | | | | |
| One morning and one afternoon connection to UTA at Kimball Junction. | Yes | No | No | No | 1,000 | \$80,000 | \$67,000 | 3.8 | \$67.00 | Yes |
| One morning, one mid-day, and one afternoon connection to UTA at Kimball Junction. | Yes | No | No | No | 2,000 | \$80,000 | \$101,000 | 5.1 | \$50.50 | Yes |
| Two morning, one mid-day, and two afternoon connections from Heber City and UTA at Kimball Junction. | Yes | No | No | No | 3,000 | \$160,000 | \$168,000 | 4.6 | \$56.00 | Yes |
| Park City Commuter Service | | | | | | | | | | |
| One morning and one afternoon connection between Heber City and Park City (Old Town Transit Center). | Yes | No | No | No | 28,000 | \$400,000 | \$80,000 | 76.7 | \$2.86 | Yes |
| Two morning, one mid-day, and two afternoon connections between Heber City and Park City (Old Town Transit Center). | Yes | No | No | No | 67,500 | \$800,000 | \$201,000 | 74.0 | \$2.98 | Yes |
| Park City Winter Peak Season Service | | | | | | | | | | |
| Hourly service to Park City Transit Center from 6:00 a.m. to 11:00 p.m. during winter season (approximately four months). | Yes | No | No | Yes | 5,000 | \$400,000 | \$324,000 | 3.4 | \$64.80 | Yes |
| Vanpool Service | | | | | | | | | | |
| Vanpool service along the Summit County Corridor. | Yes | No | No | No | - | - | \$24,000 | - | - | Yes |
| Utah County Corridor | | | | | | | | | | |
| Utah County Commuter Service | | | | | | | | | | |
| One morning and one afternoon roundtrip from Heber City to UTA at Vineyard Station (New station under construction). | No | Yes | No | No | 5,434 | \$80,000 | \$188,000 | 7.0 | \$34.60 | Yes |
| One morning, one mid-day, and one afternoon roundtrip from Heber City to UTA at Vineyard Station. | No | Yes | No | No | 9,057 | \$80,000 | \$283,000 | 7.7 | \$31.25 | Yes |
| Two morning, one mid-day, and two afternoon roundtrips from Heber City to UTA at Vineyard Station. | No | Yes | No | No | 14,491 | \$160,000 | \$471,000 | 7.4 | \$32.50 | Yes |
| One morning and one afternoon roundtrip from UTA at Vineyard Station to Heber City. | No | Yes | No | No | 5,020 | \$80,000 | \$188,000 | 6.4 | \$37.45 | Yes |
| One morning, one mid-day, and one afternoon roundtrip from UTA at Vineyard Station to Heber City. | No | Yes | No | No | 8,367 | \$80,000 | \$283,000 | 7.2 | \$33.82 | Yes |
| Two morning, one mid-day, and two afternoon roundtrips from UTA at Vineyard Station to Heber City. | No | Yes | No | No | 13,387 | \$160,000 | \$471,000 | 6.9 | \$35.18 | Yes |
| Vanpool Service | | | | | | | | | | |
| Vanpool service along the Utah County Corridor. | No | Yes | No | No | - | - | \$36,000 | - | - | Yes |
| Utah County to Park City Connection | | | | | | | | | | |
| One morning and one afternoon connection from UTA at Vineyard Station (New station under construction) to Park City (Old Town Transit Center), with a stop in Heber City. Operates only during the winter season (approximately four months). | Yes | Yes | No | Yes | 6,000 | \$400,000 | \$50,000 | 23.1 | \$8.33 | Yes |
| Local Service | | | | | | | | | | |
| Dial-a-Ride Service | | | | | | | | | | |
| One bus providing dial-a-ride service in Midway and Heber City. | No | No | Yes | Yes | 10,000 | \$80,000 | \$515,000 | 1.9 | \$51.50 | No |
| Two buses providing dial-a-ride service in Midway and Heber City. | No | No | Yes | Yes | 18,000 | \$160,000 | \$1,031,000 | 1.7 | \$57.28 | No |
| Route Deviation and Dial-a-Ride Services | | | | | | | | | | |
| One bus providing route-deviation service and one bus providing dial-a-ride service. | No | No | Yes | Yes | 80,000 | \$480,000 | \$1,031,000 | 7.5 | \$12.89 | No |
| Two buses providing route-deviation service and one bus providing dial-a-ride service. | No | No | Yes | Yes | 132,000 | \$880,000 | \$1,546,000 | 8.2 | \$11.71 | No |

Source: LSC, 2019.



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Chapter IX: Recommended Service Plan

INTRODUCTION

Based on the initial service options presented in Interim Report #2 and Chapter VIII, and feedback from stakeholders and the public, LSC has developed a recommended service plan. As shown in Table IX-1, the recommended service plan includes services grouped together by location, including:

- Summit County Corridor
 - Commuter transit service between Heber City and Park City
 - Winter peak season service between Heber City and Park City
 - Vanpool service
- Utah County Corridor
 - Commuter transit service between Heber City and Utah County
 - Commuter transit service between Utah County and Heber City
 - Vanpool Service
- Local Service
 - Dial-a-Ride service in Heber City and Midway
 - Route deviation service in Heber City and Midway

For all of the commuter and local transit services, estimated transportation costs are based upon Park City Transit's 2018 NTD data for fixed-route service. Vanpool costs are based on UTA's existing vanpool program.

RECOMMENDED SERVICE PLAN

Summit County Corridor

The recommended service plan includes three transit services operating along the Summit County corridor, including commuter service to Park City, winter skier service to Park City, and vanpool service.

Park City Commuter Service

The Park City Commuter Service would operate between Heber City and Park City's Old Town Transit Center, as shown in Figure IX-1. The commuter service would operate year-round, seven days a week, with two morning, one mid-day, and two afternoon connections. Table IX-2 presents the summer schedule for the Park City Commuter Service, which includes bus stops at:

- Wasatch County Offices (S. Main St. & W 100 S)
- Smith's (N. Main St. & E 500 N)
- Wasatch Commons (US-40/Victory Hwy. & Commons Blvd., bus stop at the roundabout)
- Utah Valley University Wasatch (US-40/Victory Hwy. & College Way, bus stop at the Kingdom Hall of Jehovah's Witnesses)
- Mayflower Development and the Lodge at Stillwater
- Quinn Junction (US-40/Victory Hwy. & SH 248, near sports fields and potential future Park-n-Ride location)
- Park City Old Town Transit Center

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 | 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). | | | | | | | | | | | | |
| 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 | |
| | 2 | Varies | Varies | 37,230 | 1,459 | 365 | \$241,000 | 91,767 | 62.9 | \$2.63 | Phase 3 | |
| Total: | | | | | | | | | | | | |
| Park City Winter Peak Season Service | 2 | 450 | 30 | 54,600 | 3,640 | 121 | \$353,000 | 49,000 | 13.5 | \$7.20 | Phase 3 | |
| Vanpool Service | 1 | - | - | - | - | - | \$24,000 | - | - | - | Phase 1 | |
| Utah County Corridor | | | | | | | | | | | | |
| Utah County Commuter Service - Heber City to Utah County | 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 | 1 | 112 | 3 | 29,120 | 780 | 260 | \$188,000 | 5,020 | 6.4 | \$37.45 | Phase 3 | |
| Vanpool Service | 1 | - | - | - | - | - | \$36,000 | - | - | - | Phase 1 | |
| Local Service | | | | | | | | | | | | |
| Dial-a-Ride Service in Heber City and Midway | 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 | 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 | |

Source: LSC, 2020.

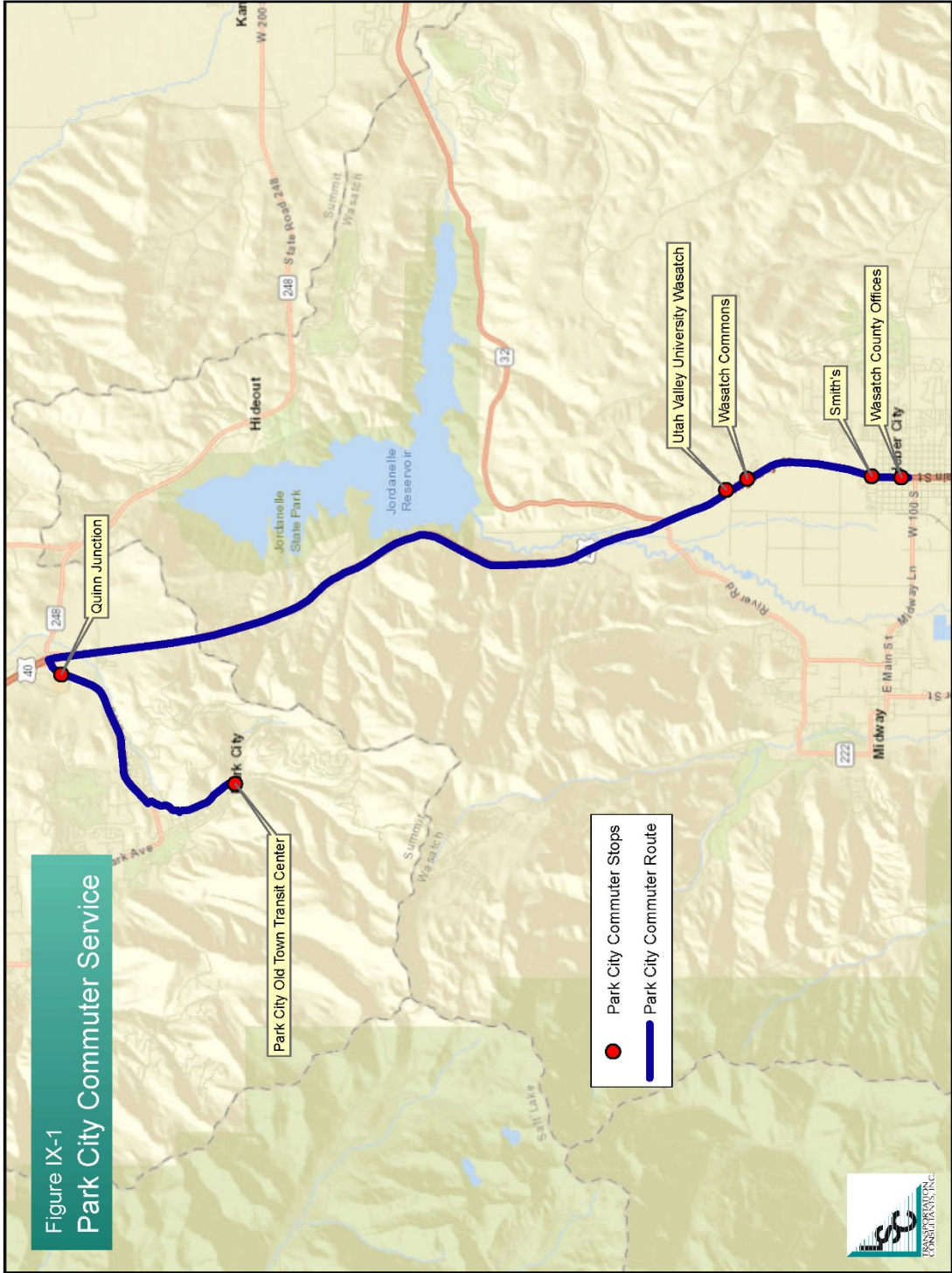


Figure IX-1
Park City Commuter Service

Table IX-2: Summer Park City Commuter Service Schedule

| Heber City to Park City | | Departure Times | | | | Park City to Heber City | | | | Departure Times | | | |
|--|--|-----------------|---------|----------|--|--|----------|---------|---------|-----------------|--|--|--|
| Wasatch County Offices (S. Main St. & W 100 S) | | 7:00 AM | 8:00 AM | 11:30 AM | | Park City Old Town Transit Center | 12:00 PM | 5:00 PM | 6:00 PM | | | | |
| Smith's | | 7:02 AM | 8:02 AM | 11:32 AM | | Quinn Junction (US-40/Victory Hwy. & SH 248) | 12:09 PM | 5:09 PM | 6:09 PM | | | | |
| Wasatch Commons | | 7:04 AM | 8:04 AM | 11:34 AM | | Utah Valley University Wasatch | 12:21 PM | 5:21 PM | 6:21 PM | | | | |
| Utah Valley University Wasatch | | 7:05 AM | 8:05 AM | 11:35 AM | | Wasatch Commons | 12:22 PM | 5:22 PM | 6:22 PM | | | | |
| Quinn Junction (US-40/Victory Hwy. & SH 248) | | 7:18 AM | 8:18 AM | 11:48 AM | | Smith's | 12:25 PM | 5:25 PM | 6:25 PM | | | | |
| Park City Old Town Transit Center | | 7:27 AM | 8:27 AM | 11:57 AM | | Wasatch County Offices (S. Main St. & W 100 S) | 12:27 PM | 5:27 PM | 6:27 PM | | | | |

Source: LSC, 2020.

Table IX-3 presents the winter schedule for the Park City Commuter Service and the Peak Season Service. The schedules and routing may need to be adjusted upon competition of the park-n-ride lot at Quinn Junction. By the time the recommended service is implemented, it may be appropriate for the Park City Commuter and Park City Skier Service routes to end at the Quinn Junction park-n-ride lot during the winter. Riders would then transfer to Park City Transit for local service in Park City.

The new Mayflower Mountain Resort development is likely to be at least partially complete before service could be implemented. This is a major development with housing, condominiums, hotels, and access to Deer Valley Resort. Plans call for internal transit service with a combination of on-demand microtransit and a village shuttle. A common stop should be provided to allow for easy transfer between the Heber City-Park City route and the local service within Mayflower Mountain Resort.

Implementation of the Park City Commuter Service would result in the following number of vehicles, operational cost, and riders:

- Number of vehicles: 2 summer and 4 winter (shared with Park City Winter Skier Service)
- Annual operating cost: \$240,000
- Annual estimated ridership: 67,500
- Average cost per passenger: \$2.63
- Passengers per hour: 62.9

Park City Winter Peak Season Service

The Park City Winter Peak Season Service operates between Heber City and Park City's Old Town Transit Center, as shown in Figure IX-2. The peak season service follows the same route as the commuter service, but increases the frequency and level of service provided. The peak season service would operate daily during the winter (approximately four months) with hourly service between 6:00 a.m. and 11:00 p.m. Table IX-3 presents the winter schedule for the Park City Commuter Service and the Park City Winter Peak Season Service, which includes bus stops at:

- Wasatch County Offices (S. Main St. & W 100 S)
- Smith's (N. Main St. & E 500 N)
- Wasatch Commons (US-40/Victory Hwy. & Commons Blvd., bus stop at the roundabout)
- Utah Valley University Wasatch (US-40/Victory Hwy. & College Way, bus stop at the Kingdom Hall of Jehovah's Witnesses)
- Mayflower Development and the Lodge at Stillwater
- Quinn Junction (US-40/Victory Hwy. & SH 248, near sports fields and potential future Park-n-Ride location)
- Park City Old Town Transit Center

Implementation of the Park City Winter Peak Season Service would result in the following number of vehicles, operational cost, and riders:

- Number of vehicles: 4 (shared with Park City Commuter Service)
- Annual operating cost: \$353,000
- Annual estimated ridership: 49,000
- Average cost per passenger: \$7.20
- Passengers per hour: 13.5

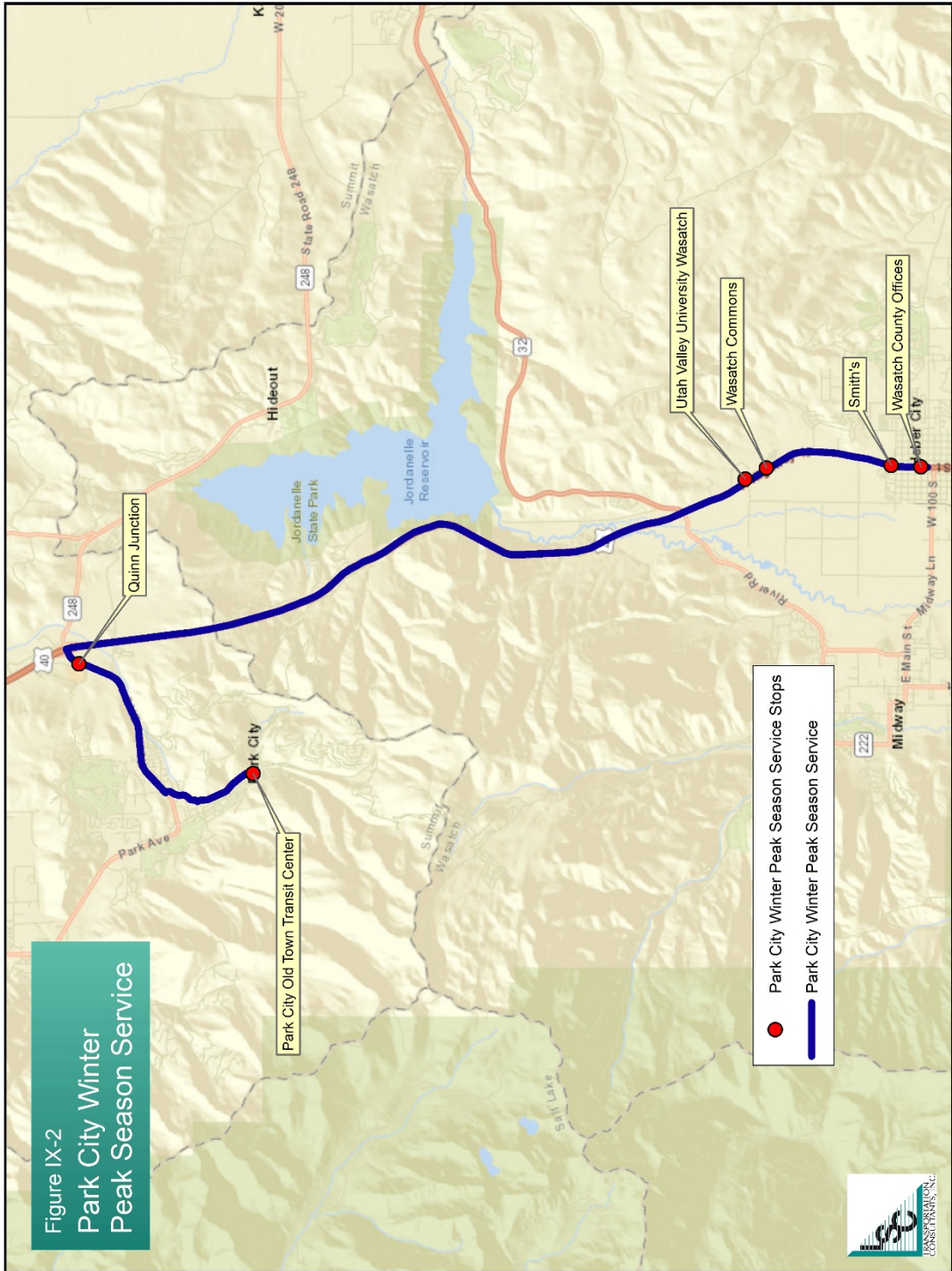


Table IX-3: Winter Park City Commuter Service and Winter Peak Season Service Schedule

| Direction | Stops | Departure Times | | | | | | | | | | | | | | | | | | |
|---|---|-----------------|---------|----------|----------|----------|----------|----------|----------|---------|---------|---------|---------|---------|---------|---------|----------|----------|----------|----------|
| | | 7:00 AM | 7:30 AM | 8:00 AM | 8:30 AM | 9:30 AM | 10:30 AM | 11:30 AM | 12:30 PM | 1:30 PM | 2:30 PM | 3:30 PM | 4:30 PM | 5:30 PM | 6:30 PM | 7:30 PM | 8:30 PM | 9:30 PM | 10:30 PM | |
| Heber City to Park City | Wasatch County Offices (S. Main St. & W. 100 S) | 7:04 AM | 7:34 AM | 8:04 AM | 8:34 AM | 9:34 AM | 10:34 AM | 11:34 AM | 12:34 PM | 1:34 PM | 2:34 PM | 3:34 PM | 4:34 PM | - | 5:34 PM | 6:34 PM | 7:34 PM | 8:34 PM | 9:34 PM | 10:34 PM |
| | Smith's | 7:08 AM | 7:38 AM | 8:08 AM | 8:38 AM | 9:38 AM | 10:38 AM | 11:38 AM | 12:38 PM | 1:38 PM | 2:38 PM | 3:38 PM | 4:38 PM | - | 5:38 PM | 6:38 PM | 7:38 PM | 8:38 PM | 9:38 PM | 10:38 PM |
| | Wasatch Commons | 7:10 AM | 7:40 AM | 8:10 AM | 8:40 AM | 9:40 AM | 10:40 AM | 11:40 AM | 12:40 PM | 1:40 PM | 2:40 PM | 3:40 PM | 4:40 PM | - | 5:40 PM | 6:40 PM | 7:40 PM | 8:40 PM | 9:40 PM | 10:40 PM |
| | Utah Valley University Wasatch | 7:36 AM | 8:06 AM | 8:36 AM | 9:06 AM | 10:06 AM | 11:06 AM | 12:06 PM | 1:06 PM | 2:06 PM | 3:06 PM | 4:06 PM | 5:06 PM | - | 6:06 PM | 7:06 PM | 8:06 PM | 9:06 PM | 10:06 PM | 11:06 PM |
| | Quinn Junction (US-40/Victory Hwy. & SH 248) | 7:54 AM | 8:24 AM | 8:54 AM | 9:24 AM | 10:24 AM | 11:24 AM | 12:24 PM | 1:24 PM | 2:24 PM | 3:24 PM | 4:24 PM | 5:24 PM | - | 6:24 PM | 7:24 PM | 8:24 PM | 9:24 PM | 10:24 PM | 11:24 PM |
| | Park City Old Town Transit Center | 8:00 AM | - | 9:00 AM | 10:00 AM | 11:00 AM | 12:00 PM | 1:00 PM | 2:00 PM | 3:00 PM | 4:00 PM | 5:00 PM | 5:30 PM | 6:00 PM | 6:30 PM | 7:30 PM | 8:30 PM | 9:30 PM | 10:30 PM | 11:30 PM |
| | Park City Old Town Transit Center | 8:18 AM | - | 9:18 AM | 10:18 AM | 11:18 AM | 12:18 PM | 1:18 PM | 2:18 PM | 3:18 PM | 4:18 PM | 5:18 PM | 5:48 PM | 6:18 PM | 6:48 PM | 7:48 PM | 8:48 PM | 9:48 PM | 10:48 PM | 11:48 PM |
| | Quinn Junction (US-40/Victory Hwy. & SH 248) | 8:42 AM | - | 9:42 AM | 10:42 AM | 11:42 AM | 12:42 PM | 1:42 PM | 2:42 PM | 3:42 PM | 4:42 PM | 5:42 PM | 6:12 PM | 6:42 PM | 7:12 PM | 8:12 PM | 9:12 PM | 10:12 PM | 11:12 PM | 12:12 AM |
| | Utah Valley University Wasatch | 8:44 AM | - | 9:44 AM | 10:44 AM | 11:44 AM | 12:44 PM | 1:44 PM | 2:44 PM | 3:44 PM | 4:44 PM | 5:44 PM | 6:14 PM | 6:44 PM | 7:14 PM | 8:14 PM | 9:14 PM | 10:14 PM | 11:14 PM | 12:14 AM |
| | Wasatch Commons | 8:50 AM | - | 9:50 AM | 10:50 AM | 11:50 AM | 12:50 PM | 1:50 PM | 2:50 PM | 3:50 PM | 4:50 PM | 5:50 PM | 6:20 PM | 6:50 PM | 7:20 PM | 8:20 PM | 9:20 PM | 10:20 PM | 11:20 PM | 12:20 AM |
| Smith's | 8:54 AM | - | 9:54 AM | 10:54 AM | 11:54 AM | 12:54 PM | 1:54 PM | 2:54 PM | 3:54 PM | 4:54 PM | 5:54 PM | 6:24 PM | 6:54 PM | 7:24 PM | 8:24 PM | 9:24 PM | 10:24 PM | 11:24 PM | 12:24 AM | |
| Wasatch County Offices (S. Main St. & W. 100 S) | | | | | | | | | | | | | | | | | | | | |

Source: LSC, 2020.

Vanpool Service

The recommended service plan also includes vanpool service along the Summit County corridor. The Utah Transit Authority (UTA) already has a well-established vanpool program which leases vans to individuals who travel to and from similar locations. UTA’s vehicles can accommodate between seven and 15 passengers, and passengers evenly split the cost of the service, which are based on mileage. UTA also offers upgrades on vehicles, like bike racks and wi-fi, for an additional charge.

Utah County Corridor

The recommended service plan includes commuter service and vanpool service along the Utah County corridor.

Utah County Commuter Service

The Utah County Commuter Service operates in both directions between Heber City and UTA at Vineyard Station (currently under construction), as shown in Figure IX-3. The commuter service operates on weekdays, year-round with one morning and one afternoon roundtrip in each direction. Table IX-4 presents the schedule for the Utah County Commuter Service, which includes bus stops at:

- Wasatch County Offices (S. Main St. & W 100 S)
- Walmart Park-n-Ride (new Park-n-Ride in Walmart’s parking lot)
- UTA Vineyard station

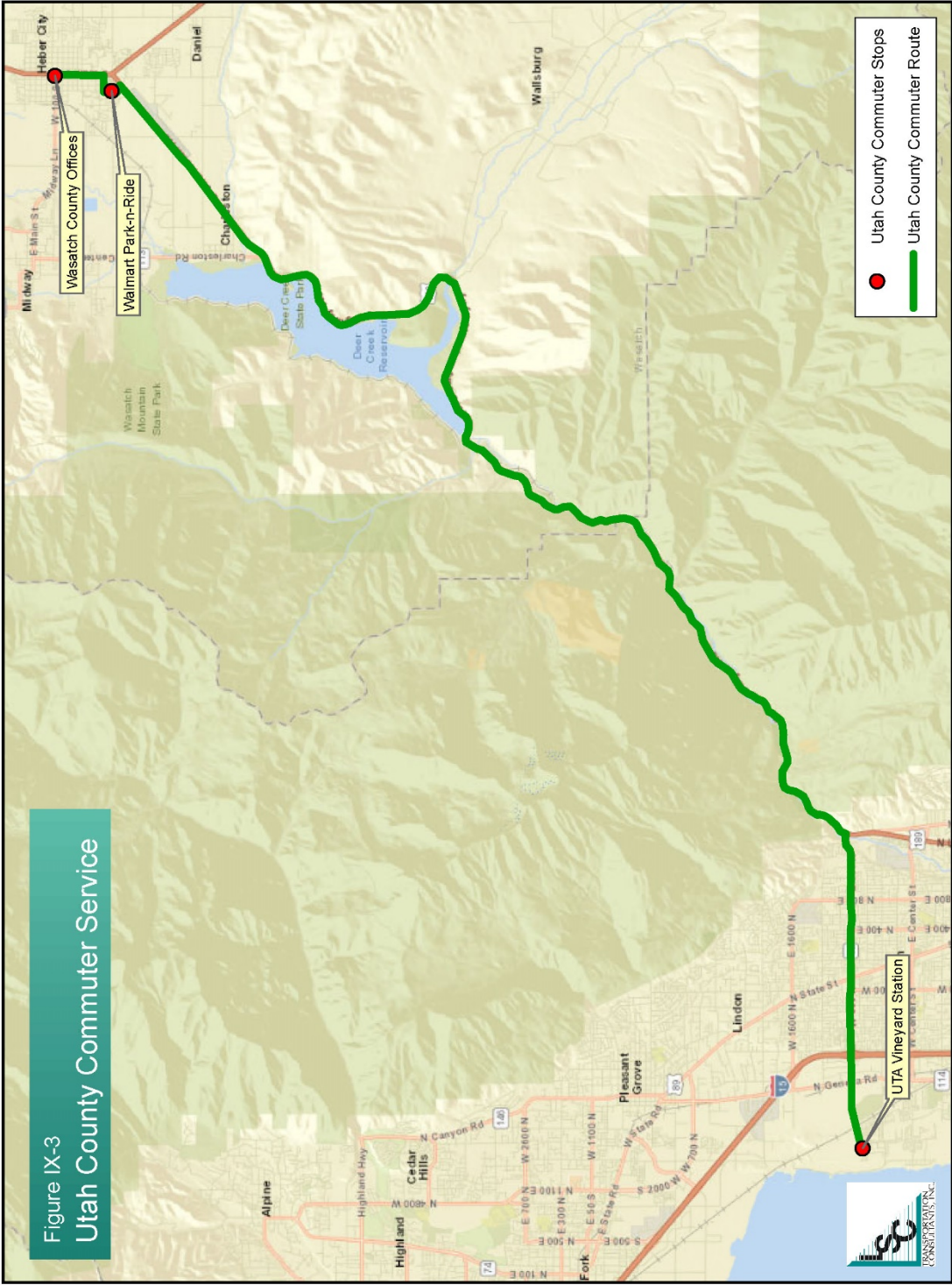
| Heber City to Vineyard | Departure Times | | Vineyard to Heber City | Departure Times | | | |
|--|-----------------|---------|--|-----------------|---------|---------|---------|
| Wasatch County Offices - S. Main St. & W 100 S | 6:30 AM | 5:30 PM | UTA Vineyard Station | 6:45 AM | 7:15 AM | 4:30 PM | 5:30 PM |
| Walmart Park-n-Ride | 6:35 AM | 5:35 PM | Walmart Park-n-Ride | 6:50 AM | 7:50 AM | 5:05 PM | 5:35 PM |
| UTA Vineyard Station | 7:10 AM | 6:10 PM | Wasatch County Offices - S. Main St. & W 100 S | 7:25 AM | 7:55 AM | 5:10 PM | 6:10 PM |

Source: LSC, 2020.

Implementation of the Utah County Commuter Service would result in the following number of vehicles, operational cost, and riders:

- | | |
|---|---|
| <ul style="list-style-type: none"> • Heber City to Utah County: <ul style="list-style-type: none"> ○ Number of vehicles: 1 ○ Annual operating cost: \$188,000 ○ Annual estimated ridership: 5,434 ○ Average cost per passenger: \$34.60 ○ Passengers per hour: 7.0 | <ul style="list-style-type: none"> • Utah County to Heber City: <ul style="list-style-type: none"> ○ Number of vehicles: 1 ○ Annual operating cost: \$188,000 ○ Annual estimated ridership: 5,434 ○ Average cost per passenger: \$37.50 ○ Passengers per hour: 6.4 |
|---|---|

Figure IX-3
Utah County Commuter Service



Vanpool Service

The recommended service plan also includes vanpool service along the Utah County corridor through UTA's vanpool program.

Local Service

The recommended service plan includes local Dial-a-Ride and Route Deviation Service in Heber City and Midway.

Dial-a-Ride Service

The service area for the Dial-a-Ride Service in Heber City and Midway is shown in Figure IX-4. The Dial-a-Ride Service operates daily, year-round from 6:00 a.m. to 7:00 p.m., with additional winter seasonal service (for approximately four months) from 7:00 p.m. to 11:00 p.m.

Implementation of the Dial-a-Ride Service in Heber City and Midway would result in the following number of vehicles, operational cost, and riders:

- Year-round Service:
 - Number of vehicles: 1
 - Annual operating cost: \$368,000
 - Annual estimated ridership: 9,000
 - Average cost per passenger: \$40.89
 - Passengers per hour: 1.9

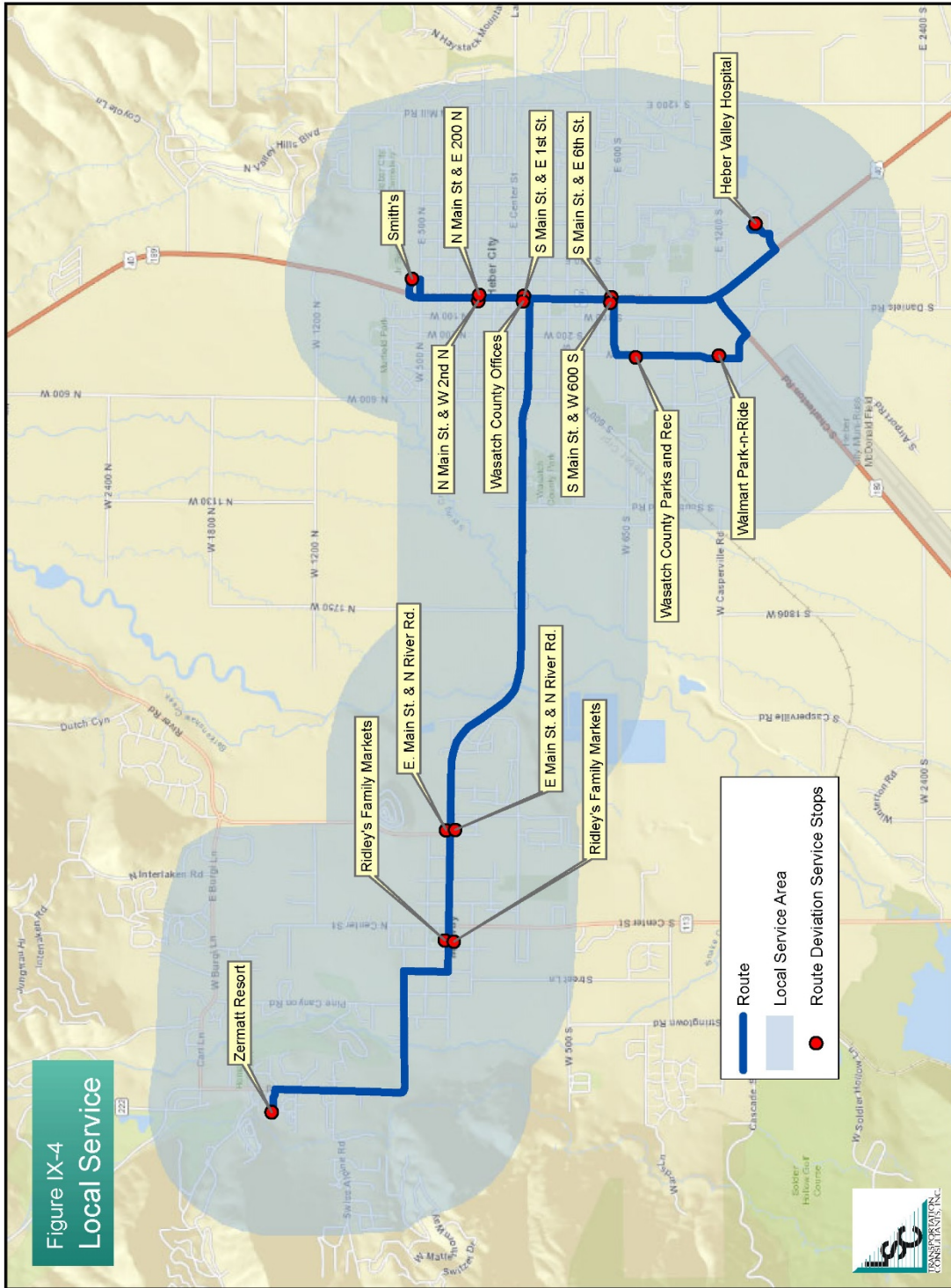
- Additional Winter Service:
 - Number of vehicles: 0 (*same as year-round vehicle*)
 - Annual operating cost: \$38,000
 - Annual estimated ridership: 1,000
 - Average cost per passenger: \$38.00
 - Passengers per hour: 2.1

Route Deviation Service

The Route Deviation Service in Heber City and Midway is also shown in Figure IX-4. The Route Deviation Service operates daily, year-round from 6:00 a.m. to 7:00 p.m., with additional winter seasonal service (for approximately four months) from 7:00 p.m. to 11:00 p.m.

Table IX-5 presents the schedule for the Route Deviation Service, which includes bus stops at:

- Wasatch County Offices (S. Main St. & W 100 S)
- S Main St & West 600 S
- Walmart Park-n-Ride (new Park-n-Ride in Walmart's parking lot)
- Heber Valley Hospital
- S Main St. & E 6th St.
- S Main St. & E 1st St.
- N Main St. & E 200 N
- Smith's
- N Main St. & W 2nd St.
- E Main St. & N River Rd.
- Ridley's Family Markets
- Zermatt Resort



Implementation of the Route Deviation Service in Heber City and Midway would result in the following number of vehicles, operational cost, and riders:

- Year-round Service:
 - Number of vehicles: 1
 - Annual operating cost: \$457,000
 - Annual estimated ridership: 58,000
 - Average cost per passenger: \$7.88
 - Passengers per hour: 12.2
- Additional Winter Service:
 - Number of vehicles: 0 (*same as year-round vehicle*)
 - Annual operating cost: \$47,000
 - Annual estimated ridership: 7,000
 - Average cost per passenger: \$6.71
 - Passengers per hour: 14.4

STAFFING, MARKETING, AND CAPITAL NEEDS

Staffing

In order to implement the recommended service plan, a new transit coordinator position will need to be created to help with acquiring funding and completing grants.

Marketing and Branding

Marketing is important to disseminate transit services information to study area residents and visitors. For residents and commuters, the primary goal of marketing will be to ensure that they are aware of the service. Often, community members don't use transit because they are unaware the service exists, or do not know how to find basic information about the service, such as fare rates and schedules.

It will be important to make sure that all vehicles and buses have the same name, logo, and color scheme. A bus stop sign should be developed that clearly identifies the bus stop and indicates which routes or services are served by that stop to increase public awareness and visibility. The sign pole should also have space to display the bus schedules serving that stop.

In addition, a new transit brochure and website should be developed to include the types of transit service provided, schedules, and fare information. Other marketing activities include outreach to local schools/colleges, development of business partnerships, and promotion of new service changes.

Transit Facility Requirements

A major capital investment is the development of a vehicle maintenance and storage facility. The transit facility should accommodate bus storage as well as provide administration office space. Having the entire vehicle fleet parked at a single location will support management and control of the fleet.

Transit Vehicles

The recommended service plan will also require vehicles for each of the transit services. For the local service, LSC recommends a mid-size body on chassis bus that can accommodate around 20 passengers. For the commuter routes, LSC recommends 30-foot buses for the Utah County routes and 40-foot buses for the Park City routes.

Bus Stop Improvements

Bus stop improvements include new bus stop signs, as well as ensuring that all bus stops are accessible to wheelchairs by meeting the baseline requirements of the Americans with Disabilities Act.

FINANCIAL PLAN

This section presents a financial plan with projected expenditures and required revenues to operate the recommended service plan. Table IX-6 presents a five-year transit plan, with the assumption of an annual two percent inflation rate, which takes into account historical trends for increases in transit operating expenses.

| Table IX-6: Five-Year Financial Plan | | | | | |
|--|-----------------|------------------|--------------------|--------------------|--------------------|
| | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 |
| EXPENSES | | | | | |
| Operating Expenses | | | | | |
| Phase 1 | | | | | |
| Summit County Corridor Vanpool | \$24,000 | \$24,000 | \$24,000 | \$24,000 | \$24,000 |
| Utah County Corridor Vanpool | \$36,000 | \$37,000 | \$38,000 | \$39,000 | \$40,000 |
| <i>Phase I Subtotal</i> | <i>\$60,000</i> | <i>\$61,000</i> | <i>\$62,000</i> | <i>\$63,000</i> | <i>\$64,000</i> |
| Phase 2 | | | | | |
| Dial-a-Ride Service in Heber City and Midway | | \$368,000 | \$375,000 | \$383,000 | \$391,000 |
| <i>Phase II Subtotal</i> | <i>\$0</i> | <i>\$368,000</i> | <i>\$375,000</i> | <i>\$383,000</i> | <i>\$391,000</i> |
| Phase 3 | | | | | |
| Park City Commuter Service | | | | \$241,000 | \$246,000 |
| Park City Winter Peak Season Service | | | | \$353,000 | \$360,000 |
| Utah County Commuter Service - Heber City to Utah County | | | | \$188,000 | \$192,000 |
| Utah County Commuter Service - Utah County to Heber City | | | | \$188,000 | \$192,000 |
| Additional Winter Seasonal Dial-a-Ride Service | | | | \$38,000 | \$39,000 |
| Route Deviation Service in Heber City and Midway | | | | \$457,000 | \$466,000 |
| Additional Winter Seasonal Route Deviation Service | | | | \$47,000 | \$48,000 |
| <i>Phase III Subtotal</i> | <i>\$0</i> | <i>\$0</i> | <i>\$0</i> | <i>\$1,512,000</i> | <i>\$1,543,000</i> |
| Operating Expenses Subtotal | \$60,000 | \$429,000 | \$437,000 | \$1,958,000 | \$1,998,000 |
| Capital Expenses | | | | | |
| Vehicles - Commuter Service - 6 buses | | | \$3,000,000 | | |
| Vehicles - Local Service - 3 buses | | \$220,000 | \$110,000 | | |
| Bus Stops - 20 signs | | | \$9,500 | | |
| New Vehicle Storage Facility (Site Selection, Design, and Construction) | | | \$25,000 | \$100,000 | \$4,550,000 |
| Capital Expenses Subtotal | \$0 | \$220,000 | \$3,144,500 | \$100,000 | \$4,550,000 |
| Total Expenses | \$60,000 | \$649,000 | \$3,581,500 | \$2,058,000 | \$6,548,000 |
| REVENUES | | | | | |
| Operating Revenues | | | | | |
| FTA 5311 Operational Grant Funding [^] | \$0 | \$346,550 | \$353,150 | \$500,000 | \$500,000 |
| Advertising | \$5,000 | \$5,000 | \$5,000 | \$5,000 | \$5,000 |
| Fares (5 Percent Farebox Recovery) | \$3,000 | \$21,450 | \$21,850 | \$97,900 | \$99,900 |
| Local Match Operating Funding (Public/Private) | \$52,000 | \$56,000 | \$57,000 | \$1,355,100 | \$1,393,100 |
| Operating Revenues Subtotal | \$60,000 | \$429,000 | \$437,000 | \$1,958,000 | \$1,998,000 |
| Capital Revenues | | | | | |
| FTA 5310 Capital Grant Funding* | \$0 | \$176,000 | \$0 | \$0 | \$0 |
| FTA 5311/5339 Capital Grant Funding* | \$0 | \$0 | \$2,515,600 | \$80,000 | \$3,640,000 |
| Local Match Capital Funding | \$0 | \$44,000 | \$628,900 | \$20,000 | \$910,000 |
| Capital Revenues Subtotal | \$0 | \$220,000 | \$3,144,500 | \$100,000 | \$4,550,000 |
| Total Revenues | \$60,000 | \$649,000 | \$3,581,500 | \$2,058,000 | \$6,548,000 |
| [^] A 50% federal share was estimated for operations. *An 80% federal share was estimated. Note: Assumes a two percent annual inflation rate. | | | | | |
| Source: LSC, 2019. | | | | | |



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Chapter X: Implementation Plan

This chapter describes the necessary aspects of implementing the proposed public transportation services for Wasatch County and the Heber City area including:

- Governance
- Partnerships and policies
- Potential funding sources
- Implementation steps for proposed services
- Timeline and phasing
- Monitoring plan

GOVERNANCE

One of the first decisions that must be made before implementing public transportation services is to determine the appropriate governance structure. The governance structure may change over time as the service grows, but the preferred governance and organizational structure should be identified and developed as part of the implementation. The primary governance models are discussed in this section.

Heber City Transit System

The first option is for Heber City to establish a transit system within City government. This could be done with all employees hired by the City or a Transit Coordinator hired by the City with a contract operator. This option provides the greatest control for the City as all operations would be directly under the City government structure. The option provides flexibility for the City to make changes without cooperation of other entities or contract changes.

The City has the legal authority to operate a community public transit system, to receive Federal Transit Administration funds, and to raise local revenue. However, this option would require the City to develop the transit system within the City's organizational structure and possibly hire all employees.

Another advantage is that the City could implement transit service without cooperation or partnerships with other local governments. However, this approach would not meet the transportation needs of the greater area without cooperation from other governments and service to the adjacent counties as described in the proposed service plan.

There are several city municipal transit systems in Utah including Park City and Cedar City. These systems could be used as models for creating the organizational structure in Heber City.

Heber City Transit System

| Benefits | Challenges | Implications |
|---|---|--|
| <ul style="list-style-type: none"> •The City has legal authority to operate a public transit service •The City has authority to receive Federal grants •The City is able to generate local funding •Provides flexibility for the City to make changes •Provides greatest level of control for the City | <ul style="list-style-type: none"> •Requires changes in City organizational structure •Expands the number of City employees •City would need to develop a vehicle storage facility •Would require funding agreements and approvals for service outside the City | <ul style="list-style-type: none"> •Heber City could implement without agreements from other entities in the region •The City would become a recipient of FTA 5311 funds |

Wasatch County Transit System

Similarly, Wasatch County could take the lead to implement public transit service. This option could be implemented using County employees or a contract operator. This option provides the greatest control for the County, but would require cooperation among the County, Heber City, and Midway City to implement an effective transit system.

The County has the legal authority to operate a community public transit system, to receive Federal Transit Administration funds, and to raise local revenue. A County operated transit service would be able to meet the broader transportation needs throughout the County and could potentially provide service to and from the adjacent counties.

Wasatch County Transit System

| Benefits | Challenges | Implications |
|---|--|---|
| <ul style="list-style-type: none"> •The County has legal authority to operate a public transit service •The County has authority to receive Federal grants •The County is able to generate local funding •Provides flexibility for the County to make changes •Provides greatest level of control for the County | <ul style="list-style-type: none"> •Requires changes in County organizational structure •Expands the number of County employees •County would need to develop a vehicle facility •Heber City and Midway City might have little control over the service provided | <ul style="list-style-type: none"> •Wasatch County could implement without agreements from other entities in the region •Effective service would require participation by Heber City and Midway •The County would become a recipient of FTA 5311 funds |

Intergovernmental Transit Agency (Joint Powers Authority)

Transit service could be operated in Wasatch County through a Joint Powers Authority (JPA) formed by Intergovernmental Agreement (IGA). A JPA may be formed by any governmental entities that each have authority to provide a service. The City and other governmental entities - whether a city or county - could jointly form a transit system to serve Wasatch County with service to the adjacent counties. The IGA could potentially include Summit County. Funding of a JPA is dependent on the funding sources available to the participating governmental entities. The organization of the JPA is determined by the agreements established by the participating governmental entities. The participants may decide the board structure and representation as well as the funding agreements.

Cities and counties have the authority to operate transit services and may do so jointly. This option would form a partnership among the local jurisdictions, particularly Heber City, Midway City, and Wasatch County. A disadvantage to this structure is that funding is dependent on the participating governments from year to year. It would be possible for the participating governments to individually establish dedicated funding.

| Intergovernmental Transit Agency | | |
|--|--|---|
| <p>Benefits</p> <ul style="list-style-type: none"> •The City and Counties have legal authority to operate a public transit service •The City and Counties have authority to receive Federal grants •The City and Counties are able to generate local funding | <p>Challenges</p> <ul style="list-style-type: none"> •Less control for individual Cities or Counties •Requires participation by more than one entity with authority to provide public transportation •Dependent on funding from participating governments •Requires development of a facility | <p>Implications</p> <ul style="list-style-type: none"> •Heber City or other participating entity would become a recipient of FTA 5311 funds •Provides opportunity for participation by Summit County and Park City |

Public Transit District

Public transit districts may be formed in Utah under the provisions of Utah Statutes Title 17B, Chapter 2a, Part 8. Public transit district boundaries are established as part of the creation of the district and may include a portion of a county, or multiple counties. Public transit districts have legal authority to operate public transportation, to received grant funding, to enter into contracts, to own property, and may levy a property tax for funding of capital facilities. Public transit districts may also receive revenue generated by municipalities within the district including local options sales taxes.

The Cache Valley Transit District in Logan is an example of a public transit district in Utah. Service is provided in the City of Logan, other municipalities in Cache County, and rural areas extending beyond the district boundaries.

| Public Transit District | | |
|---|--|---|
| <p>Benefits</p> <ul style="list-style-type: none"> •Public Transit Districts have legal authority to operate a public transit service •Public Transit Districts have authority to receive Federal grants •Public Transit Districts are able to generate local funding for capital | <p>Challenges</p> <ul style="list-style-type: none"> •Less control for individual Cities or Counties •Requires formation of a separate district •Requires development of a facility •Requires funding through local governments | <p>Implications</p> <ul style="list-style-type: none"> •District would become a recipient of FTA 5311 funds •Provides opportunity for participation by Summit County and Park City |

Summary of Governance Options

Each of the options have some advantages and disadvantages as summarized in Table X-1.

Table X- 1: Summary of Governance Models

| 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 |

STAFFING

Before operations begin, staffing should be limited to a part-time Transit Coordinator who will guide the final planning to prepare for service implementation. Drivers, maintenance functions (likely contracted), and financial and human resource support will need to be considered as part of the decision as to what entity will govern the transit operations and how transit service will be delivered.

Contracted operations could be considered for the driver and maintenance functions. This could be achieved through a procurement process and awarded to a private company or other public transit agency that would bid on contracted operations. In that case, there would be one part-time transit coordinator managing the contract for services.

POLICIES AND PROCEDURES

Public transportation operations and use of federal funding from the FTA come with many compliance requirements and reporting. Ahead of starting transit operations, policies and procedures must be developed and approved by the governing body including:

- Organizational operations
 - Format for agendas, minutes, and orientation of board members
 - Mission and goals for the public transportation operation
 - By-laws, updated if necessary, to support management of public transportation services
 - Process for adopting annual budget and format for monthly financial reports
 - Grant reimbursement process
 - Board conflict of interest policy and code of conduct
 - Organizational chart
 - Document control and records retention policy
 - Personnel manual and Equal Employment Opportunity (EEO) compliant job applications and job advertisements
- Provision of transit service
 - Driver manual
 - Complaint resolution process and policy
 - Rider code of conduct
 - Rider suspension process and policy
 - Title VI Civil Rights complaint procedures
 - Charter and school bus service prohibition provisions
- Safety
 - Fleet and facility maintenance plan
 - Drug and alcohol testing policy and agreement with third party administrator
 - Accident and incident procedures

This list is not meant to be exhaustive—there may be additional policies and procedures that need to be established. LSC recommends that Wasatch County use the UDOT available resources and staff. There is a public transit section of the UDOT website that contains many helpful policies and procedures guidance.

POTENTIAL FUNDING SOURCES

Federal Transit Administration

The Federal Transit Administration (FTA) is funded through the surface transportation program. Funds are distributed through several programs as established in the current transportation authorization. Programs provide funding for capital facilities, equipment, and operations.

[FTA Section 5339 Bus and Bus Facilities](#)

The Section 5339 bus and bus facilities funding program provides funding for facility construction, renovation, and vehicles. There are both formula apportionments to the states and competitive grants. The grant program for low- or no-emission vehicles is part of this appropriation. Wasatch County would be eligible for this funding source to purchase vehicles and construct required facilities.

[FTA Section 5311 Formula Grants for Rural Areas](#)

The Formula Grants for Rural Areas program provides capital, administrative, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000, where

many residents often rely on public transit to reach their destinations. The program also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program (5311(b)(3)), where funds are eligible for developing training, technical assistance, research, and related support services in rural areas. In addition, a portion of the funds are made available for the support of intercity bus transportation (5311 (f)), in response to a long-term trend of national intercity bus carriers discontinuing routes in rural areas not served by an interstate highway. Sections 5311 and 5340 received approximately \$716 million in authorized funding for FY 2019. In accordance with language in the FAST conference report, apportionments for Section 5311 and Section 5340 were combined to show a single amount. Section 5311(b)(3) received approximately \$12 million in authorized funding for FY 2019.

The Utah Department of Transportation (UDOT) is the direct recipient for Section 5311 funds and distributes these funds competitively to eligible grant partner organizations. Eligible organizations include state or local government authorities, nonprofit organizations, and operators of public transportation or intercity bus service. Eligible activities include planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services. To receive these funds, Wasatch County would have to compete with other rural transit system in the state including Park City.

FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities

This program is intended to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas—large urbanized (with a population over 200,000), small urbanized (with a population between 50,000-200,000), and rural (with a population under 50,000). Eligible projects include both traditional capital investment and nontraditional investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services. This program allows states or localities that provide transit service to be direct recipients under this program.

In Utah, UDOT is the direct recipient for Section 5310 funds and distributes these funds to eligible grant partner organizations. Eligible grant partners include private non-profit organizations, and governmental authorities approved to coordinate services. Wasatch County would be eligible for this funding if a single, consolidated transit system was established to provide public and human service transportation.

LOCAL FUNDING SOURCES

Local funding will be required to implement public transportation service in Wasatch County. Many of the Federal funding programs require a local funding match and sufficient funding will not be available from Federal sources.

Fares

Fares are often a source of revenue for transit services. However, fares typically cover only a small portion of the total operating costs of a public transit service. Some communities and many resort areas do not collect fares from users. Charging a fare gives the appearance that users are paying for a portion

of the cost, but when fares are charged the level of use decreases and there are significant costs associated with collecting fare revenue that may offset the benefits of a fare.

Local General Funds

City and County general funds may be used to support transit service. It may be appropriate to use general funds for facilities and capital equipment, but a dedicated source of funding is better for sustainability of a transit service.

Local Sales Tax

Local governments may enact a sales tax dedicated to funding public transportation. This funding source is used in Park City and in Logan for the Cache Valley Transit District. Sales taxes are often popular in areas with a high level of tourism as visitors then pay a significant portion of the sales tax revenue. A detailed explanation of the potential funding through the use of local option sales taxes is provided in Appendix D prepared by the Mountainland Association of Governments (MAG). Local governments had the opportunity to enact local sales taxes dedicated to public transportation. Joint Powers Authorities and Transit Districts are reliant on the local governments to enact a sales tax and then distribute the funds to either the JPA or the District.

Property Tax

Local municipalities and public transit districts may levy property taxes for revenue to be used for public transportation. Public Transit Districts are limited in the use of property taxes to fund capital facilities.

Public-Private Partnerships

Many resort areas fund public transit service through cooperative partnerships with local businesses. This may include ski areas and resorts. Deer Valley Resort, Park City Mountain, and Zermatt all operate some type of transportation service for employees or guests.

Summary of Funding Sources

The ability of each organizational structure to access funding sources is summarized in Table X-2. Cities and counties have the broadest ability to generate local revenue. While the Joint Powers Authority does not have the direct power to generate local revenue, all of the local funding sources available to cities and counties may be passed through to an intergovernmental agency formed under a Joint Power Authority agreement. Similarly, cities and counties may generate local revenue which can be used to fund a public transit district.

| Table X-2 Summary of Access to Funding Sources | | | | |
|---|------|--------|-----|----------|
| | City | County | JPA | District |
| Federal Transit Formula Funds | ✓ | ✓ | ✓ | ✓ |
| Federal Transit Discretionary Funds | ✓ | ✓ | ✓ | ✓ |
| Sales Tax | ✓ | ✓ | | |
| General Funds | ✓ | ✓ | | |
| Property Tax | ✓ | ✓ | | ✓ |
| Fares | ✓ | ✓ | ✓ | ✓ |

IMPLEMENTATION STEPS

Between the completion of this study and commencement of transit services envisioned in this plan, there are many steps that must be completed.

Finalize Service Plan and Priorities

This study establishes the base for a service plan, but there will likely be adjustments and changes needed to adapt to funding opportunities and realities, organizational capacity, and partnership development. One of the first decisions to be made will be to move forward with implementation, and which entities will work as partners in the process. As Wasatch County moves towards implementation of the service concepts of this plan, a final service plan should be developed with detailed priorities for the first three to five years of development. The service plan should include final routes, schedules, and budget assumptions.

Transit Advisory Committee

Once a decision has been made to move toward implementation, LSC recommends that a Transportation Advisory Committee (TAC) be established to help guide the development and implementation of the Wasatch County public transit system. TACs are a common tool used to provide guidance to and foster community collaboration for meeting local transportation needs.

The Wasatch County TAC could be an expanded version of the Advisory Committee that was established for this transit study. LSC recommends that the TAC have representatives from:

- The cities of Wasatch County
- Wasatch County
- The Chamber of Commerce
- Health care providers
- Social service organizations and nonprofits serving disadvantaged populations
- Major employers
- Park City Resort, as well as other applicable representatives from the Park City area
- Senior center
- Community Care
- Local law enforcement

It is likely that not all organizations on this list would have the time or interest to participate, but a reasonable goal for TAC membership might be 8-12 members.

The TAC should meet at least quarterly and may need to meet monthly in the first year as services are established. The TAC would be an advisory body to the entity established to govern the new transit services.

Implementation Task Force

The Implementation Task Force (ITF) would be a tactical group of individuals responsible for implementation of the services outlined in this plan. The ITF would meet much more frequently than the TAC, likely weekly, to work through the logistics of implementation. This group would include key staff from partner agencies that would have a role in overseeing transit operations.

Partnerships

In order to support the long-term success and sustainability of a new public transportation service, there are many partnerships that should be pursued. These partnerships could be for marketing, coordination, funding, or operations. Some examples of potential partnerships to be developed include:

- Marketing and promotional arrangements with the Chamber of Commerce, local businesses, major employers, and the lodging community to support public awareness of the new service.
- Partnerships and agreements to provide local funds for transit operations and to build political support.
- Park City area partnerships and agreements necessary for transit operations.
- Relationships with healthcare providers, local schools, and other tourism groups to coordinate service schedules.

Successful community transportation services leverage a multitude of partnerships with local businesses, nonprofits, community members, and municipalities to succeed – a grassroots strategy works best!

Determine Governance Structure

As stated, there are several possible models for how the new transit services are governed. They could range from existing entities such as Wasatch County or Heber City to a new stand-alone regional authority, to a new entity created from an IGA or JPA, to a new transit district with specific geographic boundaries. Regardless of the final governance form, the final decision may be based on a given governance structure's ability to:

- Understand the needs, issues, and impacts of public transportation services in the quality of life and health of Wasatch County residents.
- Take a leading role, through this study and other efforts, in working to establish new public transportation services.
- Access and understand grant funding and private sector fundraising.

- Having many complementary programs for youth and seniors.
- Develop relationships with the cities, county, local businesses, employers, health care providers, and social services organizations that will be necessary in building a new public transportation service.
- Establish, create, or adapt existing well structure for administration, operations, and marketing.
- Establish, create, or adapt existing board of directors that would serve as the governing body to make fiscal and policy decisions for the new public transportation service.

Identify and Obtain Funding

A key step in implementation will be to identify and obtain funding to support the transit organization. These funding sources will likely include:

- Local funding from government entities, as well as from community organizations and employers.
- State and federal funding from, or managed by, UDOT for both operating and capital expenses.
- Fares, which will need to be established to help offset the costs of operations – many similar areas to Wasatch County have established local services as fare-free while commuter services have an affordable fare that may pay 20-25 percent of the total operating cost for that route.

Develop Facilities

Chapter IX describes the facility and infrastructure needed to support the new transit services. The transit maintenance and storage facility should accommodate bus storage, support vehicle maintenance, and provide administration office space.

Bus stop improvements include new bus stop signs, as well as ensuring that all bus stops are accessible to wheelchairs by meeting the baseline requirements of the Americans with Disabilities Act. This will likely require local cities and the county to develop long-term plans for how to upgrade and develop sidewalks, bike lanes, and pathways to provide strong walking and biking connectivity to and from the bus stops.

Purchase Vehicles

As stated in Chapter IX, the types of vehicles will vary, based on the type of service. For the local service, LSC recommends a mid-size body on chassis bus that can accommodate around 20 passengers. For the commuter routes, LSC recommends 30-foot buses for the Utah County routes and 40-foot buses for the Park City routes. Decisions will be required for the specific type of bus including fuel type for each service.

Hire and Train Staff

The first hire is the Transit Coordinator. This person will likely need training and mentoring to build public transportation industry knowledge, and this takes time and effort. Sending this hire to mentor other local transit providers within the area and to receive training with UDOT or other national transit advocacy and educational organizations such as the Community Transportation Association of America would help speed up the learning curve.

Monitoring Plan

LSC recommends closely monitoring the new Wasatch transit system's performance and quality – this is especially important in the early years of implementation to help understand how the service is succeeding and where it is challenged. A monitoring program is essential to determine the efficiency and effectiveness of the service being provided. Monthly reports (including information on productivity measures and cost information) should be created and presented to the TAC and local elected officials. In addition, a rider survey should be conducted at a minimum every other year.

Metrics to track should include:

- Miles by bus and by route reported daily
- Hours by bus and by route reported daily
- One-way passenger-trips by bus, by route, and by passenger type
- Productivity in the number of passengers per revenue-hour
- Fares collected by bus, by route, and by fare type as applicable
- Vehicle breakdowns that require a road call or vehicle replacement
- Accidents and incidents

If Wasatch County were to choose to implement transit technology for capturing ridership through an onboard tablet and having real-time bus location information available for passengers, data and reporting could be pulled out of such a software system. If not, ridership data would have to be captured manually by the driver. In either case, data should be segmented by fare category (if applicable), route, and time (peak hours and off-peak hours). Cost information should include the cost per passenger, cost per revenue-hour, ridership, and average fare. The data should be collected and tracked based on each route of the transit system.

The monthly reports on productivity and costs should be prepared in spreadsheet or database format to analyze each bus stop, route, and service type. The data will help to analyze ridership patterns and operating cost trends, and determine if transit system changes are needed. If fixed-route software is used, reports should have graphical dashboard style report templates that allow easy and appealing visual representation of the performance data.

Driver Monitoring Program

Service can also be monitored through a driver tracking program. The drivers use a tracking sheet to gather data for evaluating the transit system's performance. The tracking sheet is designed to have the driver log in the number of passengers on each bus at each bus stop; the type of rider by fare; and the starting and ending mileage of the vehicle for each day. The information from the tracking sheet should be entered into a spreadsheet or database to analyze the performance of each bus stop, route, and service type.

Customer Comment Collection

LSC recommends that the new transit service provide comment cards and comment boxes on each transit vehicle so the passengers have an opportunity to provide input regarding the transit system. This input should be reviewed and summarized on a monthly basis to the TAC and the local elected officials. LSC also recommends having a customer comment page on the transit website that allows

customers to give feedback on services, which is different than the ADA or Title VI complaint procedures.

For all comment methods, there should be a check box if the customer would like to have a staff member contact them. Contact with customers who request it should be made when comments are reviewed in order to provide timely follow-up.

Timeline and Phasing

The timeline for implementation requires multiple years of planning before any service starts operating, due to the significant time and process required to apply for and receive funding. Initial decisions will be required to determine the governance structure and funding partnerships. Development of facilities is a multi-year process including facility programming, site selection, environmental approvals, funding, and construction. Vehicle purchase typically requires multiple years from selection of a vehicle type, preparing specification, purchasing, and construction of the vehicle.

Throughout this implementation process there will be continuous, ongoing service refinement, continuation of previous years' services, performance monitoring, and adjustments to the service plan as needed.

Implementation Steps

1. Organizational
 - a. Identify participating entities and make decision whether or not to implement public transit service.
 - b. Coordinate ongoing discussions with political partners such as Heber City and Wasatch County.
 - c. Make final decision on governance structure.
 - d. Develop startup resources for operating new transit service – policies, procedures, partnerships, and staffing development plan.
 - e. Coordinate implementation of initial marketing, such as name and branding. This could be completed with assistance from a consultant specializing in transit marketing.
 - f. Participate in regional groups, efforts, and committees that are ancillary to new transit services in Wasatch County.
2. On-street infrastructure
 - a. Prioritize bus stop improvements and develop implementation plan.
 - b. Coordinate necessary bus stop improvements with UDOT and local government entities and seek required approvals such as encroachment permits.
 - c. Update Transportation Master Plan, as needed.
 - d. Apply for appropriate grants according to application timeframes.
 - e. Construct roadway improvements needed for transit service.
3. Maintenance Facility
 - a. Refine project programming and budget for transit maintenance facility.
 - b. Coordinate with other local transit entities on current maintenance operations and possible facility needs for new location in Wasatch County.
 - c. Lead effort for site selection – secure land, funding, and entitlements to develop, including NEPA analysis.

- d. Contract with a consultant to assist with facility programming, site selection, and NEPA analysis.
 - e. Contract with architectural firm for facility design.
4. Operations
- a. Review possible operating models.
 - b. Research possible private contract operators and example operating costs for similar systems.
 - c. Coordinate discussion within Heber City and Wasatch County about operating scenarios and associated benefits and tradeoffs associated with different operating models.
 - d. Staffing and hiring or development of operating contract request for proposals.
5. Funding
- a. Refine operating and capital budgets and communicate with local funding partners on needs and funding scenarios.
 - b. Prepare and submit grant applications for vehicles, facilities, and operating funds.
 - c. Develop and coordinate local funding partnership with counties and public sector partners.
 - d. Lead discussion with local business community on funding partnership possibilities.
 - e. Investigate innovative and unique funding opportunities.
6. Refine Implementation Plan
- a. Based on all activities, input, and decisions made, update implementation plan and approach to phased transit service implementation – include scenario flexibility for unknowns.
 - b. Communicate proactively with elected officials and all partners on progress, challenges, opportunities, and adjustments.

Service Phasing

The new services are envisioned to be implemented in phases, with each phase requiring one to three years before the next phase would begin. The first phase would begin following a final decision to proceed with implementing public transit service.

| Phase 1 | Phase 2 | Phase 3 |
|--|--|--|
| <ul style="list-style-type: none"> •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 | <ul style="list-style-type: none"> •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 | <ul style="list-style-type: none"> •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 |

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Appendix A: Community Survey Analysis

SURVEY METHODOLOGY

As part of the effort to obtain input from the community, a separate survey questionnaire was used for Wasatch County residents. The questionnaire was developed with input from Mountainland Association of Governments (MAG) staff and then distributed as widely as possible. The survey asked respondents to answer a series of questions about their personal and household transportation needs. The survey was available online and as a paper version for approximately seven weeks (from August 23, 2019 through October 13, 2019) and is included in Appendix B.

SURVEY ANALYSIS

A total of 368 survey responses were received and the results are discussed in the following section.

Existing Transportation Modes Used

Respondents were asked which types of transportation they and others in their household use — personal vehicle, borrow a vehicle, walk, bicycle, taxi, Uber/Lyft, Utah Transit Authority (UTA), Park City Transit, human services agency vehicle, or Greyhound—and how often they use it—six to seven days per week, three to five days per week, one to two days per week, one to three days per month, or less than once a month). The results are shown in Table 1. Almost all survey respondents (99 percent) reported they or a member of their household use their personal vehicle. This was followed by over approximately half of respondents (52 percent) who indicated that they walk, 47 percent of respondents who said they use a bicycle, 35 percent of respondents who said they ride Park City Transit, 30 percent of respondents who said they use Uber/Lyft, and 29 percent of respondents who said they ride UTA.

Table 1: Transportation Modes Currently Used

| | 6-7 Days/week | | 3-5 Days/week | | 1-2 Days/week | | 1-3 Days/month | | Less than once/month | | Total Responses | Percent of All Respondents |
|-------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------------|----------------|-----------------|----------------------------|
| | # of Responses | % of Responses | # of Responses | % of Responses | # of Responses | % of Responses | # of Responses | % of Responses | # of Responses | % of Responses | | |
| Your personal vehicle | 301 | 85% | 44 | 12% | 7 | 2% | 1 | 0% | 3 | 1% | 356 | 99% |
| Borrow a vehicle | 0 | 0% | 1 | 1% | 2 | 2% | 1 | 1% | 90 | 96% | 94 | 26% |
| Walk | 37 | 20% | 67 | 36% | 30 | 16% | 21 | 11% | 32 | 17% | 187 | 52% |
| Bicycle | 16 | 9% | 43 | 25% | 40 | 23% | 20 | 12% | 52 | 30% | 171 | 47% |
| Taxi | 1 | 1% | 0 | 0% | 2 | 2% | 6 | 6% | 89 | 91% | 98 | 27% |
| Uber / Lyft | 3 | 3% | 3 | 3% | 2 | 2% | 19 | 17% | 83 | 75% | 110 | 30% |
| UTA | 2 | 2% | 3 | 3% | 7 | 7% | 5 | 5% | 88 | 84% | 105 | 29% |
| Park City Transit | 11 | 9% | 6 | 5% | 8 | 6% | 20 | 16% | 80 | 64% | 125 | 35% |
| Human Services Agency Vehicle | 0 | 0% | 0 | 0% | 1 | 1% | 1 | 1% | 90 | 98% | 92 | 25% |
| Greyhound | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 91 | 100% | 91 | 25% |

Source: LSC Community Survey, 2019.

Table 1

Residence Location

Respondents were asked to provide their residence location, and the results are shown in Figure 1. Approximately 60 percent of respondents indicated that they reside in Heber City, followed by 20 percent of respondents who reside in Midway.

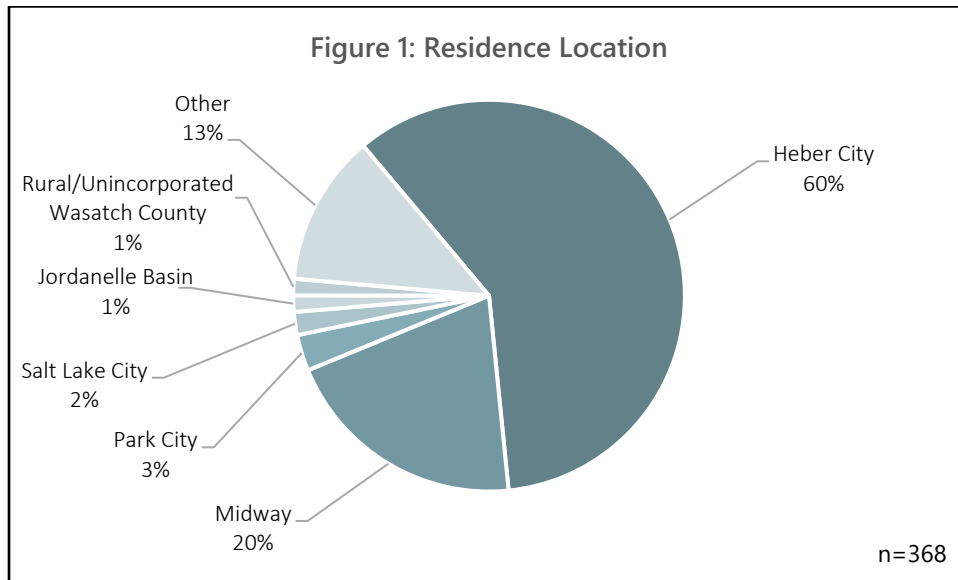


Figure 1

Potential Public Transportation Use to Reach Areas Within Wasatch County

Respondents were asked to indicate if they or a member of their household would use public transportation, such as a local bus or shuttle, to reach areas within Wasatch County. As shown in Figure 2, the majority of respondents (69 percent) indicated that they would use public transportation to reach areas within Wasatch County. Respondents who indicated they would potentially use public transportation to reach areas inside Wasatch County were then asked a separate series of questions.

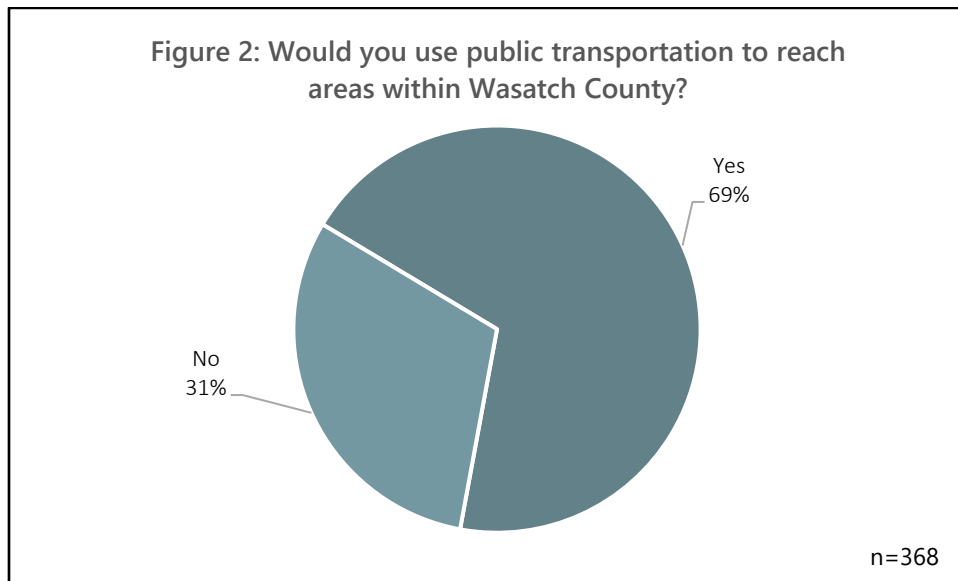


Figure 2

Desired Destinations Within Wasatch County

Survey respondents were asked which destinations they or members of their household would use public transportation to reach within Wasatch County. The results are presented in Table 2. The most frequent responses included Heber City (90 percent) and Midway (73 percent).

Table 2

| Table 2: Desired Destinations Using Public Transportation Within Wasatch County | | |
|---|---------------------|------------------------|
| Location | Number of Responses | Percent of Respondents |
| Heber City | 225 | 90% |
| Midway | 183 | 73% |
| Jordanelle Basin | 76 | 30% |
| Timber Lakes | 15 | 6% |
| Charleston | 7 | 3% |
| Black Rock Ridge | 3 | 1% |
| Daniel | 3 | 1% |
| Soldier Hollow | 3 | 1% |
| Other | 7 | 3% |
| TOTAL | 522 | |

Source: LSC Community Survey, 2019.

Purpose for Using Public Transit to Reach Areas Within Wasatch County

Respondents were asked to indicate the primary reasons they or a member of their household would use public transportation within Wasatch County—work/commuting, recreation, shopping, personal business, doctor/medical/health care, school/college, or other purpose. Respondents were allowed to select multiple responses to explain all of the types of trips they or a household member would use public transportation for within Wasatch County. The results are shown in Table 3. Approximately 70 percent of respondents indicated that they would use public transportation within Wasatch County for recreation trips, followed by 57 percent who would use it for shopping trips, 52 percent who would use it for personal business, and 45 percent who would use it for commuting to and from work.

Table 3

| Table 3: Purpose for Using Public Transportation Within Wasatch County | | |
|--|---------------------|------------------------|
| Trip Purpose | Number of Responses | Percent of Respondents |
| Recreation | 175 | 70% |
| Shopping | 141 | 57% |
| Personal Business | 130 | 52% |
| Work/Commuting | 113 | 45% |
| Doctor/Medical/Health Care | 97 | 39% |
| School/College | 49 | 20% |
| Other - Restaurants/Bars | 6 | 2% |
| Other – Skiing/Ski Resorts | 4 | 2% |
| Other - Special Events | 4 | 2% |
| Other | 7 | 3% |
| TOTAL | 726 | |

Source: LSC Community Survey, 2019.

Number of Potential Transit Riders per Household

Respondents were asked to indicate how many people in their household, including themselves, would use public transportation within Wasatch County. The results are shown in Figure 3. Approximately 45 percent of respondents said two people in their household would use public transportation within

Wasatch County, followed by 18 percent of respondents who said one person in their household would use public transportation within Wasatch County.

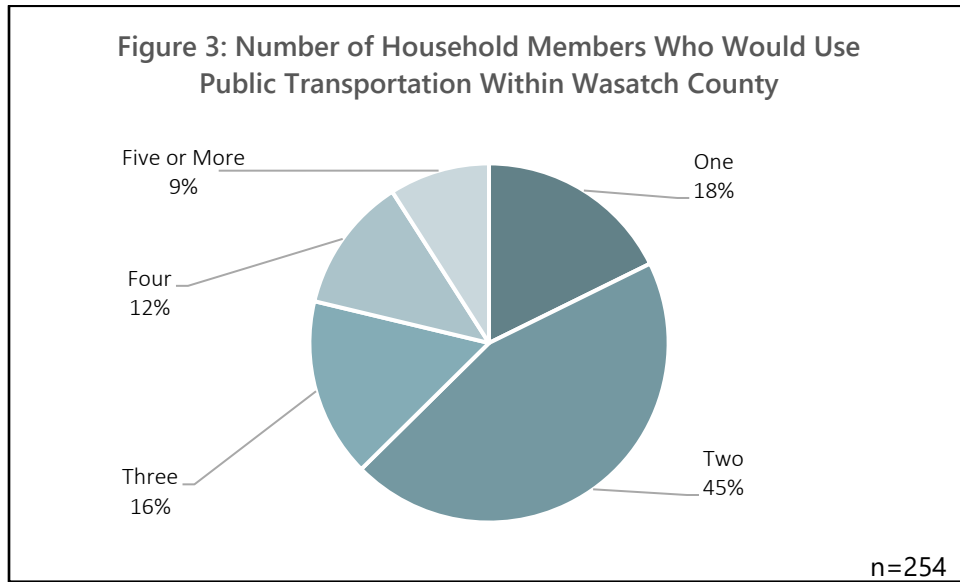


Figure 3

Frequency of Transit Use to Areas Within Wasatch County

Respondents were asked about the frequency of how often they or a member of their household would use public transportation within Wasatch County, including which days and times of service would suit their needs.

Respondents were asked to indicate how often they or a household member would use public transportation—six to seven days per week, three to five days per week, one to two days per week, one to three days per month, or less than once a month. The results are shown in Figure 4. Approximately 40 percent of respondents indicated that they or a household member would use public transportation within Wasatch County three to five days per week, followed by those who would use it one to two days per week (29 percent) and those who would use it one to three days per month (16 percent).

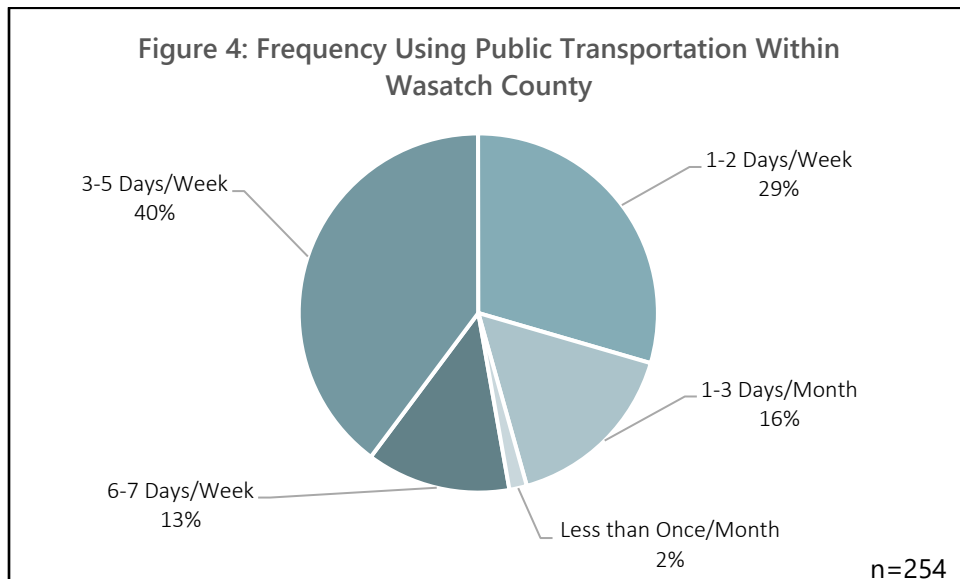


Figure 4

Respondents were asked to indicate which days of the week they or a household member would use public transportation within Wasatch County. Respondents were allowed to check multiple responses and the results are shown in Table 4. Approximately 94 percent of respondents indicated that they would use public transportation in Wasatch County on weekdays, followed by 69 percent of respondents who would use it on Saturdays and 45 percent of respondents who would use it on Sundays.

Table 4

| Table 4: Days Household Members Would Use Public Transportation Within Wasatch County | | |
|---|---------------------|------------------------|
| Day | Number of Responses | Percent of Respondents |
| Weekdays | 236 | 94% |
| Saturday | 175 | 69% |
| Sunday | 114 | 45% |
| TOTAL | 525 | |
| <i>Source: LSC Community Survey, 2019.</i> | | |

Table 5 illustrates the time of day respondents said they or a household member would use public transportation in Wasatch County. Respondents were allowed to check multiple responses. Approximately 78 percent of respondents indicated that would use public transportation between 3:00 and 6:00 p.m., followed by 61 percent of respondents who said they would use public transportation between 9:00 a.m. and noon and 60 percent of respondents who said they would use public transportation between noon and 3:00 p.m.

Table 5

| Table 5: Time of Day for Using Public Transportation Within Wasatch County | | |
|--|---------------------|------------------------|
| Time Period | Number of Responses | Percent of Respondents |
| 6 - 9 a.m. | 125 | 50% |
| 9 a.m. - Noon | 152 | 61% |
| Noon - 3 p.m. | 151 | 60% |
| 3 - 6 p.m. | 196 | 78% |
| 6 - 9 p.m. | 117 | 47% |
| TOTAL | 741 | |
| <i>Source: LSC Community Survey, 2019.</i> | | |

Potential Public Transportation Use to Reach Areas Outside Wasatch County

Respondents were asked to indicate if they or a member of their household would use public transportation, such as a local bus or shuttle, to reach areas outside Wasatch County. As shown in Figure 5, the majority of respondents (77 percent) indicated that they would use public transportation to reach areas outside Wasatch County. Respondents who indicated they would potentially use public transportation to reach areas outside Wasatch County were then asked a separate series of questions.

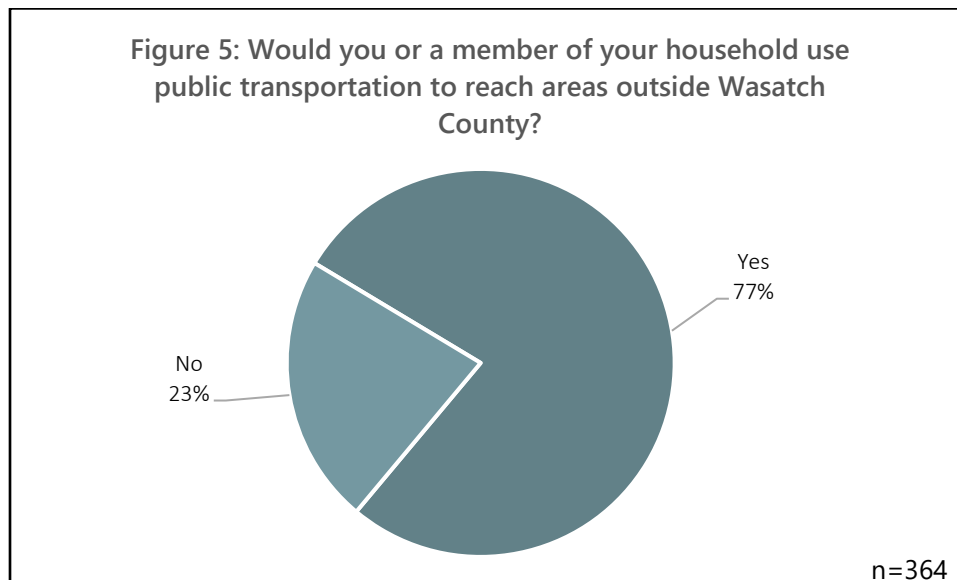


Figure 5

Desired Destinations Outside Wasatch County

Survey respondents were asked which destinations they, or members of their household, would use public transportation to reach outside Wasatch County. The results are presented in Table 6. The most frequent responses included Summit County (86 percent), Salt Lake County (59 percent), and Utah County (51 percent).

| Table 6: Desired Destinations Using Public Transportation Outside Wasatch County | | |
|--|---------------------|------------------------|
| Location | Number of Responses | Percent of Respondents |
| Salt Lake County | 166 | 59% |
| Summit County | 240 | 86% |
| Utah County | 142 | 51% |
| Other | 3 | 1% |
| TOTAL | 551 | |

Source: LSC Community Survey, 2019.

Table 6

Purpose for Using Public Transit to Reach Areas Outside Wasatch County

Respondents were asked to indicate the primary reasons they or a member of their household would use public transportation to reach areas outside Wasatch County — work/commuting, recreation, shopping, personal business, doctor/medical/health care, school/college, airport, or other purpose. Respondents were allowed to select multiple responses to explain all of the types of trips they or a household member would use public transportation to reach areas outside Wasatch County. The results are shown in Table 7. Approximately 63 percent of respondents indicated that they would use public transportation to reach areas outside Wasatch County for recreation trips, followed by 58 percent who would use it for commuting to and from work, 56 percent who would use it for shopping trips, and 52 percent who would use it for personal business.

| Table 7: Purpose for Using Public Transportation Outside Wasatch County | | |
|---|---------------------|------------------------|
| Trip Purpose | Number of Responses | Percent of Respondents |
| Recreation | 175 | 63% |
| Work/Commuting | 163 | 58% |
| Shopping | 157 | 56% |
| Personal Business | 138 | 49% |
| Airport | 127 | 45% |
| Doctor/Medical/Health Care | 104 | 37% |
| School/College | 48 | 17% |
| Other | 18 | 6% |
| TOTAL | 930 | |

Source: LSC Community Survey, 2019.

Table 7

Number of Potential Transit Riders per Household

Respondents were asked to indicate how many people in their household, including themselves, would use public transportation to reach areas outside Wasatch County. The results are shown in Figure 6. Approximately 47 percent of respondents said two people in their household would use public transportation to reach areas outside Wasatch County, followed by 19 percent of respondents who said one person in their household would use public transportation to reach areas outside Wasatch County.

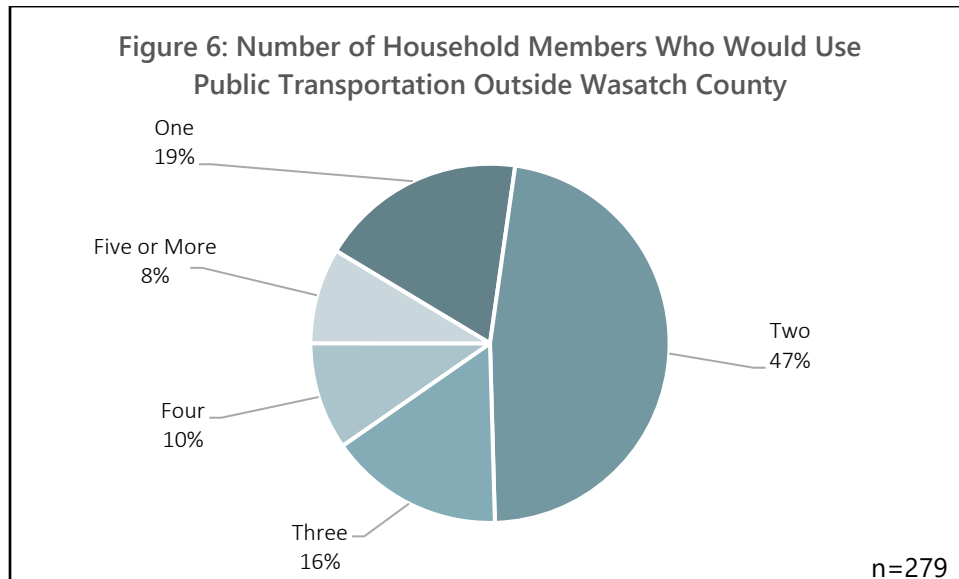


Figure 6

Frequency of Transit Use to Areas Outside Wasatch County

Respondents were asked about the frequency of how often they or a member of their household would use public transportation to reach areas outside Wasatch County, including which days of service would suit their needs.

Respondents were asked to indicate how often they or a household member would use public transportation to reach areas outside Wasatch County — six to seven days per week, three to five days per week, one to two days per week, one to three days per month, or less than once a month. The results are shown in Figure 7. Approximately 41 percent of respondents indicated that they or a

household member would use public transportation to reach areas outside Wasatch County three to five days per week, followed by those who would use it one to three days per month (16 percent) and those who would use it one to two days per week (20 percent).

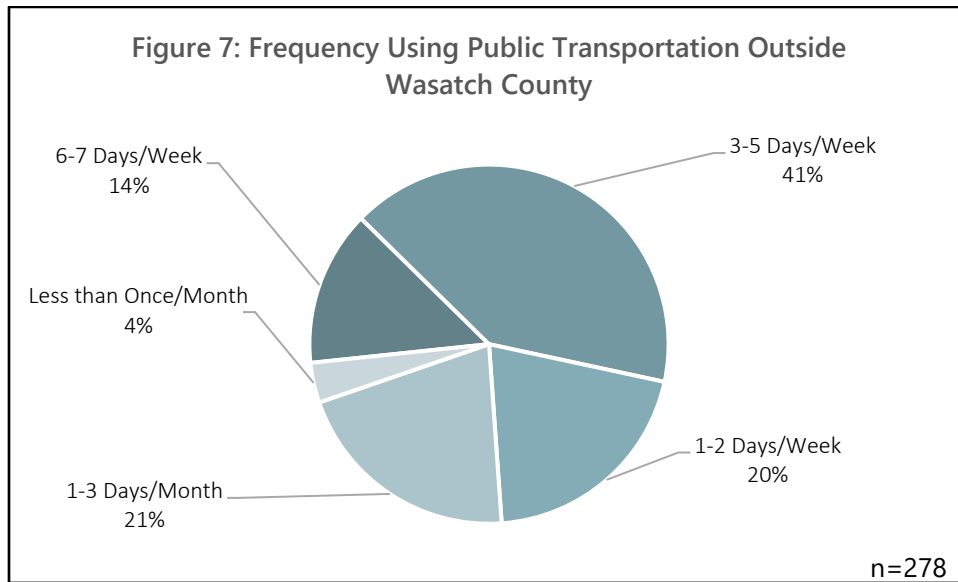


Figure 7

Respondents were asked to indicate which days of the week they or a household member would use public transportation to reach areas outside Wasatch County. Respondents were allowed to check multiple responses and the results are shown in Table 8. Approximately 91 percent of respondents indicated that they would use public transportation to reach areas outside Wasatch County on weekdays, followed by 71 percent of respondents who would use it on Saturdays and 50 percent of respondents who would use it on Sundays.

Table 8

| Day | Number of Responses | Percent of Respondents |
|--------------|---------------------|------------------------|
| Weekdays | 253 | 91% |
| Saturday | 196 | 71% |
| Sunday | 139 | 50% |
| TOTAL | 588 | |

Source: LSC Community Survey, 2019.

Desired Park-n-Ride Location

Respondents were asked if they would use a park-n-ride lot in order to ride transit if one was located in their community. As shown in Figure 8, approximately 77 percent of respondents said yes, that they would use a park-n-ride lot located in their community in order to ride transit, while 23 percent of respondents said no.

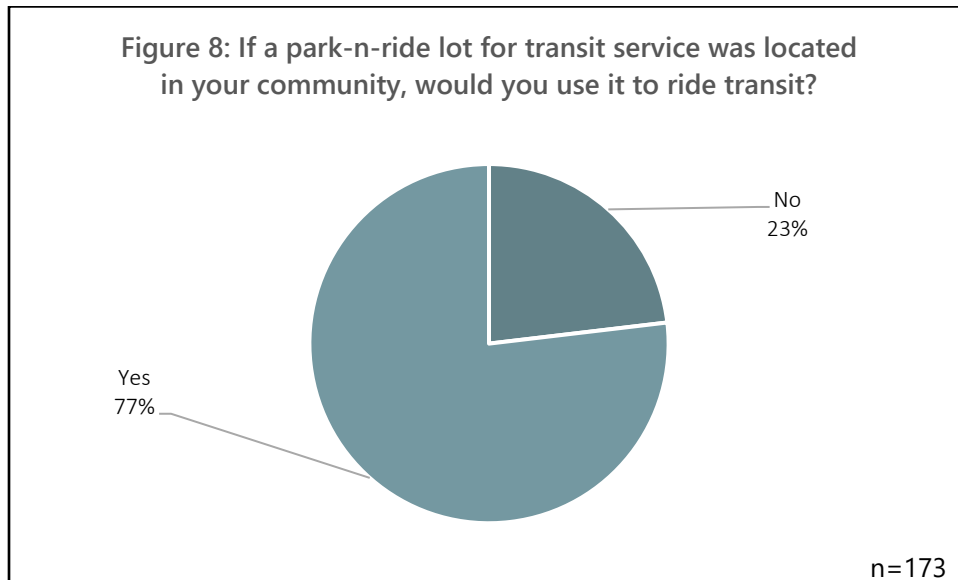


Figure 8

As shown in Table 9, of the respondents who indicated they would use a park-n-ride lot located in their community in order to ride transit, the most desired locations for a park-n-ride lot included Heber City (51 percent), the intersection of Hwy. 40 and River Rd. (22 percent), and Midway (12 percent).

Table 9

| Table 9: Desired Park-n-Ride Location | | |
|---|---------------------|------------------------|
| Location | Number of Responses | Percent of Respondents |
| Heber City | 68 | 51% |
| Hwy. 40 & River Rd. | 29 | 22% |
| Midway | 16 | 12% |
| Not Sure/Not Specified | 12 | 9% |
| Airport | 4 | 3% |
| Richardson Flats (Existing Park-n-Ride) | 3 | 2% |
| UVU: Wasatch Campus | 3 | 2% |
| Other | 11 | 8% |
| TOTAL | 146 | |

Source: LSC Community Survey, 2019.

Demographic Questions

All respondents were asked to answer a series of demographic questions.

Age

Respondents were asked to indicate their age and the results are shown in Figure 9. Almost half of respondents (42 percent) were between the ages of 40 and 59, followed by 27 percent of respondents between the ages of 25 and 39 and 22 percent of respondents between the ages of 60 and 74.

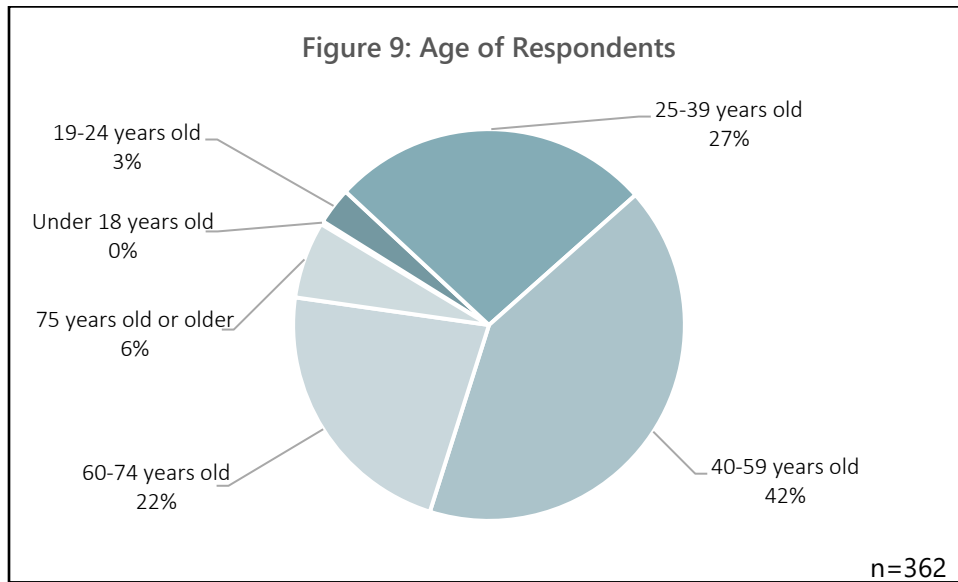


Figure 9

Employment Status

Respondents were asked to indicate their current employment status—employed full-time, employed part-time, unemployed, disabled, retired, student (college or high school), or other. Respondents were allowed to select multiple responses to explain their current employment status and the results are shown in Table 10. Approximately 60 percent of respondents indicated they are employed full-time, followed by 26 percent of respondents who said they were retired and 13 percent of respondents who indicated they were employed part-time.

Table 10

| Table 10: Employment Status | | |
|--|---------------------|------------------------|
| | Number of Responses | Percent of Respondents |
| Employed Full-Time | 218 | 60% |
| Retired | 93 | 26% |
| Employed Part-Time | 48 | 13% |
| Disabled | 18 | 5% |
| Student - College | 17 | 5% |
| Unemployed | 10 | 3% |
| Other | 8 | 2% |
| TOTAL | 412 | |
| <i>Source: LSC Community Survey, 2019.</i> | | |

Current Mode of Transportation to Work

Respondents were asked, if they or another member of their household currently work outside their home, how they travel to work. Respondents were allowed to select multiple responses to explain their current mode(s) of transportation to work and the results are shown in Table 11. The majority of respondents (94 percent) indicated that they or another member of their household drive alone or with family to work, followed by 10 percent who carpool, 10 percent who bike, and eight percent who walk.

Table 11

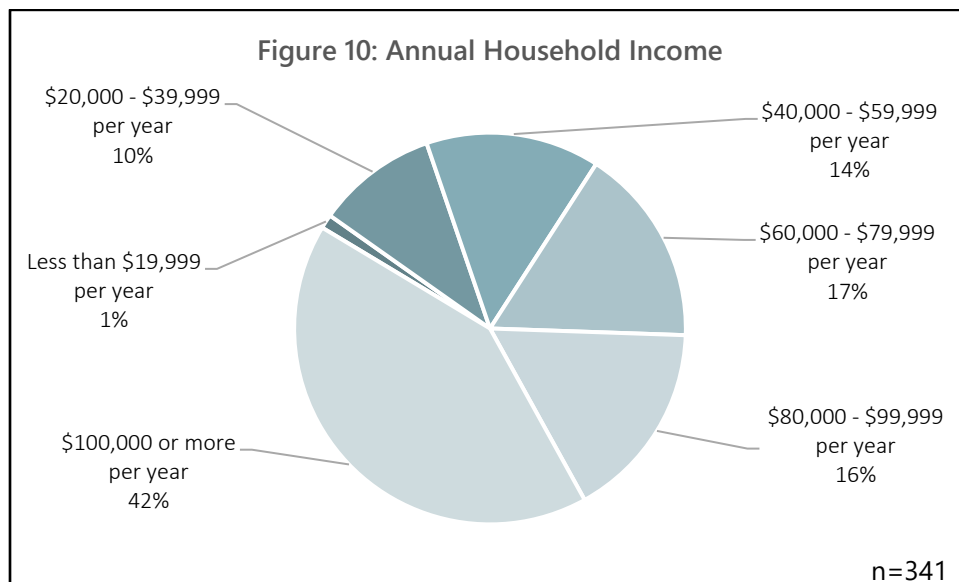
| Table 11: Current Modes of Transportation to Work | | |
|---|---------------------|------------------------|
| | Number of Responses | Percent of Respondents |
| Drive Alone or With Family | 279 | 94% |
| Carpool | 30 | 10% |
| Bike | 29 | 10% |
| Walk | 24 | 8% |
| Uber/Lyft | 6 | 2% |
| Other | 10 | 3% |
| TOTAL | 378 | |

Source: LSC Community Survey, 2019.

Annual Household Income

The annual household incomes of survey respondents are shown in Figure 10. Approximately 42 percent of respondents indicated their annual household income was \$100,000 or more a year, followed by 17 percent of respondents who said their annual household income was between \$60,000 and \$79,999 a year, 16 percent of respondents who said their annual household income was between \$80,000 and \$99,999 per year, and 14 percent of respondents who said their annual household income was between \$40,000 and \$59,999 a year. Only one percent of respondents indicated that their annual household income was less than \$19,999 a year.

Figure 10



Household Size

Survey respondents were asked how many people age 10 and older live in their household. The results are shown in Figure 11. Approximately half of respondents (48 percent) said there were two people age 10 or older living in their household, followed by 19 percent of respondents who said there were three people age 10 or older living in their household and 13 percent of respondents who said there were four people age 10 or older living in their household.

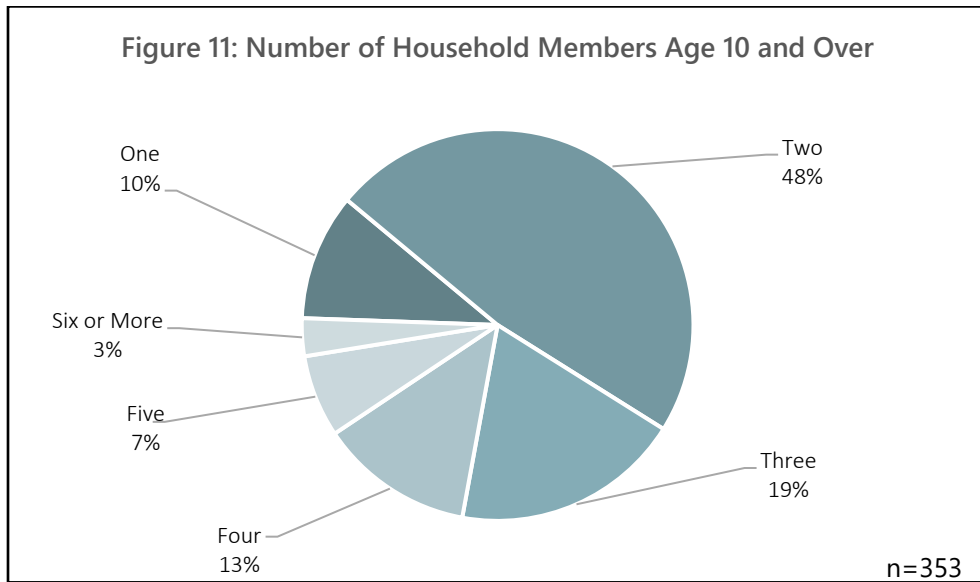


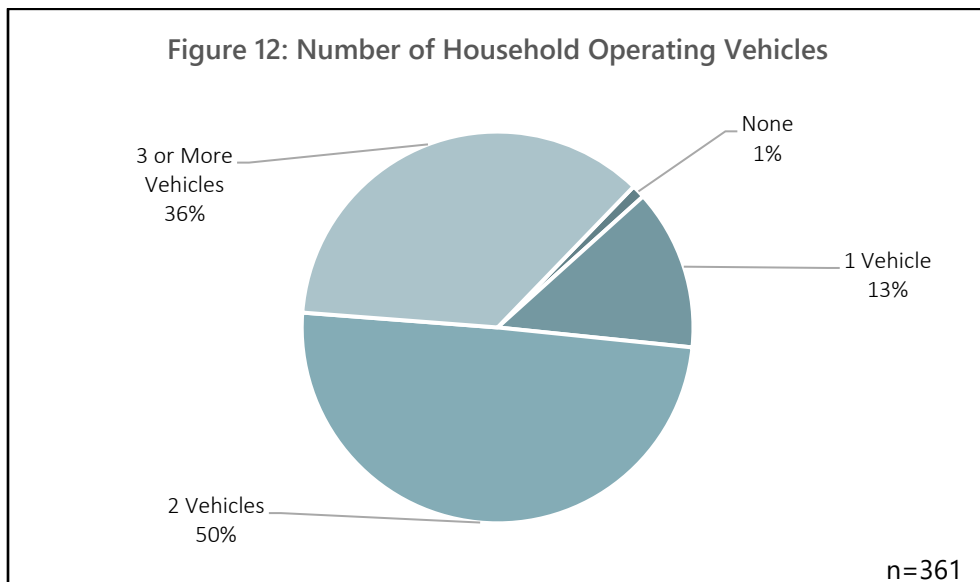
Figure 11

Operating Vehicles and Licensed Drivers

Lack of a private vehicle influences people to use public transportation. This comparison provides an indication of the number of potential choice riders compared to those who are transit-dependent. Potential choice riders refer to those respondents that live in households with an operating vehicle and a driver's license, who may choose to use transit.

Figure 12 shows the proportion of respondents with operating vehicles available in their household. As illustrated, the largest percent of respondents (50 percent) live in households with two vehicles, followed by 36 percent of respondents who live in households with three or more operating vehicles. Approximately 13 percent of respondents live in single-vehicle households and only one percent of respondents live in households with no operating vehicles.

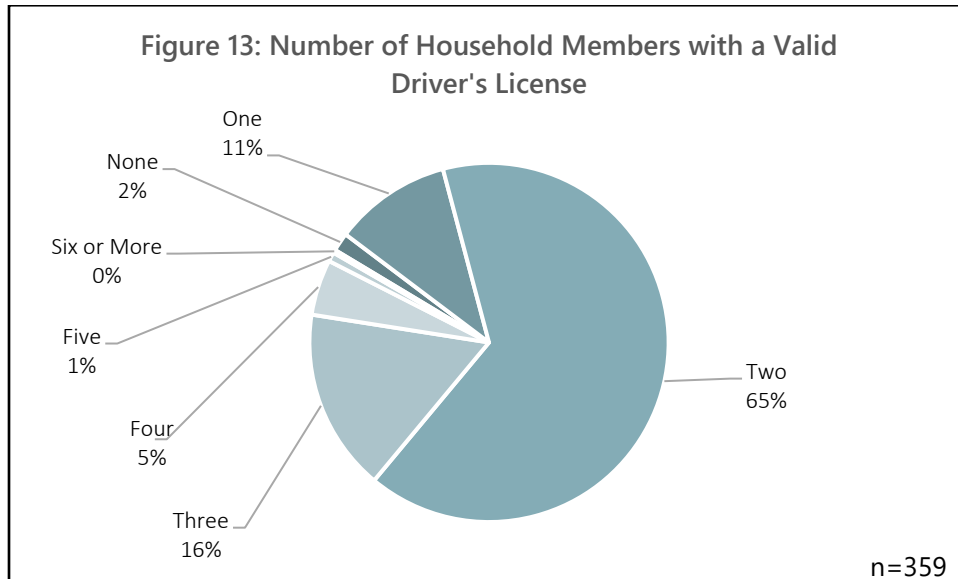
Figure 12



Survey respondents were also asked how many people living in their household (including themselves) have a valid driver's license. The results are shown in Figure 11. Approximately 65 percent of respondents indicated that there were two people in their household who had a valid driver's license, followed by 16 percent of respondents who indicated that there were three people in their household

who had a valid driver's license and 11 percent of respondents who indicated that there was one person in their household who had a valid driver's license. Approximately two percent of respondents said there was no one in their household who had a valid driver's license.

Figure 13

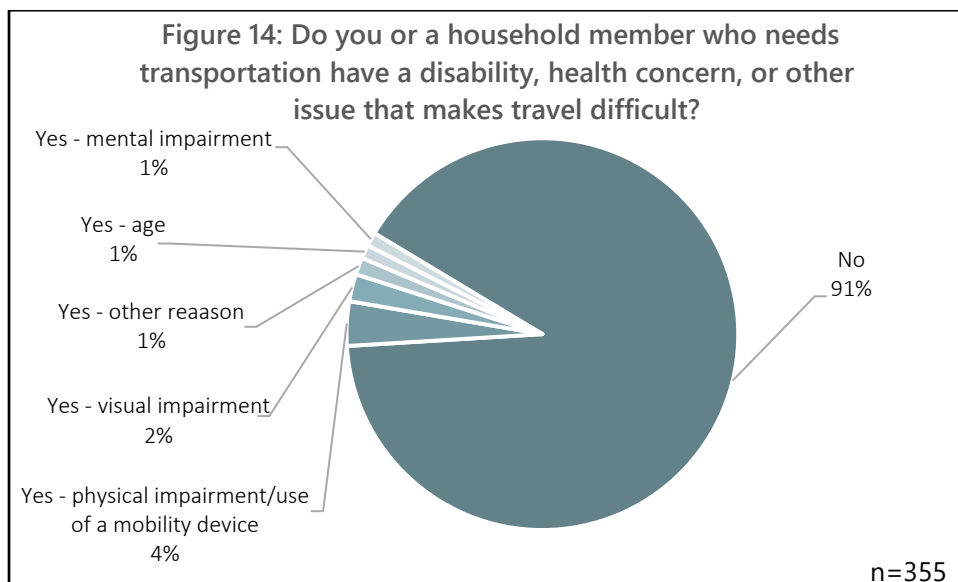


Medical Care and Transportation

The survey asked respondents if they have or if someone in their household has a disability, health concern, or other issue that makes travel difficult. As shown in Figure 14, approximately nine percent of respondents indicated that they or someone in their household has a disability, health concern, or other issue that makes travel difficult.

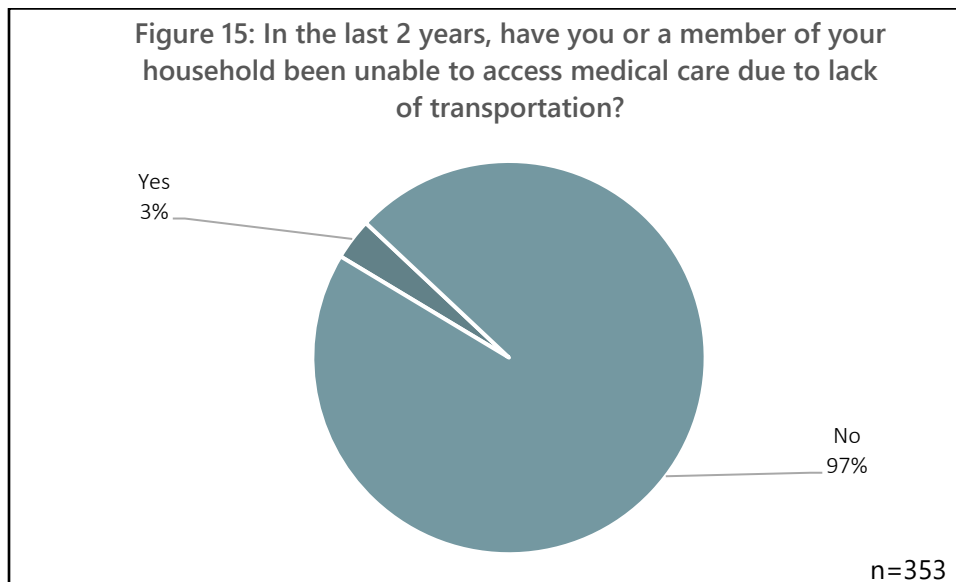
Respondents who answered yes, were asked to specify the types of issues that make travel difficult for them or a household member. The most frequent responses included having a physical impairment or the use of a mobility device (four percent, 13 respondents) and having a visual impairment (two percent, eight respondents).

Figure 14



The survey also asked respondents if they or someone in their household has been unable to access medical care due to lack of transportation in the last two years. As shown in Figure 15, approximately three percent of respondents indicated that they or someone in their household has been unable to access medical care due to lack of transportation in the last two years.

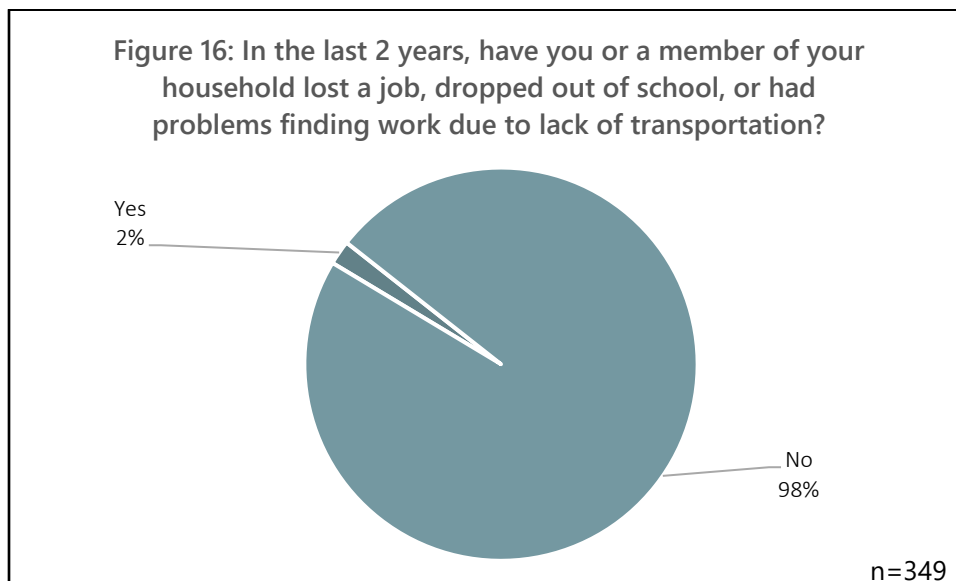
Figure 15



Employment and Transportation

The survey asked respondents if they or someone in their household had lost a job, dropped out of school, or had problems finding work in the last two years due to lack of transportation. Only two percent of respondents said yes, indicating that they or someone in their household had lost a job, dropped out of school, or had problems finding work in the last two years due to lack of transportation.

Figure 16

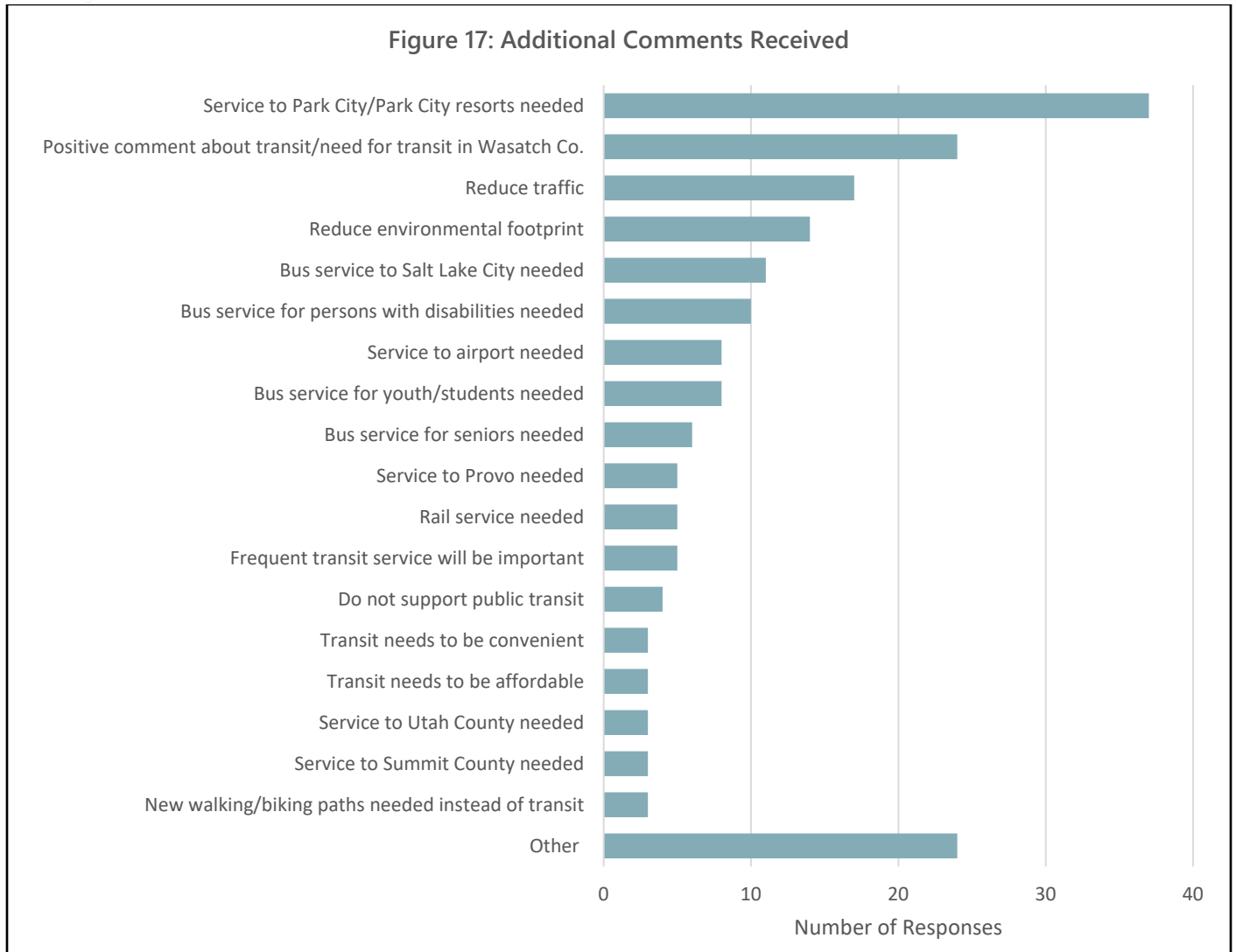


Additional Comments

At the end of the questionnaire, respondents were asked to provide additional comments about the transportation service they would like to see, or any other unmet transportation needs they or members of their household might have. The individual comments can be read in full in Appendix C. Out of 368 total survey responses received, 127 respondents chose to provide additional comments.

General categories were used to group the comments based on the topics mentioned. If multiple subjects were addressed in one comment, the comment was counted in each of the relevant categories. Figure 17 categorizes the various comments received. The most frequently received comments were regarding needed bus service to Park City and/or Park City resorts (37 respondents), a positive comment about public transit and/or the need for public transit in Wasatch County (24 respondents), needed reduction in traffic (17 respondents), and needed reduction in environmental footprint (14 respondents).

Figure 17



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WASATCH COUNTY COMMUNITY TRANSPORTATION SURVEY

Please take a few minutes to answer the following questions about your personal and/or household's public transportation needs. Your answers will help identify the transportation needs of Wasatch County residents and will assist us in completing the Wasatch County Transit Study. **Thanks for your help!**

To return the survey, you may:

Fill it out online at: <https://surveynuts.com/ConnectingWasatch>

Scan and email it to: Megan McPhelimy at Megan@lscstrans.com

Mail it to: LSC Transportation Consultants, 545 E. Pikes Peak Ave. Suite 210, Colorado Springs, CO 80903

Please complete the survey only once, either paper OR online, by Wednesday, September 25th, 2019.

1. Which of the following types of transportation does your household currently use and how often?

| | 6-7 Days/week | 3-5 Days/week | 1-2 Days/week | 1-3 Days/month | Less than once/month |
|-------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Your personal vehicle | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Borrow a vehicle | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Ride from a friend/relative | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Walk | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Bicycle | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Taxi | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Uber/Lyft | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Utah Transit Authority (UTA) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Park City Transit | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Human Services Agency Vehicle | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Greyhound | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

- 2. Where do you live?** Heber City Midway Charleston Jordanelle Basin
 Timber Lakes Other (*Please specify*) _____
- 3. Would you or a member of your household use public transportation, such as a bus or shuttle, to reach areas within Wasatch County?**
 Yes, please answer **questions 4-9** No, please skip to **question 10**

Questions about Transportation Needs Within Wasatch County:

- 4. If you or a member of your household would use public transportation to reach areas within Wasatch County, which areas would that include?** (*Check all that apply*)
 Heber City Midway Charleston Jordanelle Basin Timber Lakes
 Other (*Please specify*) _____
- 5. What are the primary reasons your household would use public transportation within Wasatch County?**
(Check all that apply) Work/Commuting Personal Business Doctor/Medical/Health Care
 School/College Recreation Shopping Other (*Please specify*) _____
- 6. How many people in your household (including yourself) would use a new public transportation service within Wasatch County?** One Two Three Four Five or More
- 7. If available and going where and when you need to go, how often would your household use a new public transportation service within Wasatch County?**
 6-7 Days/week 3-5 Days/week 1-2 Days/week 1-3 Days/month Less than once/month
- 8. If available and going where and when you need to go, which days of the week would your household use a new public transportation service within Wasatch County?** (*Check all that apply*)
 Weekdays Saturday Sunday
- 9. If available, when would you use a new public transportation service within Wasatch County?**
(Check all that apply) 6-9 a.m. 9 a.m. – noon Noon – 3 p.m. 3-6 p.m. 6-9 p.m.

Questions about Transportation Needs Outside Wasatch County:

- 10. Would you or a member of your household use public transportation, such as a bus or shuttle, to reach areas outside Wasatch County?**
 Yes, please answer **questions 11-16** No, please skip to **question 17**



- 11. If you or a member of your household would use public transportation to reach areas outside Wasatch County, which areas would that include?** *(Check all that apply)*
 Summit County Salt Lake County Utah county Other *(Please specify)* _____
- 12. What are the primary reasons your household would use public transportation outside Wasatch County?** *(Check all that apply)*
 Work/Commuting Personal Business Doctor/Medical/Health Care Airport
 School/College Recreation Shopping Other *(Please specify)* _____
- 13. How many people in your household (including yourself) would use a new public transportation service outside Wasatch County?**
 One Two Three Four Five or More
- 14. If available and going where and when you need to go, how often would your household use a new public transportation service outside Wasatch County?**
 6-7 Days/week 3-5 Days/week 1-2 Days/week 1-3 Days/month Less than once/month
- 15. If available and going where and when you need to go, which days of the week would your household use a new public transportation service outside Wasatch County?** *(Check all that apply)*
 Weekdays Saturday Sunday
- 16. If a park-n-ride lot for transit service was located in your community, would you use it to ride transit?**
 No Yes *(please specify – where it should be located)* _____

Questions for All Respondents:

- 17. What is your age?** Under 18 years old 19–24 years old 25-39 years old 40-59 years old
 60-74 years old 75 years old or older
- 18. Are you:** *(Check all that apply)*
 Employed Full-Time Employed Part-Time Unemployed Disabled Retired
 Student – College Student – High School Other *(Please specify)* _____
- 19. If you or another member of your household currently work outside your home, how do you travel to work?** *(Check all that apply)*
 Drive alone or with family Carpool Taxi Uber/Lyft Walk
 Bike Other *(Please specify):* _____
- 20. What is your total annual HOUSEHOLD income?** *(Include all income from all household members)*
 Less than \$19,999 per year \$20,000-\$39,999 per year \$40,000-\$59,999 per year
 \$60,000-\$79,999 per year \$80,000-\$99,999 per year \$100,000 or more per year
- 21. Including yourself, how many people, age 10 and over, live in your household?**
 One Two Three Four Five Six or more
- 22. Including yourself, how many people living in your household have a valid driver's license?**
 None One Two Three Four Five Six or more
- 23. How many operating vehicles are available to your household?** None 1 2 3 or more
- 24. Do you or a household member who needs transportation have a disability, health concern, or other issue that makes travel difficult?** No Yes *(please specify – e.g. I use a wheelchair)* _____
- 25. In the last 2 years, have you or a member of your household been unable to access medical care due to lack of transportation?** No Yes *(please describe)* _____
- 26. In the last 2 years, have you or a member of your household lost a job, dropped out of school, or had problems finding work due to lack of transportation?** No Yes *(please describe)* _____
- 27. Please provide any additional comments about public transit service you would like to see or any other unmet transportation needs you or members of your household have.**

- 28. If you'd like to receive updates about the Wasatch County Transit Study please provide your email address:** *(Your email address will remain confidential and will not be shared)*



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Appendix C: Community Survey Comments

- A bus to Park City is needed.
- A dedicated bus lane to get into Park City would help immensely!
- A dial-a-ride or bus with a scheduled pick-up (OATs bus) to meet the transportation needs of rural senior and disabled residents may help in outlying Wasatch Co. areas.
- A shuttle to Park City resorts for skiing and mountain biking would be great for public and resort employees.
- As our community ages, I can see a continual need for area transit on many levels.
- Bus from Heber to Park City would be great!!
- Bus or rail from Heber to P.C. would be fantastic.
- Buses to Park City would be great and have been needed for years, for work and skiing. It would improve traffic and air quality.
- We can currently take the UTA bus from Park City, but it is not convenient as we still have to drive from Heber to PC. If a similar service were available directly from Heber, we would use it to commute.
- I do not want it here. This is a rural community, not a city ghetto.
- Gas is expensive for us.
- Great idea for the area!
- Heber Valley has gotten so big it needs public transportation now.
- How about questions pertaining to rating how one feels about becoming less car dependent for aging, global warming, etc.
- I am a strong believer that public transportation would help air quality.
- I am an RN and believe we need better transportation options for community members with disabilities. Please!!
- I believe public transportation would be a great asset to many people in our community. It would help with the commute to work and would enable me to drive less. My family and I would use it regularly.
- I don't require transit for getting where I need to go, but would like to participate for environmental reasons.
- I don't think we need a public transportation system here.
- I have two children who are blind. The biggest hurdle to independence in Wasatch County is blindness. I know several others who are blind who have to walk over a mile one way to and from stores and to doctors. There are no services that provide rides for those who are not able to drive. Many Hispanic and disabled folks walk to and from work. I know a man who biked from Midway to Center Creek to work and he was 67 years old. There is a great need for this and for at least a weekly shuttle to Provo Salt Lake so people can access their public transit systems.
- I live 1/8 mile from a regularly serviced bus stop, and 1.25 miles from work, which is adjacent to Park City's old town transit center. I don't take transit because it's not convenient.
- I live in Salt Lake City, but am extremely interested to see the outcome of this survey.
- I moved to Heber from Park City. I used P.C. bus every day. Now I drive to Park City 1-2 times a day and SLC 1-2 times a week. I would love a bus from Heber to P.C. The Kamas/SLC/PC bus has been very successful.
- I realize it's Heber Valley, but this would actually help the Valley out. It needs to be affordable and it needs to be fair.

- I really believe that we'll be facing inversion issues in the Heber Valley if we don't do something about having so many cars on the road, so this is very important to me as an environmental step. Also, I would love to have access to the Park City resorts and Sundance without having to drive a car up--that would be convenient and popular. Thank you for doing this!
- I think a commuter bus from Heber to Orem Station or Lehi Station would be nice.
- I think a commuter type bus connecting Heber and Midway to Park City would be great for the large amount of people who work outside of the county. It might even be possible to have a few buses running during commuting hours and have those same buses run a different route in town during work hours and late evening. Would also love if the bus system was electric.
- I think public transportation is critical, especially for recreation opportunities during the winter. Access and parking at Park City for skiing is extremely limited and traffic is incredibly problematic.
- I think the service would help with the employee housing concerns in P.C. It would allow people to live in a less expensive area than P.C. without trying to be within this area for a bus route.
- I volunteer at a local food pantry. Public transportation is a critical need for many of the residents we serve. They have cars that break down, can't afford to fix, lose jobs because they cannot get there, don't get medical needs met because of transportation, cannot get to service providers or programs such as free Thanksgiving dinner because of lack of public transportation. Because of traffic, oil tankers, and limited bike routes this is not a safe town for foot traffic.
- I wish that this survey would have included questions on ecological concerns and lowering use of fossil fuels. In addition, reducing the cars coming into Park City would be a huge concern and reducing traffic congestion especially for commuters. I think those are very real considerations—especially traffic.
- I work at DV in the winter, I would like to use public transit. I probably would use transit to the Sundance ski resort
- I work in SLC and it would be very nice to tap into public transit.
- I work with 7 people who live in Heber and would welcome public transportation to Park City.
- I work with young adults with disabilities in Wasatch County. This group of individuals will never have a driver's license and have no transportation options. People with disabilities are eager to work in our community, but struggle to get to and from work. Transportation is the biggest barrier for employing people with disabilities in Wasatch County.
- I would like a bus in Heber so I can be more independent.
- I would like to see bus service from Hideout to Park City and Heber. I would like to open my home to a J1 worker, but there isn't any bus service from my home to Park City.
- I would like to see transportation from Timber Lakes to the high school at 6:00 am so my son could get to his before school clubs that start at 6:30. I have to drive to high school then back home then to elementary school then to Park City. I would love transportation to Park City as well.
- I would love a bus that would take me to the Salt Lake Valley - this way industry can stay in Salt Lake and Heber can enjoy the small town feeling that we have.
- I would prefer safe walking and bike paths for options to commute to work, rather than a bus system.
- I would really like to be able to take the bus from Kimball Junction Transit Center to my job in Heber City.
- I'd love to be more responsible with my carbon footprint.
- If anything, at least adding a winter ski bus route from the Heber Valley into DV and Park City would be a WIN for all!
- If available, we'd probably use it.
- Improve and open Pine Canyon Road for winter vehicular use. This would provide a much-needed route from Wasatch County to where many Wasatch County residents work: Upper Deer

Valley. As a bonus for the Park City elitists who would like to command everyone to ride socialized electric bicycles in the winter, none of the aforementioned commuting would pass through their sacred "mining" town.

- It would be great to have it to get to Summit and or Utah County.
- It would be nice to have some public transport to and from the Park City area.
- It would be really good to have access to buses into Park City for shopping and dining, and the ski areas, as well as the Jordanelle State Park.
- It would benefit Wasatch County most if people could use it to travel to work in Summit County and if teens and adults could use it to travel to Summit County for recreation like skiing/snowboarding, festivals etc.
- It would have helped us when we had our 3 kids living at home, so they could more easily get around town, or to events easier.
- It would help out youth to get to jobs and activities. It would help the elderly, retired, and disabled populations get groceries, prescriptions, and personal errands, forging independence!
- It would immensely help the younger Hispanic community reach for higher education.
- It's important to reduce the number of cars congesting the county. Children need a way to get around independently.
- It's time, due to growth and increasing traffic.
- Keep our taxes low, people need to pay the cost for services they use...NOT TAXPAYERS!!
- Love if you could use the existing railroad tracks for a higher speed transfer to the Provo area...or at least close enough to catch UVU or a bus at the bottom of the canyon.
- Make transit options simple and frequent so they are easy to use.
- Many work or play at the ski resorts. Bus service would reduce parking and our carbon footprint. I received this notice about the survey in an email on the day it was due. Luckily I had the time to fill it out.
- My daughter cannot drive due to her disability. She cannot always get to work because she does not have a ride. Her parents work full time and cannot always take off to drive her.
- My daughter lives in Provo without a vehicle and uses UTA all the time for work, school, and activities. It would be nice if she could use transit to come home (Heber).
- My mom (80+) needs to get to and from SLC for various reasons including University Moran Eye Center.
- Need public transport to Black Rock Ridge.
- No longer drive.
- Our main reason for using public transportation would be to cut down on the amount of traffic between Heber and our jobs at Deer Valley in Park City. And to put less miles on our vehicles!
- Please create a similar bus system as in Park City.
- Please finish the light rail master plan already.
- Please look into RAIL. I think a rail system would be the most efficient and environmentally friendly, especially for Utah County. I strongly encourage a RAIL system!! No buses. They are loud and stink.
- Please provide a safe bus system, preferably with seat belts. I am nervous about Hwy 40 in the snow in a big bus! Also, this will need to be convenient running at least every 20 minutes to make it work!
- Please provide regional transit service similar to the TART in Lake Tahoe between the Heber Valley and Park City/Kamas.
- Public transit could ease the traffic burden and make the bypass unnecessary. Could make getting to recreation areas and sports activities easier.

- Public transit would be a huge benefit for our older citizens, as well as the disabled community. It will open up many opportunities for employment for our disabled citizens who are not able to drive.
- Public transportation would reduce traffic CO2 emissions and congestion into resorts in Park City.
- Put in a line that utilizes the Heber Valley Railroad tracks to connect with UTA at Vivian Park.
- Regular Transit out of the county would help with construction issues.
- Right now, transportation for me is not an issue, but I can see that it would be good for people going to work, doctor appointments, etc.
- Shared bikes or scooters would be a nice addition.
- Shuttle between Midway and Heber with stops at Southfield Park, Rec center, and WHS. For kids' activities after school, would drastically cut back on traffic on the roads after school and evening.
- Shuttles to Park City and Canyons ski areas. Shuttles to airport. Shuttles to downtown Salt Lake City.
- Ski and bike bus.
- Ski bus to Park City and Sundance.
- Ski buses in season to the resorts only!!! Park and Ride at River Road. Even for carpool reason. It's 2019 and the transportation in the Valley / mtn area of Heber/Midway/Park City is living in 1970! Tooooo many cars!!!! More bus or light rails need to be added before we pave over the whole place and destroy the air!!!
- Ski resorts pay for and provide bus service for their employees, as they should. Employers in Summit and Utah County should provide bus service for their employees. Public transit will not reduce tanker traffic on main street, but will add noise and pollution.
- The air! Let's keep the toxins out of our air and come up with a plan!
- The biggest wins, in my opinion, would be providing transportation for kids who can't drive, seniors (and moms with toddlers who love buses). Also, it would be great to reduce the use of personal transportation in favor of group, as far as emissions.
- The cost of living has increased so much in the Heber Valley. Residents without financial means have no options for getting to or from work.
- The traffic in Wasatch and Summit Counties is bad and only going to get worse. We need to find a way to help people get out of their cars and find other ways to get around. Mass transit would be an asset to the entire area.
- There are many individuals in Wasatch County with disabilities that would benefit from public transportation.
- There is a vital need to not only drastically reduce carbon emissions, but reduce the amount and speed of current traffic on the road. Good transportation connections to Park City, SLC, SLC Airport, and Provo/Orem are very important as most people move constantly among these areas.
- There needs to be a bus from Heber City to Park City, that cycles every hour on the hour in the winter, from December to March.
- There should be transportation between Heber and Park City.
- This is a need in our community and this adversely affects lower income households that may not have access to Internet or this survey. Please counter for that.
- Transit to ski areas and Park City Main Street would be fantastic.
- Transit to SLC airport and downtown SLC on a regular basis.
- Transportation to and from the SLC airport and Park City would be great.
- Transportation to Heber and Park City Transit Center is needed.
- Transportation to SLC Airport is needed please.
- Transportation within Midway for visitors would help.

- Use electric vehicles.
- Very good idea, needs to happen quickly.
- Want local and connections to PC /SLC to allow for easier access to work for all where jobs are.
- Waste of money.
- We are both transplants from Europe and miss the convenience of public transport in this country. Driving in winter conditions and on the busy highways is becoming more and more cumbersome and dangerous. We are partially retired and would appreciate the option of taking public transportation.
- We need a bus stop at the Browns Canyon Jct. We'd love to be able to leave our car on weekends and ride to resorts or Main Street. We'd also like to see an electric bike path paved so we don't die when Kamas commuters do 70 MPH on Richardson Flats. We have a growing E-Bike gang that commutes into town. We'd love to see improvements to help that grow. More bikes less cars!
- We need local service for visiting public and tourism.
- We need public transport to go to Salt Lake City and to the airport in SLC.
- We need public transportation, because as the Valley grows, the traffic will just get worse. People need a cost-effective option to driving everywhere, including shopping and work.
- We need to reduce traffic - buses are needed especially to and from Park City or at least the new Mayflower development.
- We need to use this service.
- We seniors need many more restricted parking areas in front of buildings.
- We would need a shuttle to the airport that works once or twice a day.
- We would use a bus to ski resorts.
- We would use public transport more to get to Salt Lake City, Park City, Airport, and Provo to attend plays, concerts, and sporting events. Parking can be a nightmare. In big cities, no one drives downtown, you hop on a bus or metro system. I would love to go to Abravanel Hall, Vivant, a Jazz Game, Maverick Center, etc. and not worry about traffic and parking.
- We'd like regular transportation going to and from Salt Lake County and Utah County. I have two grown children that would use it to come to Heber to work while they live and go to school in Utah County - and my family would use it to go to airports and shopping on a regular basis.
- We're starting to get an inversion and I don't want to end up like Salt Lake. My family and I would use public transit as much as possible.
- What we would really like to see are more trails and walk-able/ride-able paths. It would be nice to be able to ride a bike downtown in Heber, a better downtown would help too ;).
- Will the study include any impacts that transit may have on workforce housing and impacts to schools and public safety? Will the study look into a link to Utah County to help with the employment needs here in Wasatch County?
- With so many residents and visitors from the Midway area driving to the ski areas at the Jordanelle or in Park City, it would be nice to have a couple of morning and afternoon ski buses from either the Midway resorts or a central Heber Valley location. For the Jordanelle area, Deer Valley and the new ski area could have their smaller vans meet the large bus at the exit of US 40. This ski bus could then continue to Quinn Junction to connect with a local Park City ski bus in the morning and afternoons, and then either return to the Heber Valley or connect to other transportation at Kimball Junction. Make it easier for skiers to avoid taking their cars into Park City. Set times with good connections. The schedule could also be expanded during Sundance if needed.
- With so much traffic on Main Street, I'm not sure if stopped buses at bus stops is an option and sending buses on other side roads seems like sending traffic (walking and buses) through

neighborhoods. Maybe a small city bus that only picked up in box store parking lots or hospitals and drove to other parking lots with no stops on Main Street could work. But this still leaves residents - who for the majority don't live within a few blocks of Main Street, still walking long distances.

- Would be great for those that are in need of transportation.
- Would be great to link to Wasatch front for commuters.
- Would LOVE LOVE LOVE a transit system!!
- Would love to have shuttles between Midway/Heber to Salt Lake and also to Provo/Orem.
- Would love to see service to resorts and Main Street Park City.
- Would love transportation to ski areas and to Main Street Park City -- especially on the weekends and evenings (to avoid DUI).
- Would really help my visually impaired son be more independent.
- Would use public transportation to save energy and reduce vehicle emissions.
- You must plan transportation regionally and not forget that Hideout is part of Wasatch County



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Appendix D: Wasatch County Existing Sales Tax Transit Revenue Potential

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Utah state code allows counties and/or cities to impose certain quarter-cent sales taxes for specific purposes based on a county's classification, as well as other requirements such as the size of the transit district within the city or county.

The word "Quarter" when used in this context is a colloquial term often used to differentiate the local sales taxes used for transportation. The quarters can be adopted in any order. For example, the 4th quarter could be adopted before any of the other quarters.

Each quarter has two options for enactment, while the fifth has one option. The various quarters, the process for enactment and permitted uses are described in Utah Code Annotated, Title 59-Revenue and Taxation, Chapter 12-Sales and Use Tax Act, Part 22-Local Option Sales and Use Taxes for Transportation Act.

The following quarters are available for enactment in Wasatch County: 59-12-2213, 59-12-2214, 59-12-2217, 59-12-2219, and 59-12-2220.

The following quarters are available for enactment in the cities and towns in Wasatch County: 59-12-2213 or 59-12-2215, 59-12-2219.

Various restrictions apply and the code changes on a regular basis. It is important to check the current Utah Code to determine applicability.

First Quarter (MT)

59-12-2213 County, city, or town option sales and use tax to fund a system for public transit. Mass Transit Tax (MT) (County, City or Town) up to .30 100% to transit.

59-12-2215 City or town only option sales and use tax for highways or to fund a system for public transit. Highway Tax (HT) (City or Town) up to .30 100% to transit.

Second Quarter (MA)

59-12-2214 County, city, or town option sales and use tax to fund a system for public transit, an airport facility, a water conservation project, or to be deposited into the County of the First Class Highway Projects Fund. Additional Mass Transit (MA) (County, City or Town) .25 100% transit unless Salt Lake County 80% transit, 20% roads. State Legislature authorizes funding in UCA (1/5 of 1/4) for Salt Lake County.

59-12-2216 County option sales and use tax for a fixed guideway, to fund a system for public transit, or for highways. Mass Transit Fixed Guideway (MF).30 allocation to fixed guideway, non-fixed guideway and roads must be determined prior to a vote of the public. Requires a vote of the public to change the approved allocation.

Third Quarter (CT)

59-12-2217 County option sales and use tax for transportation. County Option Sales Tax (CT) .25 Weighted priority process approved by State Legislature, COG recommends list to County once a year

59-12-2218 County, city, or town option sales and use tax for airports, highways, and systems for public transit. County Airport, Highway, and Public Transit (HH) .25 Roads, transit, airport, trails. MPO recommends projects.

Fourth Quarter (AT)

59-12-2219 County option sales and use tax for highways and public transit. Transportation Infrastructure (AT) .25 County-40% UTA transit, 40% cities, towns, county, 20% county. City or Town-50% UTA transit, 50% cities, towns, if a county doesn't adopt by June 30, 2020, must be adopted by June 30, 2022. City/County may be used for maintenance.

Fifth Fifth (CP)

59-12-2220 County option sales and use tax to fund a system for public transit. County Public Transit (CP) .20 100% to County for transit, must be adopted by June 30, 2022, and only after the other 4 are adopted.

Both Summit and Wasatch counties are third-class counties so Summit county is a good reference for Wasatch in the possible imposition of future Sales taxes. These Taxes in Summit County can be seen in effect in the Utah State Tax Commission tables below abbreviated as MT, MA, CT, AT, and CP

PART 1 OF 2

| Location | | Cnty/ City Code | Common Rates | | | Transit and Highways | | | | | | | | | | Hosp | Arts & Zoo | City/Town Opt. | Impacted Comm. | Combined Sales Rate | | |
|---------------------------------|--|-----------------------|--------------|----|-------|----------------------|-------|-------|-------|----|----|-------|-------|----|----|-------|------------|----------------|----------------|------------------------|--|-------|
| | | | ST* | LS | CO | MT | MA | MF | CT | HT | HH | AT | CP | SM | RH | CZ | TO | TN | RR | CF | | |
| Summit County | | 22-000 | 4.85% | * | 1.00% | 0.25% | | 0.25% | 0.25% | | | 0.25% | 0.20% | | | 0.10% | | | | | | 7.15% |
| Coalville | | 22-006 | 4.85% | * | 1.00% | 0.25% | | 0.25% | 0.25% | | | 0.25% | 0.20% | | | 0.10% | | | | | | 7.15% |
| Francis | | 22-013 | 4.85% | * | 1.00% | 0.25% | | 0.25% | 0.25% | | | 0.25% | 0.20% | | | 0.10% | | | | | | 7.15% |
| Henefer | | 22-017 | 4.85% | * | 1.00% | 0.25% | | 0.25% | 0.25% | | | 0.25% | 0.20% | | | 0.10% | | | | | | 7.15% |
| Kamas | | 22-022 | 4.85% | * | 1.00% | 0.25% | | 0.25% | 0.25% | | | 0.25% | 0.20% | | | 0.10% | | | | | | 7.15% |
| Oakley | | 22-029 | 4.85% | * | 1.00% | 0.25% | | 0.25% | 0.25% | | | 0.25% | 0.20% | | | 0.10% | | | | | | 7.15% |
| Park City | | (b) 22-030 | 4.85% | * | 1.00% | 0.25% | 0.30% | 0.25% | 0.25% | | | 0.25% | 0.20% | | | 0.10% | | | 1.60% | | | 9.05% |
| Military Recreation - Park City | | 22-300 | 4.85% | * | 1.00% | 0.25% | 0.30% | 0.25% | 0.25% | | | 0.25% | 0.20% | | | 0.10% | | | 1.60% | | | 9.05% |
| Snyderville Basin Tr Dist | | (b) 22-900 | 4.85% | * | 1.00% | 0.25% | 0.30% | 0.25% | 0.25% | | | 0.25% | 0.20% | | | 0.10% | | | | | | 7.45% |
| Wasatch County | | 26-000 | 4.85% | * | 1.00% | 0.25% | | | | | | | | | | | | | | | | 6.10% |
| Charleston | | 26-003 | 4.85% | * | 1.00% | 0.25% | | | | | | | | | | | | | | | | 6.10% |

2/13/2020

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Prepared by Distribution

| Location | | Cnty/ City Code | Common Rates | | | Transit and Highways | | | | | | | | | | Hosp | Arts & Zoo | City/Town Opt. | Impacted Comm. | Combined Sales Rate | | |
|-------------------------------|--|-----------------------|--------------|----|-------|----------------------|-------|----|----|-------|----|----|----|----|----|------|------------|----------------|----------------|------------------------|-------|-------|
| | | | ST* | LS | CO | MT | MA | MF | CT | HT | HH | AT | CP | SM | RH | CZ | TO | TN | RR | CF | | |
| Daniel | | 26-005 | 4.85% | * | 1.00% | 0.25% | | | | | | | | | | | | | | | | 6.10% |
| Heber | | 26-008 | 4.85% | * | 1.00% | 0.25% | | | | 0.30% | | | | | | | | | | | | 6.40% |
| Independence | | 26-009 | 4.85% | * | 1.00% | 0.25% | | | | | | | | | | | | | | | 1.10% | 7.20% |
| Interlaken | | 26-010 | 4.85% | * | 1.00% | 0.25% | | | | | | | | | | | | | | | | 6.10% |
| Midway | | 26-011 | 4.85% | * | 1.00% | 0.25% | | | | | | | | | | | | | | | | 7.50% |
| Park City East | | 26-013 | 4.85% | * | 1.00% | 0.25% | 0.30% | | | | | | | | | | | | | | | 8.00% |
| Wallsburg | | 26-014 | 4.85% | * | 1.00% | 0.25% | | | | | | | | | | | | | | | | 6.10% |
| Hideout | | 26-020 | 4.85% | * | 1.00% | 0.25% | | | | | | | | | | | | | | | | 6.10% |
| Military Recreation - Wasatch | | 26-300 | 4.85% | * | 1.00% | 0.25% | | | | | | | | | | | | | | | | 6.10% |
| Military Recreation - Hideout | | 26-301 | 4.85% | * | 1.00% | 0.25% | | | | | | | | | | | | | | | | 6.10% |

Allowable uses of the local option sales and use tax revenue:

59-12-2212.2 Allowable uses of local option sales and use tax revenue.

(1) Except as otherwise provided in this part, a county, city, or town that imposes a local option sales and use tax under this part may expend the revenue generated from the local option sales and use tax for the following purposes:

- (a) the development, construction, maintenance, or operation of:
 - (i) a class A road;
 - (ii) a class B road;
 - (iii) a class C road;
 - (iv) a class D road;
 - (v) traffic and pedestrian safety infrastructure, including:
 - (A) a sidewalk;
 - (B) curb and gutter;
 - (C) a safety feature;
 - (D) a traffic sign;
 - (E) a traffic signal; or
 - (F) street lighting;
 - (vi) streets, alleys, roads, highways, and thoroughfares of any kind, including connected structures;

- (vii) an airport facility;
 - (viii) an active transportation facility that is for non-motorized vehicles and multimodal transportation and connects an origin with a destination; or
 - (ix) an intelligent transportation system;
 - (b) a system for public transit;
 - (c) all other modes and forms of conveyance used by the public;
 - (d) debt service or bond issuance costs related to a project or facility described in Subsections (1)(a) through (c); or
 - (e) corridor preservation related to a project or facility described in Subsections (1)(a) through (c).
- (2) Any revenue subject to rights or obligations under a contract between a county, city, or town and a public transit district entered into before January 1, 2019, remains subject to existing contractual rights and obligations.

Anticipated revenue from these sales taxes

The table below shows the revenue derived from the existing County Option Sales Tax. This tax rate is .25%. If one of the five transportation quarter cents sales taxes for transportation are implemented in Wasatch County a similar amount of revenue can be expected to be generated at \$2.2M/year.



UTAH STATE TAX COMMISSION
 DIVISION OF REVENUE ACCOUNTING
 COUNTY OPTION DISTRIBUTION
 FEBRUARY 2020

UT_#R029

| 2020-08 | | STATE POP | TOTAL DISTRIB | TOTAL DEDUCT | FINAL DISTRIB | BALANCE OWED | TOTAL PAID | BALANCE FWD |
|---------|--|-----------|-----------------|--------------|-----------------|--------------|-----------------|-------------|
| Totals: | | 3,161,105 | \$17,603,273.68 | \$171,236.98 | \$17,432,036.70 | \$0.00 | \$17,432,036.68 | \$0.00 |

| CNTY / CITY | LOCALITY | LOCAL POP | TOTAL DISRIB | TOTAL DEDUCT | FINAL DISTRIB | BALANCE OWED | TOTAL PAID | BALANCE FWD |
|-------------|------------|-----------|----------------|--------------|----------------|--------------|----------------|-------------|
| 01000 | Beaver | 6,580 | \$32,385.02 | \$397.44 | \$31,987.57 | \$0.00 | \$31,987.58 | \$0.00 |
| 02000 | Box Elder | 54,950 | \$250,325.29 | \$3,125.58 | \$247,199.71 | \$0.00 | \$247,199.71 | \$0.00 |
| 03000 | Caché | 127,068 | \$616,144.91 | \$7,588.56 | \$608,556.35 | \$0.00 | \$608,556.35 | \$0.00 |
| 04000 | Carbon | 20,269 | \$97,224.67 | \$1,201.50 | \$96,023.17 | \$0.00 | \$96,023.17 | \$0.00 |
| 05000 | Daggett | 960 | \$4,250.45 | \$21,423.43 | \$25,679.88 | \$0.00 | \$25,679.88 | \$0.00 |
| 06000 | Davis | 351,713 | \$1,753,541.58 | \$21,481.93 | \$1,732,059.65 | \$0.00 | \$1,732,059.65 | \$0.00 |
| 07000 | Duchesne | 19,964 | \$121,471.63 | \$1,433.63 | \$120,038.00 | \$0.00 | \$120,038.00 | \$0.00 |
| 08000 | Emery | 10,014 | \$48,867.69 | \$601.86 | \$48,265.82 | \$0.00 | \$48,265.83 | \$0.00 |
| 09000 | Garfield | 5,080 | \$27,880.36 | \$335.28 | \$27,545.09 | \$0.00 | \$27,545.08 | \$0.00 |
| 10000 | Grand | 9,764 | \$67,867.45 | \$783.08 | \$67,084.37 | \$0.00 | \$67,084.37 | \$0.00 |
| 11000 | Iron | 52,775 | \$265,657.26 | \$3,244.62 | \$262,412.65 | \$0.00 | \$262,412.64 | \$0.00 |
| 12000 | Juab | 11,555 | \$50,777.43 | \$638.78 | \$50,138.66 | \$0.00 | \$50,138.65 | \$0.00 |
| 13000 | Kane | 7,709 | \$43,456.62 | \$519.55 | \$42,937.07 | \$0.00 | \$42,937.07 | \$0.00 |
| 14000 | Millard | 13,006 | \$67,278.31 | \$818.09 | \$66,460.23 | \$0.00 | \$66,460.22 | \$0.00 |
| 15000 | Morgan | 12,045 | \$54,837.16 | \$684.85 | \$54,152.31 | \$0.00 | \$54,152.31 | \$0.00 |
| 16000 | Piute | 1,445 | \$7,403.01 | \$18,123.35 | \$25,526.35 | \$0.00 | \$25,526.36 | \$0.00 |
| 17000 | Rich | 2,464 | \$12,245.05 | \$149.97 | \$12,095.08 | \$0.00 | \$12,095.08 | \$0.00 |
| 18000 | Salt Lake | 1,152,633 | \$7,102,087.82 | \$83,574.38 | \$7,018,513.44 | \$0.00 | \$7,018,513.44 | \$0.00 |
| 19000 | San Juan | 15,449 | \$66,222.91 | \$838.78 | \$65,384.13 | \$0.00 | \$65,384.13 | \$0.00 |
| 20000 | Sarpete | 30,623 | \$124,126.54 | \$1,591.97 | \$122,534.57 | \$0.00 | \$122,534.57 | \$0.00 |
| 21000 | Sevier | 21,539 | \$106,891.72 | \$1,310.82 | \$105,580.90 | \$0.00 | \$105,580.90 | \$0.00 |
| 22000 | Summit | 41,933 | \$483,636.83 | \$5,231.08 | \$478,405.75 | \$0.00 | \$478,405.75 | \$0.00 |
| 23000 | Tooele | 69,907 | \$328,134.14 | \$4,066.44 | \$324,067.69 | \$0.00 | \$324,067.70 | \$0.00 |
| 24000 | Uintah | 35,438 | \$188,784.99 | \$2,282.56 | \$186,502.43 | \$0.00 | \$186,502.43 | \$0.00 |
| 25000 | Utah | 622,213 | \$3,168,039.20 | \$38,618.76 | \$3,129,420.44 | \$0.00 | \$3,129,420.44 | \$0.00 |
| 26000 | Wasatch | 33,240 | \$191,868.94 | \$2,282.33 | \$189,586.61 | \$0.00 | \$189,586.61 | \$0.00 |
| 27000 | Washington | 171,700 | \$991,877.79 | \$11,796.39 | \$980,081.40 | \$0.00 | \$980,081.40 | \$0.00 |
| 28000 | Wayne | 2,690 | \$14,020.25 | \$170.40 | \$13,849.85 | \$0.00 | \$13,849.85 | \$0.00 |
| 29000 | Weber | 256,359 | \$1,315,968.65 | \$16,021.14 | \$1,299,947.50 | \$0.00 | \$1,299,947.51 | \$0.00 |

Quarter Cent County Tax \$189,586.61
 monthly x 12 = \$2,275,039.32
 annually

If all five sales and use taxes were implemented, Wasatch County could generate approximately \$11M per year.

In addition to these revenue options for transit and transportation funding, the State of Utah offers a different way to implement these options - 8 options to get to 4 quarters + a fifth Brief Description Title 59-12 of the Utah Code Annotated graphically below.

8 options to get to 4 quarters + a fifth

Brief Description Title 59-12 of the Utah Code Annotated

| | | |
|--|-----------|--|
| 1 st Quarter MT Mass Transit Tax 2213 (County, City or Town) up to .30 100% UTA transit | <u>OR</u> | 1 st Quarter HT Highway Tax 2215 (City or Town) .30 100% transit |
| 2 nd Quarter MA Additional Mass Transit 2214 (County, City or Town) .25 100% transit unless SLC 80% transit, 20% roads. State Legislature authorizes funding in UCA (1/5 of 1/4) | <u>OR</u> | 2 nd Quarter MF Mass Transit Fixed Guideway 2216 (County) .30 87% Frontrunner, 5% BRT, 8% roads |
| 3 rd Quarter CT County Option Sales Tax 2217 (County) .25 Weighted priority process approved by State Legislature, COG recommends list to County once a year | <u>OR</u> | 3 rd Quarter HH County Airport, Highway, Public Transit 2218 (County, City or Town) .25 Roads, transit, airport, trails. MPO recommends projects |
| 4 th Quarter AT Transportation Infrastructure 2219 (County) 40% UTA transit, 40% cities, towns, county, 20% county, must be adopted by June 30, 2022 | <u>OR</u> | 4 th Quarter AT Transportation Infrastructure 2219 (City or Town) 50% UTA transit, 50% cities, towns, if county doesn't adopt by June 30, 2020 |
| 5 th Fifth CP County Public Transit 2220 (County) 100% to County for transit, must be adopted by June 30, 2022 and only <i>after</i> the other 4 are adopted | | |



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