



**Park City and Summit County Joint Transit Advisory Board
February 9, 2021**

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NOTICE OF ELECTRONIC MEETING & HOW TO COMMENT VIRTUALLY:

On January 14, 2021, the Mayor issued a written determination that because of the public health emergency, conducting a meeting with an anchor location presents a substantial risk to the health and safety of those who may attend in person. For these reasons, this meeting will be an electronic meeting without an anchor location

Board members will connect electronically. Public comments will be accepted virtually as described below.

To comment virtually, use eComment or raise your hand on Zoom. Written comments submitted before

or during the meeting will be entered into the public record, but will not be read aloud. For more information on participating virtually and to listen live, please go to www.parkcity.org.



MEETING AGENDA

Park City and Summit County Joint Transit Advisory Board

MEETING DATE: February 9, 2021
TIME: 9:00 am – 10:30 am
LOCATION: **ATTENTION:** This meeting will be an electronic meeting as permitted by Park City Open and Public Meeting Resolution 18-2020, adopted March 19, 2020. This meeting will not have an anchor location will connect remotely. If you are interested in listening and/or giving public comment remotely, please go to <https://us02web.zoom.us/j/81894366244>

1. Roll Call
2. Electronic Meetings Determination
3. Public Comment /Customer Feedback

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

4. Consent Items

None

5. Discussion Items

- a. Consideration to Approve the JTAB Meeting Minutes from December 15, 2020
- b. Regional Planning/Transition Update (Caroline Rodriguez)
- c. Operational Updates (Kim Fjeldsted)
- d. County Operational Updates (Caroline Rodriguez)
- e. PC-SLC Connect Update (Caroline Rodriguez)
- f. AMT Overview (Caroline Rodriguez)
- g. Agenda Items for upcoming meetings

6. Next Meeting

Tuesday, March 16, 2021

2021 Meeting Schedule

All meetings start at 9:00am and will be held via conference call until further notice (Dates, times, locations subject to change. Additional meetings may be added)

- Tuesday, March 16, 2021
- Tuesday, April 20, 2021
- Tuesday, May 18, 2021
- Tuesday, June 15, 2021



For those individuals with a disability who require a modification or accommodation in order to participate in the public meeting, please contact Kim Fjeldsted at (435) 615-5351 or kim.fjeldsted@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)

December 15, 2020 Meeting Minutes

The JTAB of Park City and Summit County, Utah, met in open meeting on December 15, 2020, at 9:00 AM.

ROLL CALL

Upon confirmation that quorum connected to the electronic meeting, the meeting was called to order by Mrs. Fjeldsted at 9:05 AM. All in attendance were recorded and announced by Cindy Stockley.

Attendee Name	Title	Status
Kim Carson	Council Member-Summit County	Present
Chris Robinson	Council Member-Summit County	Present
Tim Henney	Council Member-Park City	Present
Steve Joyce	Council Member-Park City	Present
Tom Fisher	Summit County Staff	Present
Caroline Rodriguez	Summit County Staff	Present
Jamie Dansie	Summit County Staff	Present
Matt Dias	Park City Staff	Present
Sarah Pearce	Park City Staff	Present
Kim Fjeldsted	Park City Staff	Present
Vinny Nguyen	Park City Staff	Present
Benjamin Johnson	Park City Staff	Present
Scott Burningham	Park City Staff	Present
Robbie Smoot	Park City Staff	Present
Jerry Benson	Park City Staff	Present
Andy Stevenson	Park City Staff	Present
John Robertson	Park City Staff	Present
Cindy Stockley	Park City Staff	Present

I. ELECTRONIC MEETING DOCUMENTATION

The meeting was a remote, electronic meeting due to the declared public health emergency.
Read by Kim Fjeldsted

II. PUBLIC COMMENTS:

None

DISCUSSION ITEMS

A. Review/Acceptance and approval of the November 17, 2020 meeting minutes

RESULTS: APPROVED

AYES: Council members Kim Carson, Tim Henney, Chris Robinson, Steve Joyce

B. Quinn's Park & Ride Traffic Impact Study (John Robertson)

In 2016 Park City and Summit County entered into Inter-local agreement to use the additional mass transit tax. County took Ecker Hill and City took on Quinn's Park & Ride. City did a lot of research to determine where to place the park & ride. Due to the proximity to Hwy 40, land cost and other advantages they decided on the location park & ride. To get it permitted, UDOT requested a traffic impact study be completed to address the concerns of the old HWY 40 and SR-248 turn lane queue. AECOM did additional analysis to see what would happen at full build out and use of park and ride. Determined queue would back up into intersection during morning peak.

As a result of the study the City and UDOT determined there are two options: 1. Install a signal at the old HWY 40/SR-248 and have it interconnect with the signals at the interchange to work in conjunction to help turn lane from backing up. 2. Move intersection further to the east 150 ft. Would give us more room and help with the queue during peak times in the turn lane pocket. Another option would be to combine both options. The City would like to move forward now and will make the choices on the options at a future date as full build out and use will not happen until a later date.

Cost to install signal approximately \$250,000-\$270,000

Cost to move intersection approximately \$500,000 to \$600,000

Tim Henney asked if UDOT would be able to participate in the cost of this effort. UDOT is interested in doing traffic studies at the interchange at a later date. There is potential that UDOT will contribute to the costs. Tom Fisher stated the County would be supportive of an overall interchange analysis there, key intersection to Park City, Summit County and Wasatch County.

Steve Joyce questioned if we knew the intersection would be moved, would we change the park and ride design. John explained that it would not change our design due to existing constraints in the area.

Chris Robinson asked how the signaling of the frontage road would work. John explained the signal would have to be interconnected with signals at the on and off ramp to work together to reduce the queue.

Kim Carson expressed concern with traffic that will continue to increase from the Silver Creek Village area and other future development. This is the only relief valve for this area. Want to this was accounted for in the traffic study. John will confirm this is looked at in the study.

C. Operational Presentation (Kim Fjeldsted)

Transit Operations Center (TOC)-Utilized for the first time last weekend, The TOC is now open from 6AM to 11PM (365) days a year. There is a primary number for the resorts to call into to have VMS signs changed.

Transit service is now full winter service- We are currently about 6 to 8 operator positions short, working to get them filled. We will be able to cover service with the 35% reduction in winter service this year. Added frequency to the Lime and White lines as of December 13th and will have 15 minute frequencies during peak hours (7am-7pm). Ridership is increasing a little with the employees for the resorts.

American Public Transportation Association (APTA) Health & Safety Seal Program (Andy Stevenson)

We have put the safety seal stickers and durable flyers on all of our buses. We have a recorded announcement recorded by Mayor Andy and will be played in English and Spanish advising riders of the measures the City is taking to keep them safe. City has posted ads on Facebook, Twitter and the Park Record advising wearing masks and distancing when possible while riding transit. We had 13,500 impressions, around 8,000 of those were from our paid ads. We have posted flyers at all bus stops and the transit center advising our riders what we are asking them to do to ride the bus.

Kim Carson requested we target the PC-SLC Connect riders to ensure they know the measures we are taking to keep safety at the forefront.

D. Operation Update County (Jamie Dansie)

Ridership Report-County increased the circulator riders (up) 57 riders last month. We have increased our frequency to 15 minutes all day on the circulator and hope that we see an increase in riders next month.

Steve Joyce asked if the County is receiving feedback regarding transition of traditional Brown line to the Trailside Loop. Jamie said the contractor has not been receiving feedback on this change. Steve requested we keep an eye on the latent riders who are no longer riding.

E. Additional Mass Transit Tax Update (Caroline Rodriguez)

Provided an overview on AMT on the joint holding account for joint services between Park City and Summit County (see page 8 of packet). The table outlines the revenues and debits to the AMT holding account through December 31, 2019. Revenues were higher than originally Because projected. Remaining balance of \$2.6 million in holding account for joint services for Park City and Summit County.

Steve Joyce asked how the PC-SLC Connect is paid for. Caroline explained this is paid for with a 3 way contract with Summit County, Park City and UTA, both Park City and Summit County receive a separate invoice monthly for this service. Payment for this service is not coming from the joint managed tax. Chris Robinson asked how much the service cost for each entity,

Caroline stated approximately \$25,000- \$32,000 total for each entity (approximately \$700,000 a year). Per Jamie Dansie, the cost per rider for the PC-SLC Connect was \$30 before COVID vs \$109 per rider now. Chris Robinson asked about the \$85,000 a year cap that was put in place. Caroline explained the cap was for UTA, not the other entities. Kim Carson requested a deeper dive on this topic at the next JTAB.

Steve Joyce requested simplicity in how we account for the cost of the shared services going forward.

Matt Dias asked how the Kimball Circulator came to be funded through the AMT. Caroline explained Park City and Summit County staff came together and decided which services would be paid for from the AMT.

Next Agenda items:

County will give a Regional Planning/Transition update.

City and County staff will create a plan on items that need to get completed before split in July.

JTAB Sign Off:

JTAB Member, Kim Carson, announced this was her last JTAB meeting. Kim was thanked for her service on the board.

Meeting adjourned at 9:57 AM

Next meeting:

Tuesday, January 19, 2021 at 9:00 AM

Respectfully Submitted:

Cindy Stockley-Park City, Transit Department, JTAB Recorder



MEMORANDUM

Date: February 1, 2021
To: Joint Transit Advisory Board
From: Jamie Dansie, Sr. Transportation Planner
Subject: PC-SLC Connect

Background

Utah Transit Authority (UTA) operates two bus routes, the 901 and 902, that connect the Wasatch Front and the Wasatch Back and are collectively referred to as the PC-SLC Connect (the Connect). Park City and Summit County fund essentially 100 percent of the operational and supervisory costs, while UTA currently provides customer service, planning, vehicles, marketing, and day-to-day oversight of the services.

October 2021 will mark the tenth anniversary of the Connect. Service has been consistent over the past several years. UTA, Park City, and Summit County staff meet as needed to review routing, trips, and policies. Monthly invoices from UTA are separately sent to the City and County each month.

This memo provides a brief summary of the key dates and metrics of the service.

Interlocal Agreement

A three-party Service Agreement establishing a bus route between Salt Lake Central Front Runner Station and Deer Valley Resort was executed July 7, 2011, with service beginning in October of that year. The 2011 Service Agreement outlined that UTA is responsible for providing public transit, with specific service characteristics, between Salt Lake City and the greater Park City area. The number of trips and routing has changed several times since inception.

Park City and Summit County are equally responsible to pay any Operational Deficits, defined as all of the costs to operate the service less fare and pass revenue, not to exceed a defined cap. If the Operational Deficit cap is reached, UTA covers additional expenses. Operating costs included in the calculation include labor, mileage, supervision, marketing support, administrative support, vehicle replacement, and liability premium. Between 2011 and 2017, the Operational Deficit cap was \$470,000/annually between the City and the County (50/50 split). In 2017, all parties executed the First Addendum to the Service Agreement, raising the City/County Operation Deficit cap to \$708,00 a year, allowing the parties to add additional runs on the 901/902.

Only during the first two years of service, 2011/2012 and 2012/2013 did the Operational Deficit exceed the cap, forcing UTA to cover the difference.

Key Dates

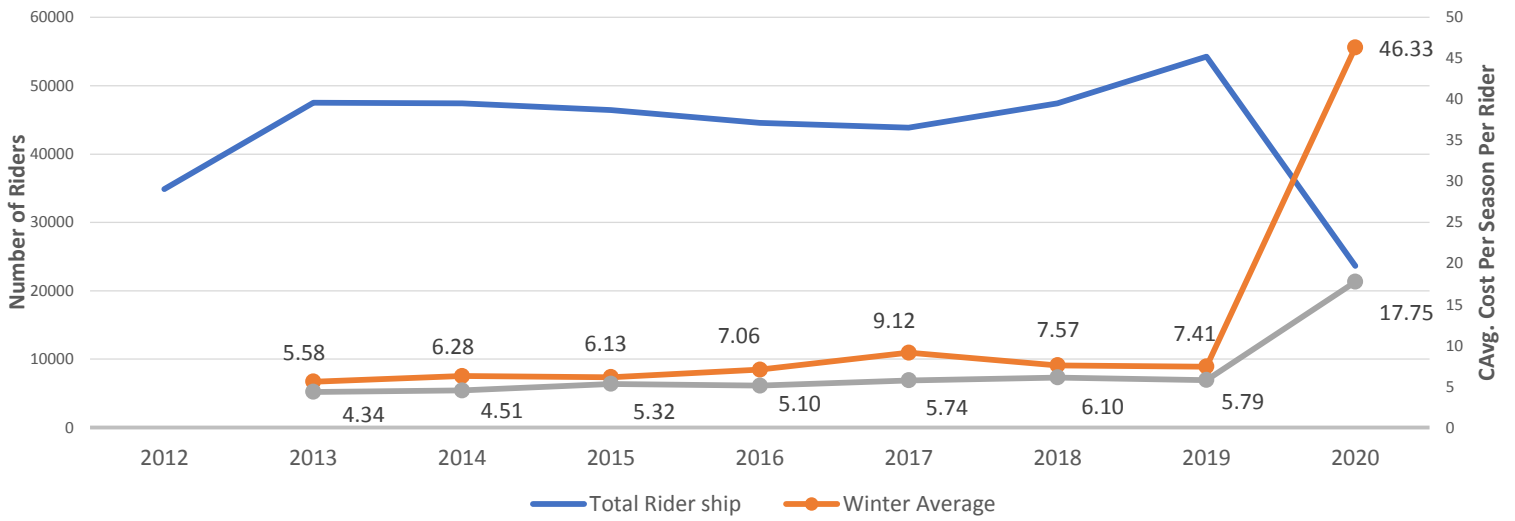
- October 2011 – Route 902 begins with 12 trips between Salt Lake Central Station and Deer Valley
- December 2011 – Route 902 winter service begins with 14 weekday trips and six trips on Saturdays and Sundays
- April 2012 – Spring and summer services reduced to eight trips, weekdays only
- December 2012 – Winter service resumes with eight weekday trips and four trips on Saturdays and Sundays
- November 2014 – Route 901 introduced for winters only with two trips between Meadowbrook TRAX and Deer Valley
- June 2017 – Route 902 service increased to 16 trips between Salt Lake Central Station and *Kimball Junction Transit Center* (change from Deer Valley)
- November 2017 – Route 901 trips increased to four on weekdays and eight on Saturdays and Sundays; bus stops at Kimball Junction Transit Center
- August – November 2020 – 902 trips reduced to eight on weekdays due to COVID

Metrics

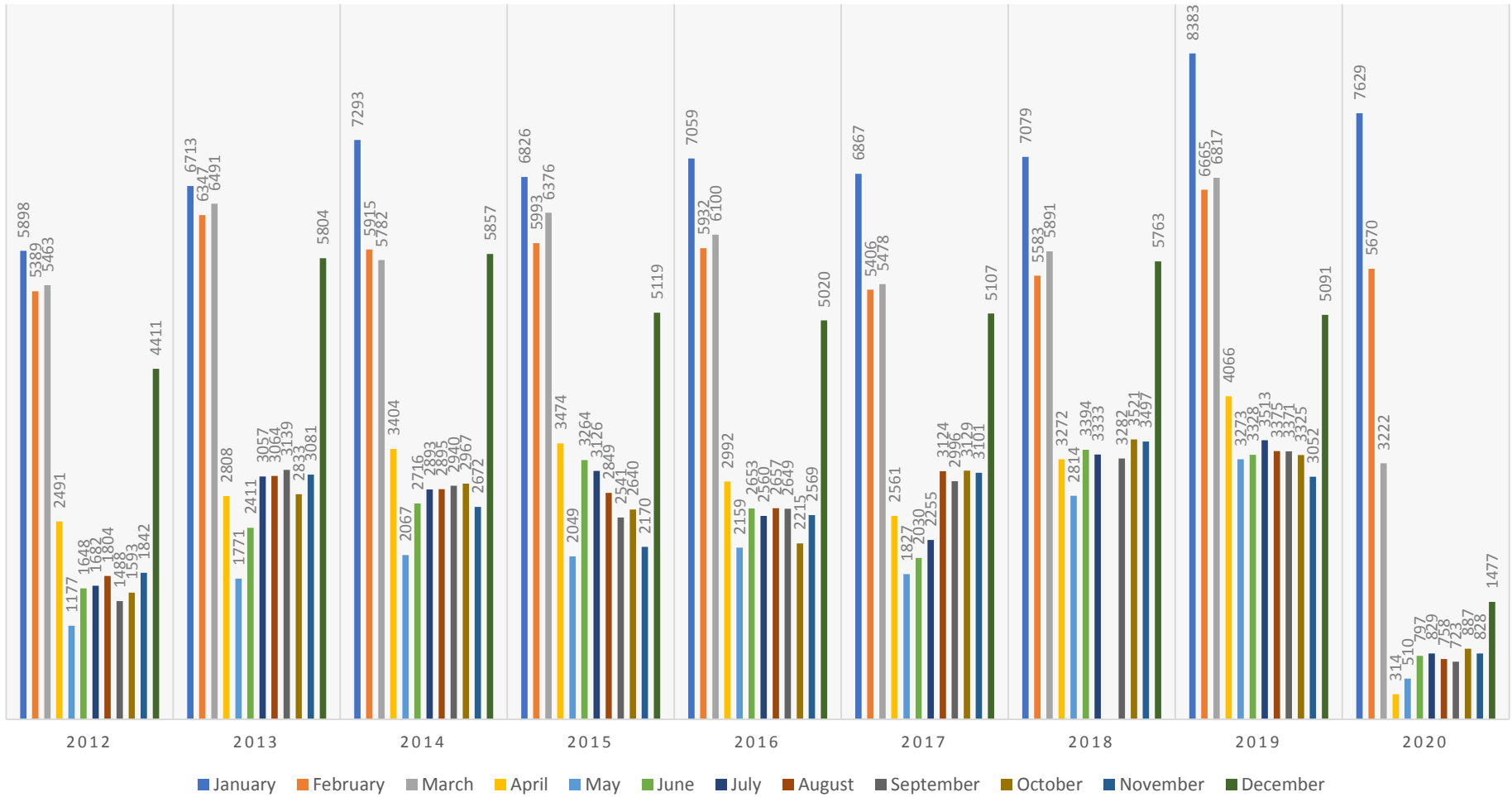
The following pages show historical costs and ridership based on the information that is available.

HISTORY OF MONTHLY INVOICES TO PARK CITY AND SUMMIT COUNTY										
	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Jan		33,230.14	23,772.19	21,965.58	23,445.96	23,070.08	23,148.45	28,986.41	29,598.96	31,323.06
Feb		35,095.97	28,716.94	22,106.95	23,376.50	22,216.46	22,603.27	32,457.67	28,451.03	31,592.48
March		35,497.78	31,533.46	24,917.94	22,828.58	26,008.03	26,056.92	34,135.10	32,287.48	40,410.69
Apr		17,510.06	14,425.62	24,470.53	21,132.76	21,065.69	19,058.59	20,943.42	27,470.10	34,497.24
May			14,228.00	17,652.45	17,004.54	17,943.25	19,325.55	27,444.71	26,402.34	29,587.79
June			13,806.88	16,193.87	16,171.02	17,523.73	20,485.37	24,809.29	23,551.23	31,756.09
July			13,806.88	15,889.22	15,491.53	15,299.03	24,056.08	23,659.19	24,517.84	28,283.07
August			15,270.25	15,801.52	16,108.01	18,754.29	27,559.18	26,620.77	26,251.84	26,942.72
September			14,124.34	15,869.36	16,094.39	16,928.62	23,851.39	23,287.27	23,393.72	18,716.72
October	36,201.25	19,656.33	17,466.97	17,603.71	17,471.74	17,761.14	25,824.78	27,339.51	27,603.87	18,629.38
November	36,135.90	16,927.80	15,180.14	19,067.68	22,277.00	22,692.41	31,350.04	30,785.33	28,560.58	30,168.36
December	41,328.90	24,975.02	22,384.60	25,454.31	27,681.01	27,043.36	32,204.10	34,475.05	36,011.04	44,467.40

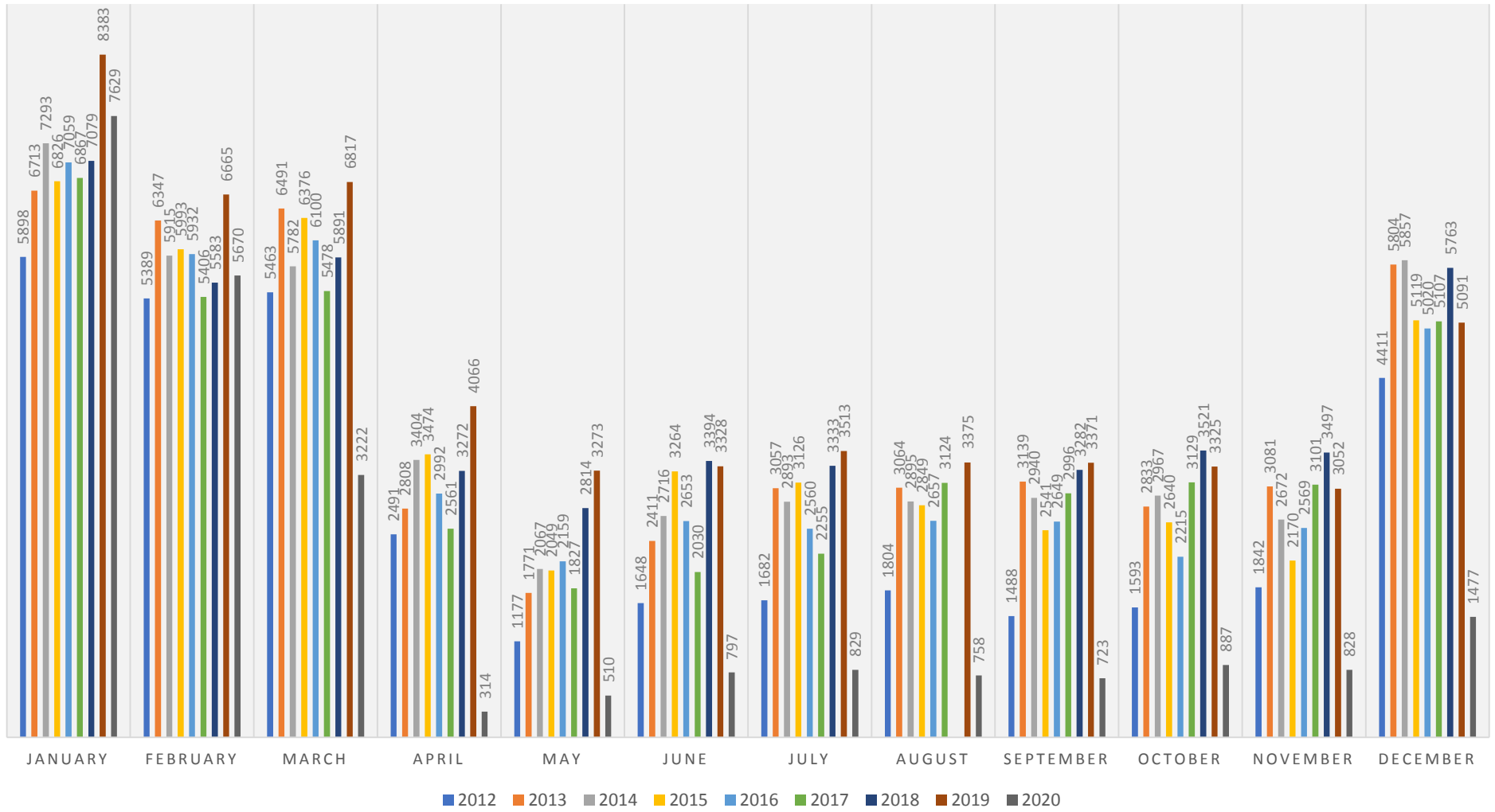
COST PER PASSENGER BY SEASON								
Winter: N,D,J,F,M Shoulder: A,M,J,J,A,S,O	2013	2014	2015	2016	2017	2018	2019	2020
Winter Average	\$ 4.34	\$ 4.51	\$ 5.32	\$ 5.10	\$ 5.74	\$ 6.10	\$ 5.79	\$ 17.75
Shoulder Average	\$ 5.58	\$ 6.28	\$ 6.13	\$ 7.06	\$ 9.12	\$ 7.57	\$ 7.41	\$ 46.33



PC-SLC CONNECT YEARLY RIDERSHIP 2012-2020 BY YEAR



PC-SLC CONNECT RIDERSHIP 2012-2020 BY MONTH





MEMORANDUM

Date: January 19, 2021

To: Park City Transit Joint Transit Advisory Board (JTAB)

From: Park City Staff

Subject: Monthly Ridership Reports & Quarterly Feedback Report

Background:

Park City Transit reports monthly fixed route ridership and service effectiveness metrics.

Discussion:

Review of monthly ridership reports and service effectiveness from the last month.

Consistency with Adopted Plan:

Measuring performance is consistent with the Traffic and Transportation Master Plan and the Transportation Demand Management Plan.

Additional Information:

If you have any questions or comments regarding this item, please contact Park City Transit, transit_feedback@parkcity.org.

Exhibits:

Exhibit A – December Fixed-Route Ridership Report

Exhibit B – December 12-Month Rolling Ridership Report

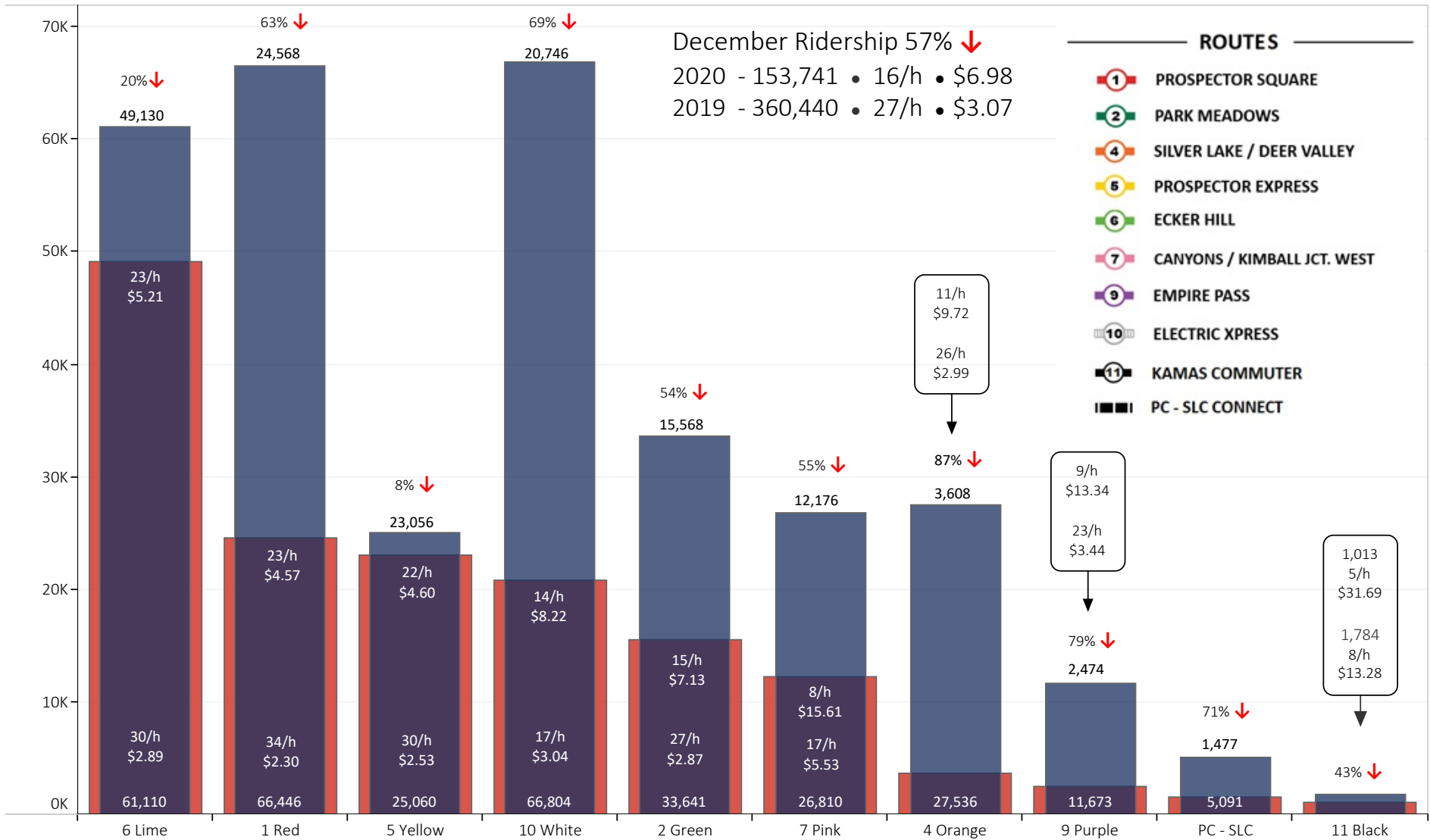
Exhibit C – Current Ridership Trend (August 1 – January 6, 2021)

Exhibit D – Quarterly Feedback Report (October 2020 – December 2020)

Exhibit A

Park City Transit - December 2020 Fixed Route Ridership

2019 2020



- ROUTES**
- 1 PROSPECTOR SQUARE
 - 2 PARK MEADOWS
 - 4 SILVER LAKE / DEER VALLEY
 - 5 PROSPECTOR EXPRESS
 - 6 ECKER HILL
 - 7 CANYONS / KIMBALL JCT. WEST
 - 9 EMPIRE PASS
 - 10 ELECTRIC XPRESS
 - 11 KAMAS COMMUTER
 - PC - SLC CONNECT

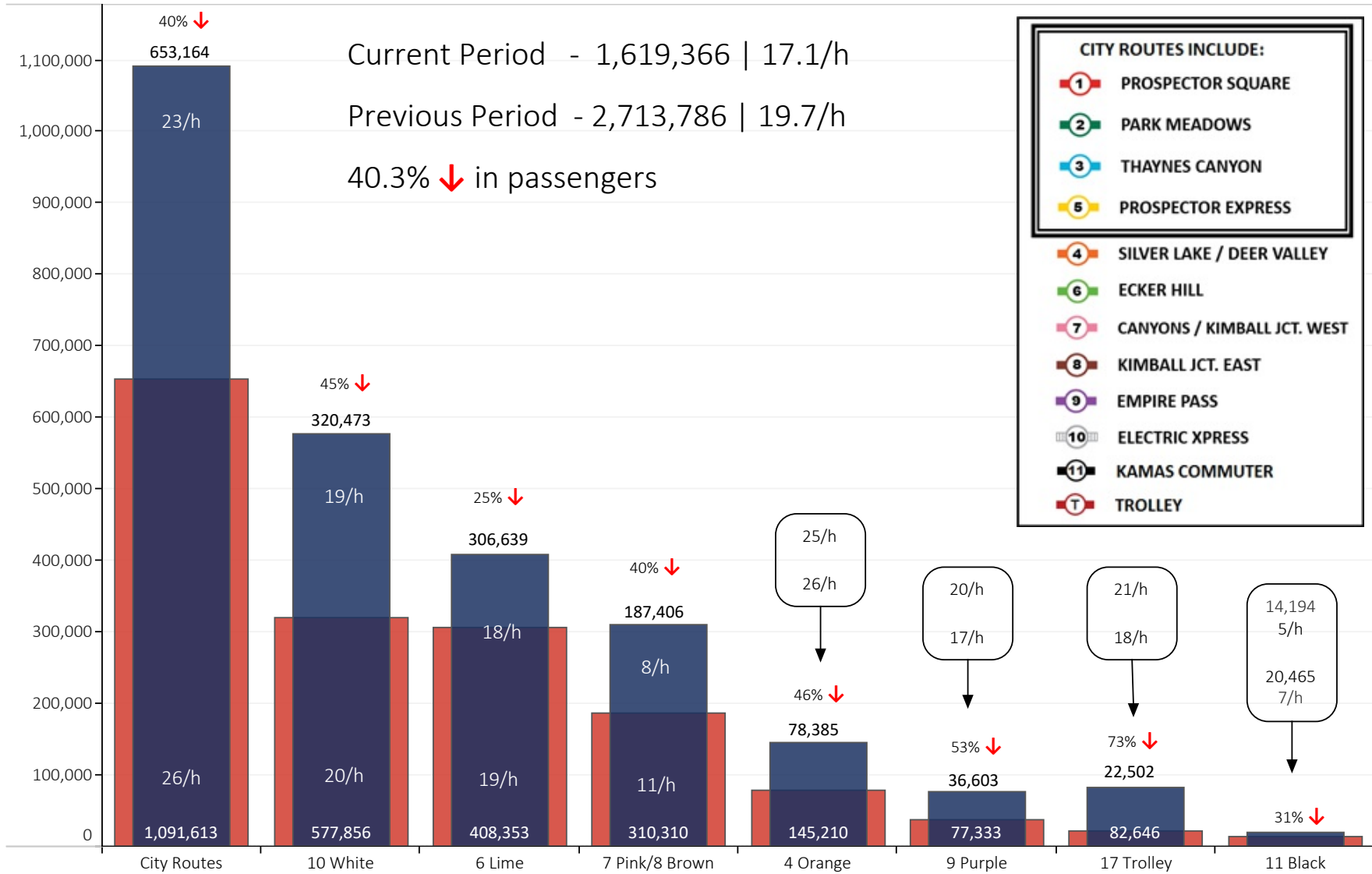
##/h = passengers per revenue hour, \$###.### = cost per passenger
 All percentages represent % change.
 Monthly totals do not include the PC - SLC Connect.
 Passengers per service hour is rounded to the nearest whole number.
 Figures at the top of the bar represent 2020. Figures at the bottom of the bar represent 2019.
 2019 totals does not include the 8 Brown route.



Exhibit B

Park City Transit - Monthly Annual Fixed Route Report
(12 months - January - December)

Current 12 Months Previous 12 Months



Notes:

##/h = passengers per hour
Past reporting grouped "City Routes" together. In order to maintain data quality, this method was applied to the most recent reporting months even when routes have been reported individually.



Exhibit C

Total Ridership by Day (August 1, 2020 - January 6, 2021)

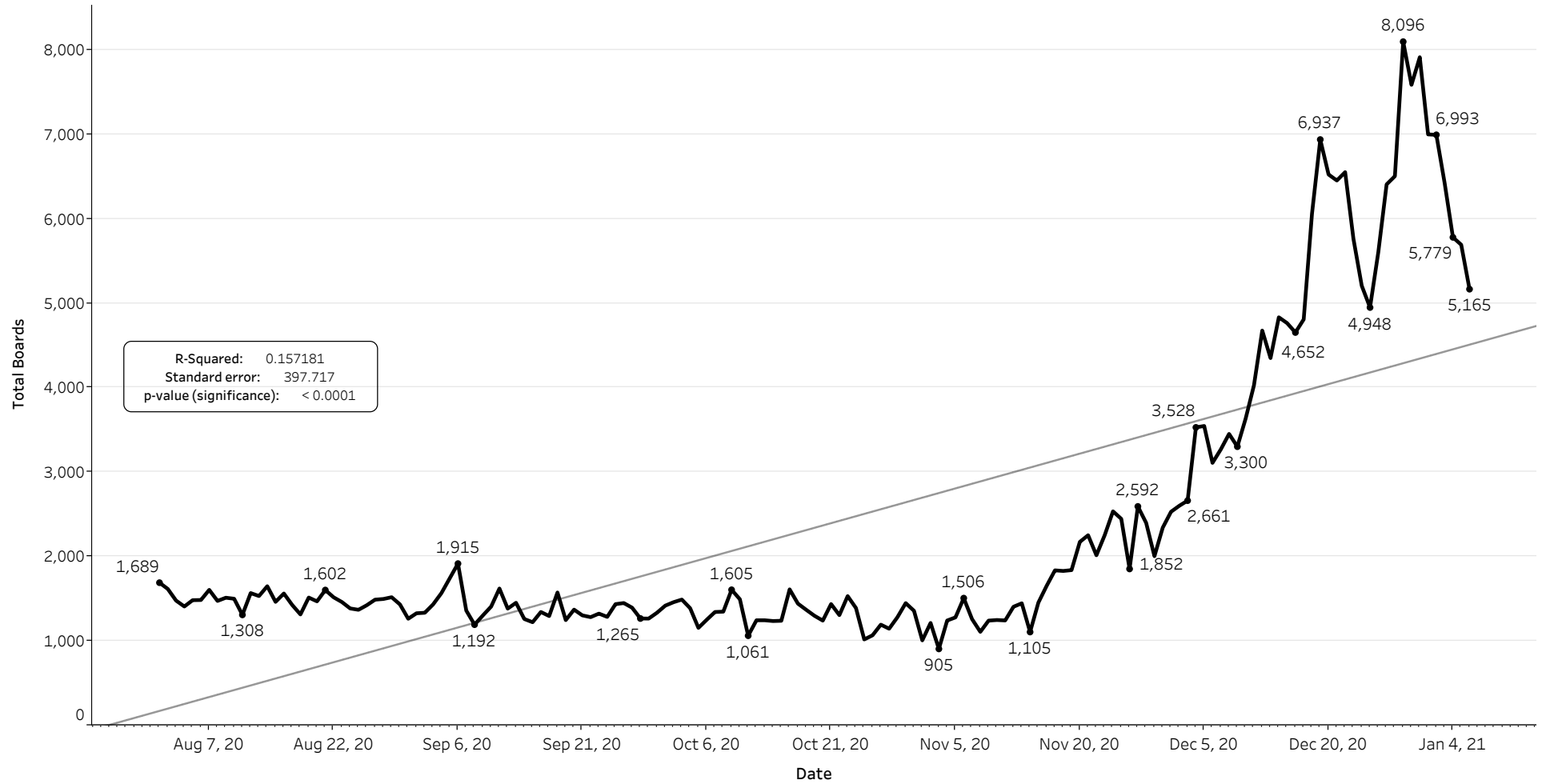
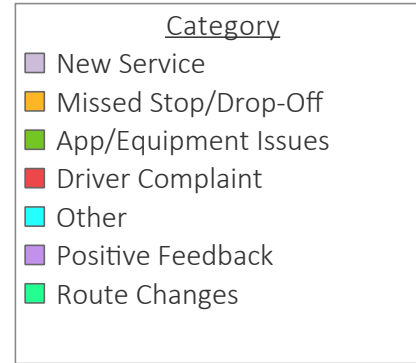
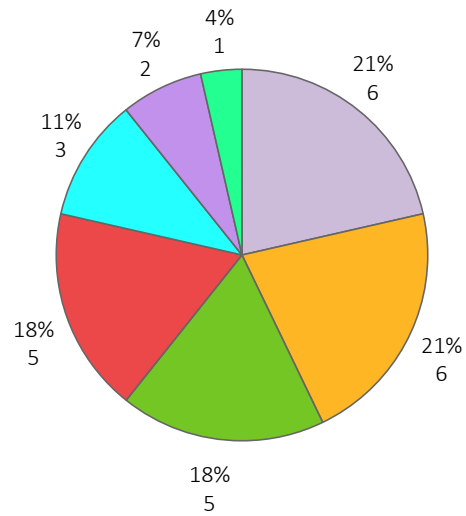
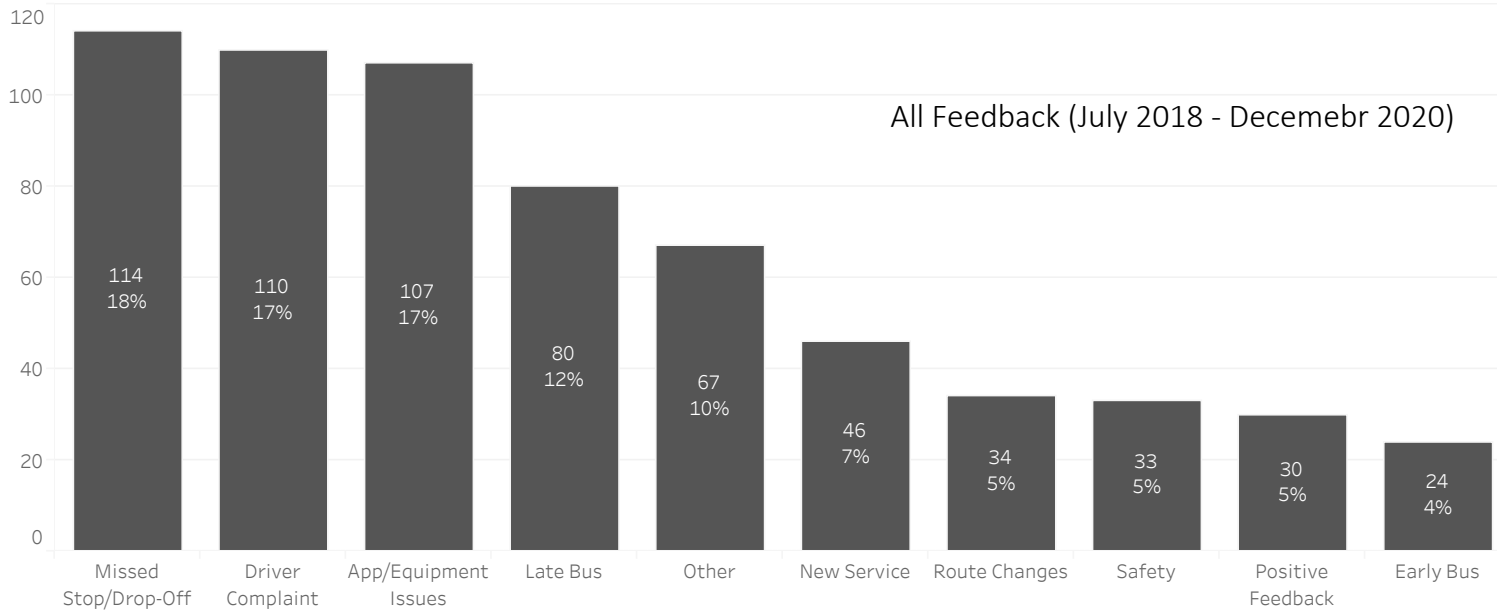


Exhibit D

Feedback (October 2020 - December 2020)



Total Feedback = 28





MEMORANDUM

Date: February 9, 2021

To: Park City Transit Joint Transit Advisory Board (JTAB)

From: Park City Staff

Subject: Monthly Ridership Reports

Background:

Park City Transit reports monthly fixed route ridership and service effectiveness metrics.

Discussion:

Review of monthly ridership reports and service effectiveness from the last month.

Consistency with Adopted Plan:

Measuring performance is consistent with the Traffic and Transportation Master Plan and the Transportation Demand Management Plan.

Additional Information:

If you have any questions or comments regarding this item, please contact Park City Transit, transit_feedback@parkcity.org.

Exhibits:

Exhibit A – January Fixed-Route Ridership Report

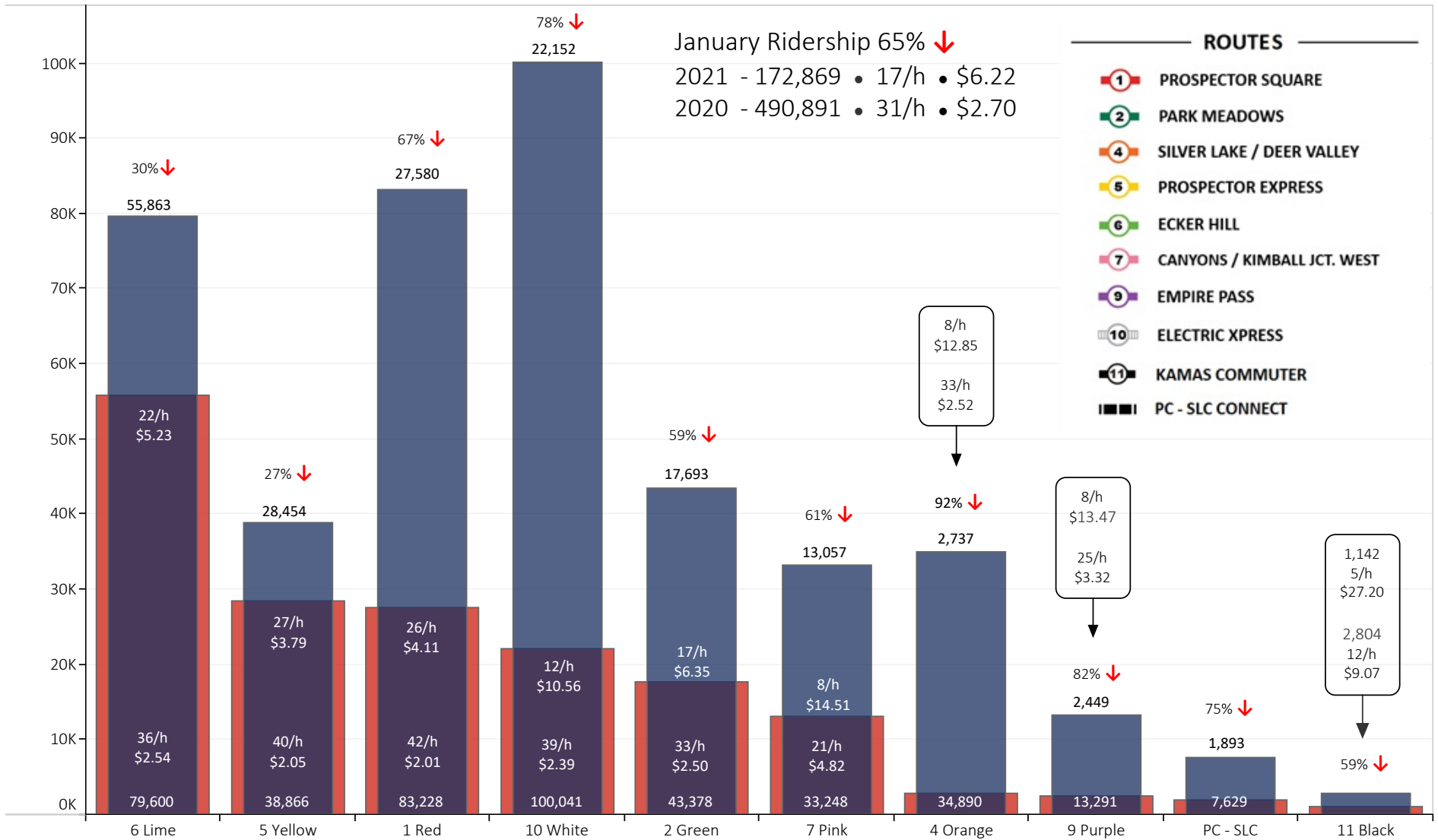
Exhibit B – January 12-Month Rolling Ridership Report

Exhibit C – Current Ridership Trend (August 1, 2020 – February 3, 2021)

Exhibit A

Park City Transit - January 2021 Fixed Route Ridership

2020 2021



##/h = passengers per revenue hour, \$##.## = cost per passenger

All percentages represent % change.

Monthly totals do not include the PC - SLC Connect.

Passengers per service hour is rounded to the nearest whole number.

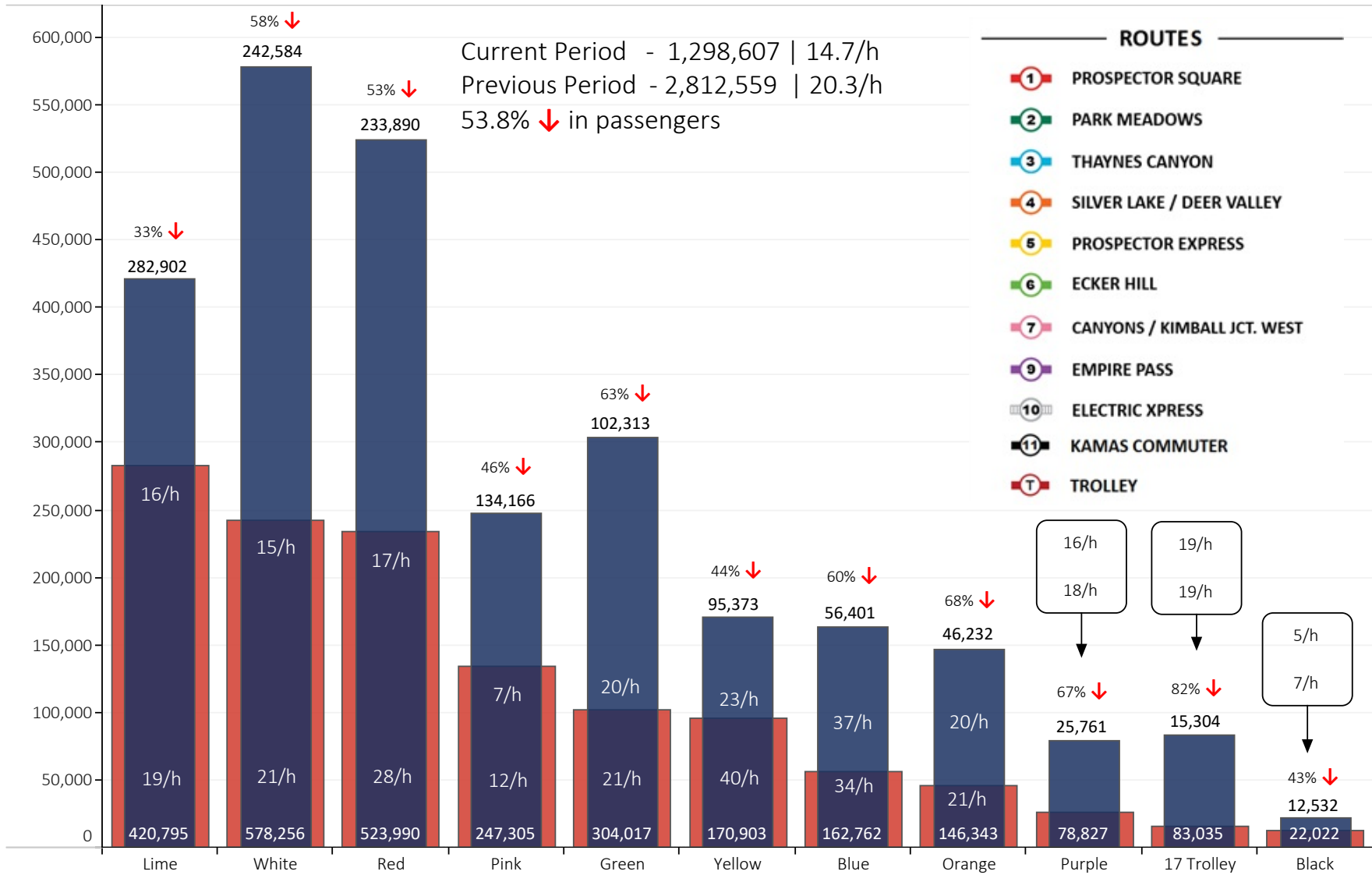
Figures at the top of the bar represent 2021. Figures at the bottom of the bar represent 2020.



Exhibit B

Park City Transit - Monthly Annual Fixed Route Report
(12 months - February - January)

Current 12 Months Previous 12 Months



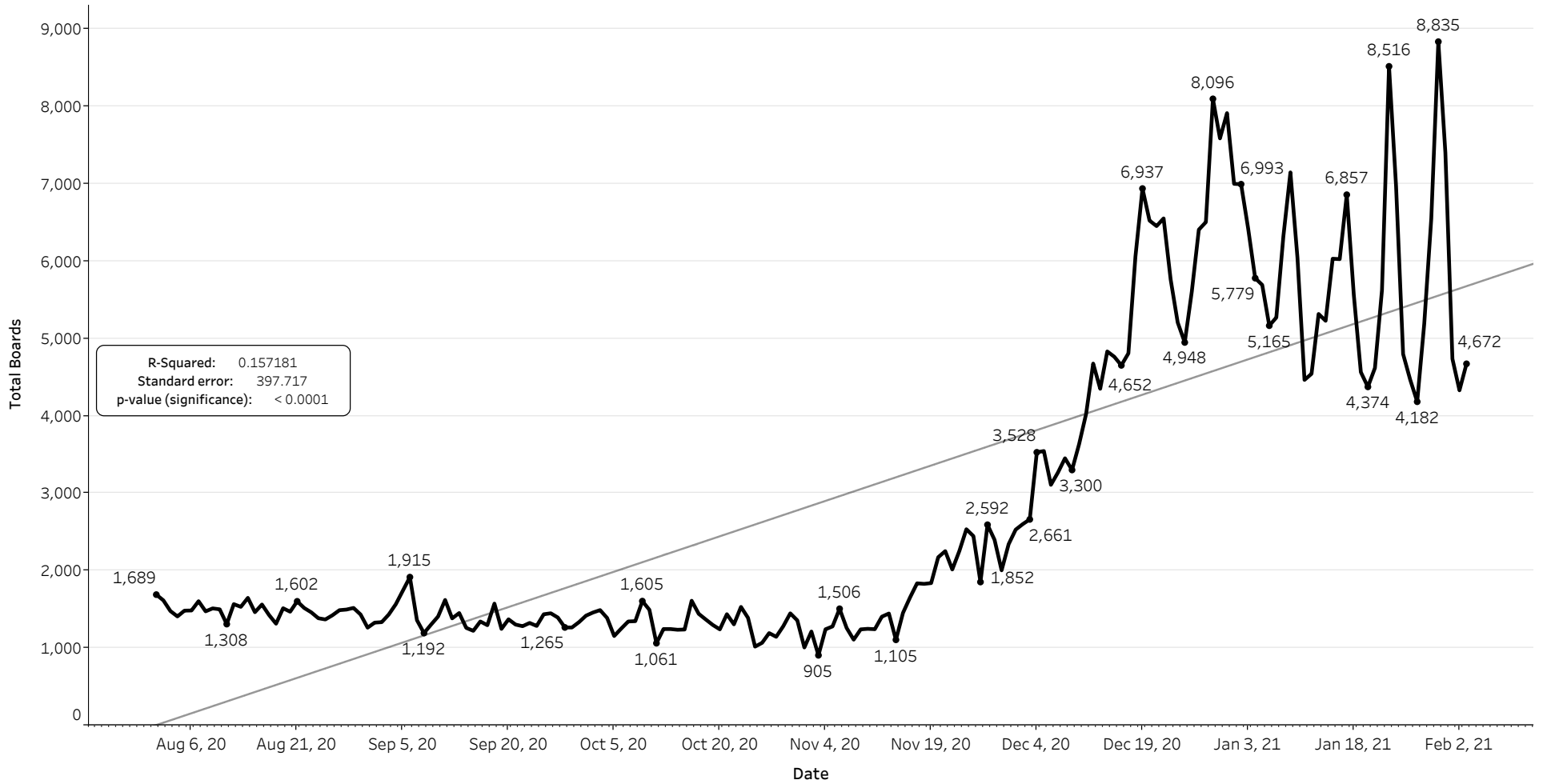
- ROUTES**
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 - 2 PARK MEADOWS
 - 3 THAYNES CANYON
 - 4 SILVER LAKE / DEER VALLEY
 - 5 PROSPECTOR EXPRESS
 - 6 ECKER HILL
 - 7 CANYONS / KIMBALL JCT. WEST
 - 9 EMPIRE PASS
 - 10 ELECTRIC XPRESS
 - 11 KAMAS COMMUTER
 - T TROLLEY

Notes:
##/h = passengers per hour
Some routes contributing to the total are not shown such as AM/PM City Wide and Special Services.



Exhibit C

Total Ridership by Day (August 1, 2020 - February 3, 2021)





MEMORANDUM

Date: February 9, 2021
To: Park City Transit Joint Advisory Board (JTAB)
From: Summit County Staff
Subject: Monthly Ridership Reports

Background:

Summit County reports monthly fixed route ridership and service effectiveness metrics for the Trailside Loop, Kimball Junction Circulator and the CV Connect.

Discussion:

Review of monthly ridership reports and service effectiveness from December 2020 and January 2021 and historical comparisons

Trailside Loop

The addition of the 15-minute service between 6-8AM attracted new riders with an increase in December of 73% on weekdays and 18% on weekends. There were also a handful of December riders (17) who took advantage of the new late-night trip. Year-over-year, the 65% decrease in December boardings on the Trailside Loop looks like a dramatic drop compared to the 40% year-over-year decrease for November. The monthly increases, however, are an encouraging sign. The route attracted 22% more riders in December compared to November and 8% more in January compared to December.

Please see Exhibit A

Deviation Requests

November: 71
December: 46
January: 40

Enrolled app users (all time)

November: 137
December: 179
January: 212

On-time performance

November: 93%
December: 90%
January: 94%

Customer Feedback

December: Park City Transit shared a customer concern from a Trailside resident who was very concerned about excessive speeds near her residence. Staff reached out to her and the driver received additional training and a warning. The schedule seems adequate for most days and most hours but will be closely monitored. All other logged customer comments were praise for the driver or inquiries about the schedule.

January: positive feedback on courtesy of drivers

Kimball Junction Circulator

Ridership between November and December more than doubled - 644 passengers in November and 1,380 in December. Ridership increased again by 25% between December and January. There was an 82% and 80% year-over-year decrease for December and January respectively. But, as with the Trailside Loop, the monthly increases are positive indications. The Circulator continues to operate at a 15-min frequency, 9AM – 10PM, daily.

Key Destinations

Typical with most months, the highest ridership was between 2PM and 6PM and the most popular stops were near the Kimball Junction Transit Center and the Outlets.

Please see Exhibit B

CV Connect

This service is a fully on-demand ride request service operating within the entire Canyons Village Management area, along with the Red Pine and The Timbers neighborhoods. Transit service is available between 7AM-10PM, daily. This is a fare-free service jointly funded by Summit County and the CVMA.

CV Connect logged at 5,249 trips that carried 13,720 passengers during the month of December; roughly half of which started or ended within the County-sponsored zone. In January, the CV Connect carried 16,461 passengers on 7,181 trips. Again, just over half of the trips were in the County-sponsored zone.

Consistency with Adopted Plan:

Measuring performance is consistent with the Traffic and Transportation Master Plan and the Transportation Demand Management Plan.

Additional Information:

If you have any questions or comments regarding this item, please contact Summit County, Caroline Rodriguez crodriguez@summitcounty.org or Jamie Dansie jdansie@summitcounty.org

Attachments:

Exhibit A-8 Brown/Trailside Boardings by Month

Exhibit B-Kimball Junction Circular Boardings by Month

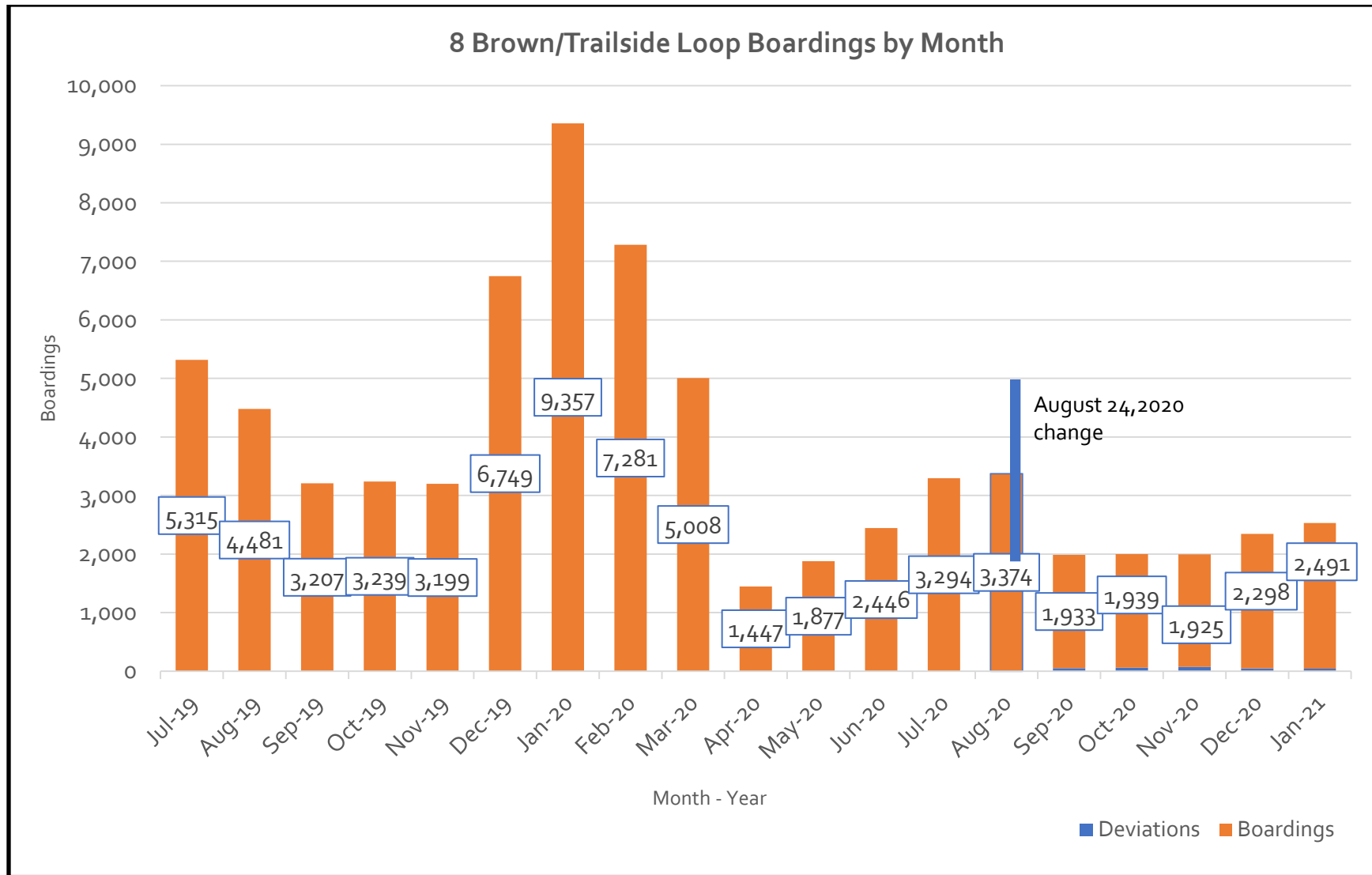


Exhibit B

