



MEETING AGENDA

Park City and Summit County Joint Transit Advisory Board

MEETING DATE: February 26, 2019
TIME: 10:00 am - 11:30 am
LOCATION: Park City Municipal Council Chambers
445 Marsac Ave., Park City, UT, 84060

Meeting Agenda

1. Public Comment /Customer Feedback

To allow time for others, please limit your comments to no more than five minutes per person. Comments made cannot be acted upon or discussed at this meeting, but may be placed on a future agenda for consideration.

2. Discussion Items

- a. Roll call
- b. Review and Acceptance of January 10, 2019 Meeting Minutes
- c. Monthly Ridership Report Review and Customer Feedback Discussion
- d. Spring Onboard Survey Update
- e. Acceptance of 2019 JTAB Calendar and JTAB Rules of Procedure
- f. Spring/Summer 2019 Service Planning Review
- g. Heber/Midway Transit Demand Study

3. Next Meeting

For those individuals with a disability who require a modification or accommodation in order to participate in the public meeting, please contact Alfred Knotts at (435) 615-5360 or alfred.knotts@parkcity.org or Caroline Rodriguez at 435.336.3113 or crodriguez@summitcounty.org

Utah Open Meeting Law Compliance

Notice of this meeting has been given no less than 24 hours public notice of this meeting.

JOINT TRANSIT ADVISORY BOARD (JTAB)

MEETING MINUTES

January 10, 2019

ADVISORY BOARD MEMBERS IN ATTENDANCE

Park City Municipal Corporation:

Andy Beerman
Julia Collins
Matt Dias
Diane Foster
Tim Henney
Alfred Knotts
Barbara Murdock
Robbie Smoot

Summit County:

Kim Carson
Tom Fisher
Derrick Radke
Caroline Rodriguez
Glenn Wright

Others in Attendance:

Jerry Benson 3rd Wind Leadership
Holly Erickson – Park City

I. PUBLIC COMMENT

No Public Comments Made

II. ROLL CALL

- A. Upon confirmation that quorum was reached, the meeting called to order by Mr. Knotts at 9:02 am. All in attendance went around the room and individually stated their name and role within their respective organization.
- B. **Introduction of Jerry Benson** – Ms. Foster introduced Mr. Benson. He is assisting the Park City Transit Department with process improvement, evaluating what is being done correctly and where improvements can be made. Mr. Benson has Transit experience from UTA, and currently is an instructor at University of Utah and consults via 3rd Wind Leadership.

III. DISCUSSION ITEMS

A. Monthly ridership Report Review and Customer Feedback Discussion

- I. Councilman Henney summarized the letter to City Council regarding connection issues between Park City Transit and the UTA PC-SLC Connect bus. Mayor Beerman stated there should only be one contact for efficiency. Ms. Murdock designated Ms. Coulson as the exclusive contact for communication. Mayor Beerman replied there was an increase in overall ridership and hopefully there are more winners than losers when routes are changed. Councilman Wright questioned if this was a larger issue and would inquire while at Deer Valley Mountainlands meeting.
 1. **ACTION ITEM(S):** Examine service to/from resorts via 902/901. Currently one must transfer twice to get to Deer Valley.

- II. Mr. Knotts attests that the purpose of JTAB is to focus on passenger safety, timeliness, compliments/complaints and amenities. Ms. Foster supports this that formality is the best practice – especially when with interdepartmental communication and open door public meetings, adds Mayor Beerman.
 1. Discussion ensued regarding passenger complaints, e.g. tracking, response, expectations, role for each City and County. Ms. Murdock highlights that the FTA has defined tracking requirements for passenger complaints. Mr. Knotts and Ms. Foster specifics of Park City’s role and how an internal SOP could assist tracking accuracy. Mr. Knotts stated there was a legality associated with ADA or Title VI related complaints.
 2. Mr. Smoot substantiated the need for this, giving examples with customized data from defined routes/times/rider counts.
 3. Councilman Wright inquired if ‘Letter to Editor’ complaints from Park Record were being housed with the direct complaints. Ms. Rodriguez mentioned software *Trapeze* could do so.
 4. Councilman Wright questioned what the best way to serve elements on route – pertaining to County originating service. Mr. Knotts inquired, “What were our assumptions based on?” Further generalizing that data reporting on all routes was merely a snapshot. Councilman Henney agreed, and followed up with need for a deeper look into what was happening on each route. Mr. Fisher concluded that a deeper look was necessary. Ms. Rodriguez maintained data was important, but detail paints a comprehensive picture of what happening. This in her opinion was paramount for staff decision making; i.e. the true cost and effectiveness of a route are both vital components of service mix.
 5. **ACTION ITEM(S):** Create feedback channel. How to get all sources filtered to everyone? Who is the “Communications” manager?
 6. **ACTION ITEM(S):** Analyze feedback on Pink route #7 Canyons/Kimball Junction West. How can more isolated areas adjacent to route be better serviced? Are circulators an option?
 7. **ACTION ITEM(S):** How could data from circulator(s) be better reported? Organize report with Kamas data – helpful for County Leadership.
 8. **ACTION ITEM(S):** Edit current monthly visualization(s) reflect miles/hours.

B. JTAB Rules of Procedure

- I. Mr. Knotts established that monthly JTAB meetings were in compliance with meeting laws, for increased Public access. Meeting details would be published; locations would be alternated for Public attendance. Mr. Fisher agreed with the need for constituency consistency. It was established that meeting minutes would be recorded by Ms. Erickson and approved at each subsequent meeting.
 1. Ms. Rodriguez speculated that a morning meeting could be difficult for a transit rider to attend; Mayor Beerman responded that twice/year evening meeting should be scheduled.
 2. Ms. Foster reminded City staff to have documents reviewed by Legal prior to posting publicly.
 3. **ACTION ITEM(S):** Schedule two yearly evening JTAB meetings to further encourage public attendance, one in winter + one in summer.

- II. Brainstorming supervened as Ms. Foster queried additional ways to publically share ridership reports. Mr. Smoot mentioned that an electronic dash board and/or data tab on the City website could be further developed.
 - 1. **ACTION ITEM(S):** Place additional data on Park City Transit website. Determine how to present dashboard style information. Where to post if not embedded in website?

C. Transit Shelter Assessment and Phase 1 Project

- I. Mr. Knotts succinctly described evaluation of shelters, and process for new shelters in with consideration of safety, aesthetics and ability for multiuse. Knotts presented examples from Tahoe area.
 - 1. The question of “What are the County standards for shelters” was presented for future consideration. Mr. Radke determined open front shelter would be initially satisfactory for Ecker Hill lot, though ultimately a windscreen would be ideal.
 - 2. Ms. Foster pointed out that Public Art Advisory Board (PAAB) be incorporated into the planning process. Mr. Knotts agreed, but clarified that City would work with PAAB for art, not shelter location. The question of “What are the County standards for art in shelter?” was proposed. Ms. Rodriguez emphasized the need for there to be standardization between City and County for concurrent enhancements to occur system wide that are reflective of the system as a whole.

D. Proterra Delivery Schedule

- I. Ms. Murdock summarized the 3rd of seven procured buses expected by the end of the week. One bus was to be on the Red #1 Prospector route, whereas the rest will be assigned to Brown # 8 Kimball East route enumerated Mr. Knotts. County staff inquired of changing and commissioning. Councilman Wright and Mr. Fisher about overnight charging and lack overhead rapid charging. Ms. Murdock stated buses were to be commissioned and drivers to be trained soon. Mr. Knotts stated remainder of buses to arrive by spring.

E. Transit App Update

(Mr. Henney had to leave by 10:15 am, and requested swap of agenda items)

- I. Proven vendor, ‘Double Map’ was reported by Mr. Knotts to have been the sole applicant to Park City’s RFP for a comprehensive mobility app. Ms. Murdock furthered that no one vendor (industry-wide) currently could provide the entirety of requests, although Mr. Smoot mentioned there was currently a lot of movement happening in mobility tech communication field. More information available on page 13 of the agenda packet.
 - 1. Mr. Smoot detailed more information was being sought in an upcoming Wednesday January 16th, 2019 interview.
 - 2. Ms. Coulson speculated that RFP might have been too broad if only one proposal was submitted, and inquired if staff should collectively refine and reprioritize.
 - 3. It was presented by Mr. Smoot that Salt Lake had entered into contest, now competing nationally on a similarly desired comprehensive TDM mobility App. Industry expert and consultant Mr. Benson encouraged

potential partnerships with UTA and/or University of Utah, were innovative mobility services were a big priority. Discussion ensued regarding if it was better to wait until technological capabilities exist to achieve comprehensive wish list or forge on with current proposal, as stated by Mayor Beerman.

4. Specific examples of immediate needs were detailed. Councilman Henney disclosed frustration with current App in regards to (disappearing) ghost buses, i.e. route interlining per Mr. Smoot. Henney Maintaining that the confusion is diminishing locals desire to use transit.
 5. **ACTION ITEM(S):** Communicate with UTA about App competition developments prior to 'Double Map' interview.
 6. **ACTION ITEM(S):** Refine list of desires before continuing dialogue with 'Double Map'. Have all stakeholders participate in review.
- II. A small cadre of Park City staff was testing a Beta version of current *MyStop* App. Although only currently available for Apple iPhones, Mr. Smoot thought it was a step in right direction. Ms. Foster requested to have Beta version installed on her iPhone.

F. Service Planning Process and Timeline

- I. Mr. Knotts briefly reviewed historical evolution and current state of service planning, and emphasized the need to further formalize the process; this would allow for more customized analyses of specific routes, service enhancements, etc. issue resolution, stakeholder requests etc. Noted was how to respond to service requests from big users, e.g. resorts and other large employers during non-peak season(s).
- II. Rider Surveys conducted during February and March 2019 in English and Spanish from riders.
- III. JTAB to perform advisory role on future route planning, e.g. summer schedule/route changes, in process consistent with Interlocal Agreement. Ms. Foster inquired about timing necessary for service change requests, Mr. Knotts responded that process to become formalized; included are the precedent of historical record through approved JTAB minutes. This will allow for functional planning by means of informed decisions regarding: staff, assets and funding by City and County. Additionally, planning of supplemental resources pertaining Downtowner (County) and Special Events (City).
- IV. Councilman Henney recommended a deep examination into the existing Interlocal Agreement, and process/timeline for proposing changes. Mr. Knotts responded that Mr. Benson was to be a good resource to identify what no longer makes sense within the Agreement, opportunities for new funding sources, and clearly defined expectations for each party.

G. ADJORNMENT

The meeting was adjourned at 10:29 am

Respectfully submitted:

Holly Erickson – Park City, Transit Department, JTAB Recorder



MEMORANDUM

Date: February 26, 2019
To: Park City Transit Joint Transit Advisory Board
From: Summit County and Park City Staff
Subject: January 2019 Monthly Ridership Report

Background:

In an effort to continuously evaluate transit operations efficiency and productivity, Park City Transit (PCT), in coordination with Summit County, has placed a greater emphasis on monthly performance monitoring and reporting. As such, this monthly report has been prepared by PCT staff and is attached hereto as Attachment A.

An increased significance has been placed on standardizing the internal processes of managing feedback, which includes responding, notifying the appropriate person, analyzing and tracking trends and storing. A categorized breakdown of feedback received since 12/1/2018 is attached as Attachment B.

Discussion:

The January Ridership Report does not include the special services that were contracted during Sundance as that information is not presently available. Transit ridership has increased by more than 10% in each of the last 3 months. The productivity of the Lime route continues to be notable.

Since December 1 PCT staff has categorized 114 feedback messages. The feedback currently being analyzed originates from the myStop mobile app feedback option, the PCT website feedback portal and voicemails from the PCT customer service phone number. The recent increase in driver complaints could be correlated with the hiring of many season employees. Customer service will continue to be a primary focus area as we continue to strive to provide the best possible service to our residents and visitors.

Fiscal Analysis:

All operational costs have been budgeted in Park City's and Summit County's respective budgets.

Consistency With Adopted Plan:

All operations are consistent with the adopted 2016 Short Range Transit Development Plan. All goals, policies, and objectives are consistent with the Snyderville Basin General Plan and Park City General Plan.

Additional Information:

If you have any questions or comments regarding this item, please contact Alfred Knotts at alfred.knotts@parkcity.org or Caroline Rodriguez at crodriguez@summitcounty.org

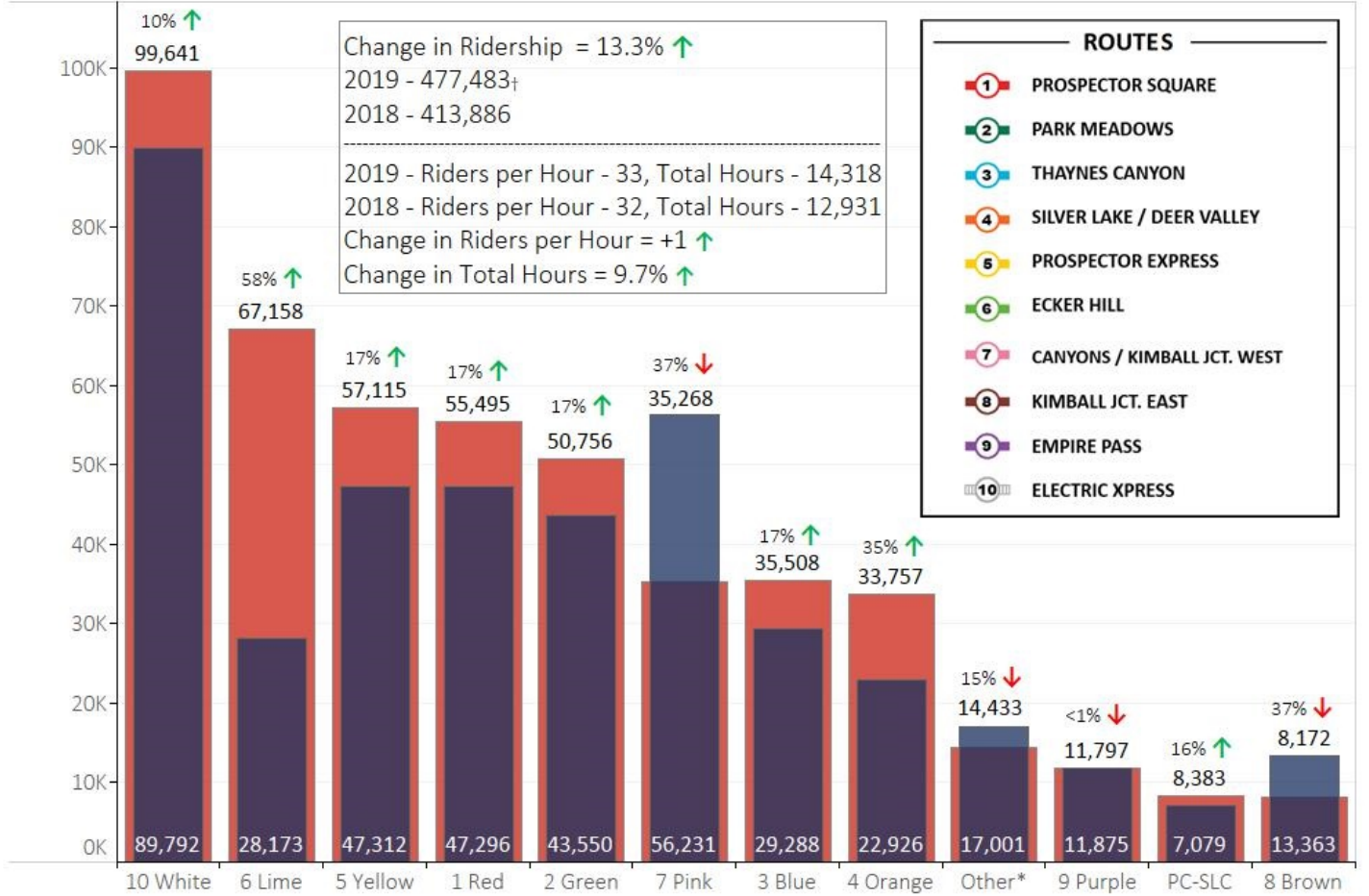
Attachments

Attachment A – January 2019 Monthly ridership report.

Attachment B – Transit Feedback Breakdown

ATTACHMENT A

Park City Transit - January 2019 Fixed Route Ridership



* Other routes include the Trolley, 11 Black - Kamas Commuter, 12 Black - Kamas Kimball Link, 13 Black - PC-SLC Connection (only 18' now discontinued) and AM/PM City Wide.

† January 2018 ridership data were collected using hand counts where as 2019 data were collected using Automatic Passenger Counts (APC) and some supplemental hand counts.

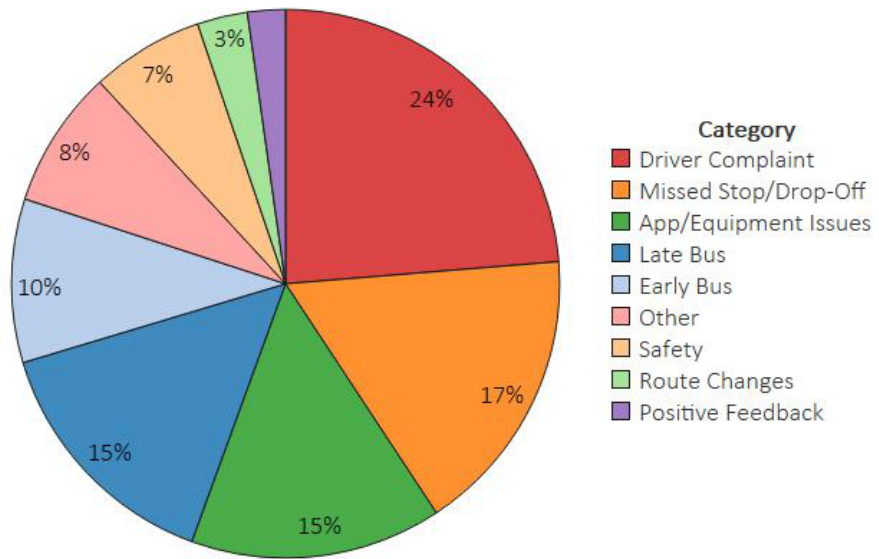
**These figures do not include added 'special' service for Sundance or the Homestake Employee Shuttle.

Year
■ 2018
■ 2019



ATTACHMENT B

Park City Transit - Feedback Breakdown
12/1/18 - 2/18/19



Total Feedback = 114



MEMORANDUM

Date: February 26, 2019

To: Park City Transit Joint Transit Advisory Board

From: Summit County and Park City Staff

Subject: Spring 2019 Onboard Survey Discussion

Background

Park City Municipal Corporation (“PCMC”), in coordination with Summit County, wishes to collect data from On-Board Transit Surveys of all transit routes operated by Park City Transit at two (2) peak season times in 2019 and provide related data tabulation and processing. This particular contract with AJM & Associates addresses the winter peak season survey (scheduled for March 2019) with the intent to pursue a contract amendment during the next fiscal year for a summer peak season survey (tentatively in July 2019.) The summer survey cost will be of a lesser amount, as the development of survey materials and training of staff will be conducted as part of the winter season contract. The July 2019 contract amendment will be revisited in FY 19/20.

Park City Transit and Summit County wish to conduct ongoing surveys to gain a better understanding of today’s transit riders and how they utilize the Park City Transit system. The data collected will be used to improve transit forecasts and anticipate needs of both local residents and heavy visitor ridership in the region. The utilization of AJM & Associates in partnership with Nelson Nygaard will ensure the incorporation of best practices that focus on accuracy and consistency in data collection. A final report of survey results will be provided to help facilitate improvements to the regional transit system boosting ridership numbers and customer satisfaction.

Discussion

Park City has selected consultant team AJM & Associates and Nelson Nygaard to provide an on-board transit survey of the Park City Transit system. The firms will work closely with PCMC and Summit County to develop and execute the survey on all routes operated by Park City Transit on both weekdays and weekends. The contract will be awarded in early March 2019 with an option to contract for up to 3 additional years. The firms will work closely with Transit Operations, Transportation Planning, and Summit County to conduct survey and tabulate the survey results.

The team selected is highly-qualified to conduct on-board transit surveys, with over 30 years

of experience, and based on the RFP advertised will:

- Be available to conduct one survey in March 2019.
- Be available for a contract amendment to conduct a survey in July 2019.
- Craft surveys to capture FTA's Title IV reporting requirements.
- Provide a detailed work plan, data analysis plan, final public-facing report(s), and all raw data files collected for both surveys.
- Committed and able to provide services beginning in March 2019.

The contracts will be awarded in March 2019 for the 18/19 FY with an option to extend for up to three (3) additional years and will include up to Forty One Thousand Seven Hundred Fifty Dollars (\$41,750), of work for the first survey as outlined in the proposal submitted by AJM & Associates and Nelson Nygaard. The last time statistically valid survey were completed was in conjunction with the development of the Short Range Transit Development Plan in 2015.

Fiscal Analysis:

The \$41,750 has been budgeted in Park City's Transit budget.

Consistency With Adopted Plan:

Completion of onboard surveys is consistent with adopted 2016 Short Range Transit Development Plan and supported by Federal Transit Administration guidance.

Additional Information:

If you have any questions or comments regarding this item, please contact Alfred Knotts at alfred.knotts@parkcity.org



MEMORANDUM

Date: February 19, 2019

To: Park City Transit Joint Transit Advisory Board

From: Park City and Summit County Staff

Subject: Joint Transit Advisory Board Rules of Procedure Follow up Discussion and Acceptance of 2019 Calendar

Background:

JTAB was established as part of the 2006 Interlocal Transportation Agreement between Park City Municipal and Summit County. The intent of JTAB is to provide an effective and efficient forum in which to discuss, evaluate, and recommend modifications to both City and County services amongst other joint decision, however, since the execution of this agreement the political, financial, human, and economic landscape have changed significantly. Additionally, Park City Transit has recently undergone internal organizational changes while seeing significant growth in levels of service, service area, and ridership as well as increased investment by both the City and County. Given the evolution in the transit system operations and the critical role transit plays in City and County joint community goals public involvement and transparency is of the utmost importance.

Discussion:

In January 2019, staff recommended “Rules of Procedure” be established for the following procedures:

- Agenda Posting – location, availability, and minimum advance
- Meeting location
- Date and time of regularly scheduled meetings
- Special Meeting and/or cancellation procedures
- Documentation and maintenance of meeting notes/minutes

Draft “Rules of Procedure” can be found in Attachment A of this staff report. The development and acceptance of an annual meeting calendar was also discussed which can be found in Attachment B.

Consistency With Adopted Plan:

This process is consistent with the 2006 Interlocal Transportation Agreement, as amended.

Fiscal Analysis:

Staff time required for this effort is captured in the City’s and County’s respective work programs.

Additional Information:

If you have any questions or comments regarding this item, please contact Alfred Knotts at alfred.knotts@parkcity.org or Caroline Rodriguez at crodriguez@summitcounty.org.

ATTACHMENT A



Park City Transit
Joint Transit Advisory Board

RULES OF PROCEDURE

February 26, 2019

Joint Transit Advisory Board Rules of Procedure

Date of Meetings: The Joint Transit Advisory Board (JTAB) shall strive to hold monthly meetings on the third Tuesday of each month. If a regular meeting day falls on a holiday, the meeting shall be held on the next business day that is not a holiday.

Location of Meetings: JTAB meetings shall be held in publicly accessible offices within Park City city limits OR unincorporated Summit County. These locations should be alternated, to the maximum extent practicable, between Park City and Summit County every other month.

Posting of Agenda: Meetings shall be posted on the following websites in accordance with the Utah Open Meeting Act: Park City Municipal, Summit County, and Utah Public Notice.

Meeting Minutes/Notes: JTAB meetings shall be recorded electronically, except when this is prevented by equipment failure, and the recordings shall be made available upon request at Park City Municipal AND Summit County offices during regular office hours. The written minutes/notes shall be approved by JTAB at a subsequent meeting.

ATTACHMENT B

2019 Joint Transit Advisory Board (JTAB) Calendar					
	Publish	Meeting	Other	Agenda items requested	Notes
February					
	21-Feb				
		26-Feb		Wasatch/regional transit study	10:30AM @ PCMC
March					
	14-Mar				
		19-Mar			9AM @ PCMC
April					
			8-Apr		Spring Change Day
	11-Apr				
		16-Apr			9AM @ Richins Auditorium
May					
	16-May				
		21-May			9AM @ PCMC
<i>Public outreach effort</i>					
June					
			7-Jun		Summer Change Day
	13-Jun				
		18-Jun			9AM @ Richins Auditorium
<i>2020 Estimate of transit service cost due</i>					
July					
			4-Jul		Peak Day - July 4th
	11-Jul				
		16-Jul			9AM @ PCMC
			24-Jul		Peak Day - Pioneer Day
August					
	15-Aug				
		20-Aug			9AM @ Richins Auditorium
September					
			2-Sep		Peak Day - Miners Day
			3-Sep		Fall Change Day
	12-Sep				
		17-Sep			9AM @ PCMC
October					
	10-Oct				
		15-Oct			9AM @ Richins Auditorium
November					
			3-Sep		Early Winter Change Day
	14-Nov				
		19-Nov			9AM @ PCMC
December					
			6-Dec		Full Winter Change Day
	12-Dec				
		17-Dec			9AM @ Richins Auditorium
			26-Dec		Peak Day
			31-Dec		Peak Day



MEMORANDUM

Date: February 26, 2019
To: Park City Transit Joint Transit Advisory Board
From: Summit County and Park City Staff
Subject: Spring Transit Service Planning

Discussion and Background:

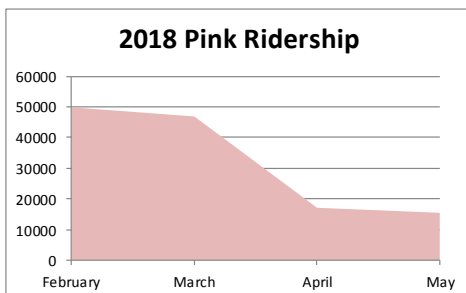
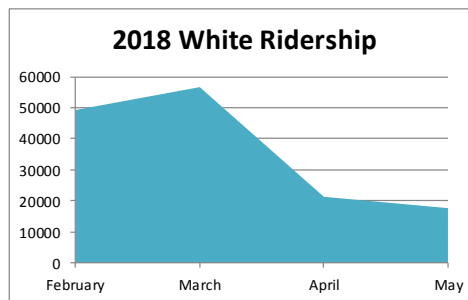
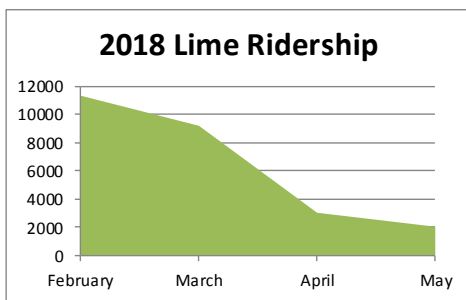
It is requested the Joint Transit Advisory Board receive an informational update presentation by Staff related to spring transit service considerations. Spring service operates April 8, 2019 through June 6, 2019.

Spring Routing Considerations

History of Lime 6/ Pink 7

On November 15, 2018, County and City staff launched modified and enhanced transit service for the Lime 6 and Pink 7 routes, designed to offer frequent service to the newly developed Ecker Hill Park and Ride and intended to better serve commuters and skier day trips. As the model for these routes has recently changed, assessment is required in order to transition routes to the spring shoulder season.

Historically, spring ridership decreases due to seasonal demand. Based on assessment of the historical trends, City and County staff have developed recommendations for spring that offer consistent and frequent service to Ecker Hill Park and Ride, while considering the natural shift in demand.



Staff Recommendation

Lime 6/ Pink 7 – Combined frequency of 15 minutes to Ecker Hill

Routing Modification: Lime 6 extended to the Old Town Transit Center to further enhance service for commuters and summer event-goers.

Cost Savings: \$635,156 (Estimated) to the County for Spring/Summer/Fall.

- Pros: Consistent and frequent service every 15 minutes.
 Strong consideration for locals and commuters.
 Coincides with historical trend of fewer riders in the spring season.
 Substantial cost savings vs. operating winter-level service.
 Status Quo Cost = \$1,569,309 Proposed Route Cost = \$934,154

Cons: N/A

Possible Options include:

- Extension of service to Deer Valley Snow Park for first three morning runs.
 Potential to easily add frequency for special events (Silly Markets, Arts Festival, 4th of July).

Timepoint Example (15 min. frequency)

6 Lime	7 Pink
:27, :57	:12, :42



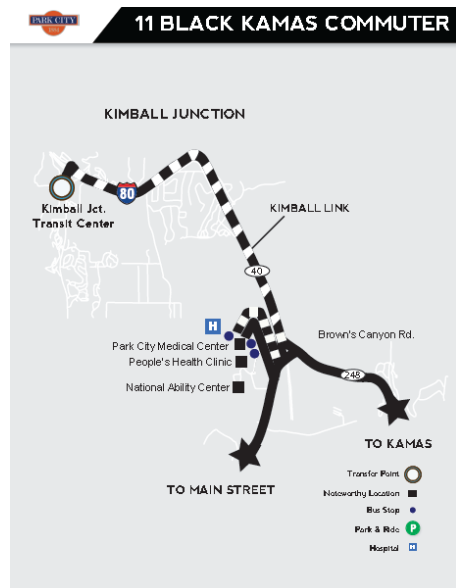
Staff Recommendation

Kamas Link

The Kamas Link, which provides commuter access from the Park City Hospital to Kimball Junction has demonstrated low ridership and staff suggests suspending service as of April 8, 2019. It is anticipated that riders who are accustomed to the Link will utilize the Electric Xpress as an alternate.

Average riders/day (based on 6 daily runs): 3.6 riders

Cost Savings to County: \$108,174 Annually (Includes Capital Replacement Cost)



Staff Recommendation

Eliminate Red 1 & Green 2 Interline

Routing Modification: An additional bus is required to eliminate the interlined route.

Cost: \$434,286 (Estimated) to the City for Spring/Summer/Fall

Pros: Creates a more consistent service pattern for local commuters.

Increases on-time performance for the Red 1 route.

Eliminates "ghost buses" for these routes on the transit mobile app.

Cons: Cost



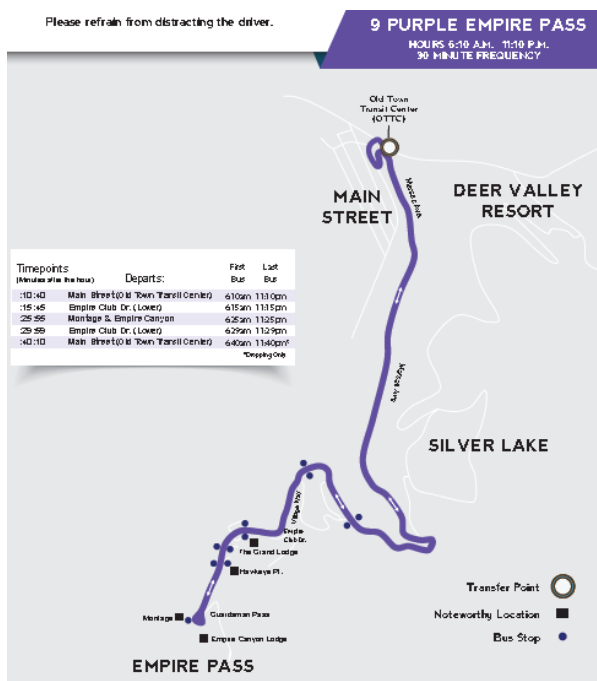
Additional Service Option Purple 9 – Year Round Service

Routing Modification: The Purple 9, Empire Pass Route, has historically operated during the peak seasons of summer and winter. There is public feedback to indicate interest in offering year round service.

Cost: \$154,562 (Estimated) to the City for Spring/Fall

- Pros:
 - Creates a more consistent service pattern for local commuters.
 - Encourages travel behavior consistent with the 2011 Traffic and Transportation Master Plan
 - Reduces single occupancy vehicle trips.
 - Accommodates local business partner requests for service.

Cons: Cost



Additional Information:

If you have any questions or comments regarding this item, please contact Kenzie Coulson,
mckenzie.coulson@parkcity.org



MEMORANDUM

Date: February 19, 2019

To: Park City Transit Joint Transit Advisory Board

From: Summit County and Park City Staff

Subject: Heber/Midway Transit Demand Study Discussion

Background

Park City Municipal Corporation (“PCMC”), in partnership with Heber City and Midway City will coordinate a Transit Demand Study to determine transit needs in and around the Heber/Midway area in to Park City. Local elected officials, Mountainland Association of Governments (MAG) staff and constituents of the region have expressed desire for more robust transportation options; in particular transit service between major activity centers between Heber, Midway and Park City. If the study warrants transit service then a pilot program, potentially as soon as winter 2020 if vehicles and funds are available, could be implemented.

Discussion

The Heber City and Midway City region is growing, with many residents looking for enhanced transportation options.

Park City’s Short Range Transit Plan (2016) identifies Heber City as a location with high transit dependency based on current socioeconomic, employment and population trends. Additionally the plan highlights that transit expansion is a tool for improving air quality and reducing congestion.

The Short Range Transit Plan also identifies a near-term goal of initiating Heber City commuter service, by providing peak hour commuter service, in the year 2020. As part of the study more detailed analysis of potential ridership will be conducted before moving forward:

Park City Transit as contracted with Summit County currently operates transit within Wasatch County, with the inclusion of the stop at Mayflower, near the Deer Mountain Community on the Kamas Commuter route. Adding additional service in the Wasatch County region will help continue the formation of a robust and regional transit service.

An Interlocal Agreement (ILA) is being drafted by Mountainland Association of Governments between Heber City, Midway City, and Park City for this study. The draft ILA will be presented at the Wasatch County Interlocal Meeting on February 21, 2019. Following that meeting, the ILA will be reviewed by all signatory parties including PCMC. The Transit Demand Study is anticipated to take no more than 6 months, and will direct PCMC on whether additional transit service to Heber and Midway is advisable. Park City staff will lead the transit services needs assessment with strong input from Heber and Midway staff.

Fiscal Analysis:

The \$50,000 required for a study has been budgeted from the following organizations:

- \$37,000 Utah Department of Transportation
- \$5,000 Mountainland Association of Governments
- \$5,000 Park City Transit Fund
- \$1,000 Midway City
- \$2,000 Heber City

Consistency With Adopted Plan:

An updated Transit Demand Study and future implementation of Heber commuter service are consistent with recommendations in the Short Range Transit Plan (2016).

Additional Information:

If you have any questions or comments regarding this item, please contact Alfred Knotts at alfred.knotts@parkcity.org