

Regular Meeting of the  
**Board of Trustees of the Utah Transit Authority**

Wednesday, March 13, 2019, 9:00 a.m.  
Utah Transit Authority Headquarters  
669 West 200 South, Salt Lake City, Utah  
Golden Spike Conference Rooms



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|--|--|
| <b>1. Call to Order &amp; Opening Remarks</b>  | <b>Chair Carlton Christensen</b>       |
| <b>2. Pledge of Allegiance</b>   | <b>Chair Carlton Christensen</b>       |
| <b>3. Safety First Minute</b>  | <b>Sheldon Shaw</b>                    |
| <b>4. Public Comment Period</b>  | <b>Bob Biles</b>                       |
| <b>5. Approval of March 6, 2019 Board Meeting Minutes</b>  | <b>Chair Carlton Christensen</b>       |
| <b>6. Agency Report</b>  | <b>Steve Meyer</b>                     |
| <b>7. Financial Report – January 2019</b>  | <b>Bob Biles</b>                       |
| <b>8. Pre-procurement: Microtransit Pilot RFP</b>  | <b>Steve Meyer<br/>Jaron Robertson</b> |
| <b>9. Discussion Items</b>   |  |
| a. Government Relations and Legislative Priorities Update<br><i>The board may make motions regarding UTA positions on legislation.</i> | Matt Sibul                             |
| b. Future of FrontRunner (Part 2 of 3)   | Steve Meyer, Bruce Cardon, Kerry Doane |
| c. August Change Day Update  | Andrea Packer<br>Eric Callison         |
| <b>10. Other Business</b>  | <b>Chair Carlton Christensen</b>       |
| a. Next meeting: March 20, 2019 at 9:00 a.m.   |  |
| <b>11. Adjourn</b>   | <b>Chair Carlton Christensen</b>       |

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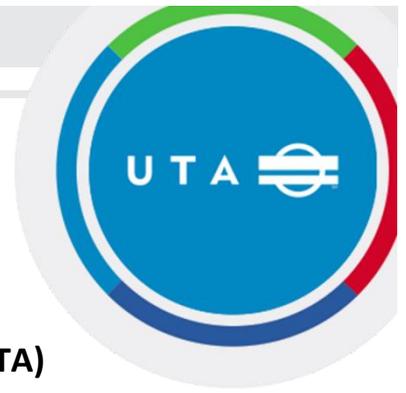
**Public Comment:** Members of the public are invited to provide comment during the public comment period. Comment may be provided in person or online through [www.rideuta.com](http://www.rideuta.com). In order to be considerate of time and the agenda, comments are limited to 2 minutes per individual or 5 minutes for a designated spokesperson representing a group. Comments may also be sent via e-mail to [boardoftrustees@rideuta.com](mailto:boardoftrustees@rideuta.com).

**Special Accommodation:** Information related to this meeting is available in alternate format upon request by contacting [calldredge@rideuta.com](mailto:calldredge@rideuta.com) or (801) 287-3536. Request for accommodations should be made at least two business days in advance of the scheduled meeting.

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**In case of fire, exit the building  
before tweeting about it!**





**Minutes of the Meeting  
of the  
Board of Trustees of the Utah Transit Authority (UTA)  
held at UTA FrontLines Headquarters located at  
669 West 200 South, Salt Lake City, Utah  
March 6, 2019**

**Board Members Present:**

Carlton Christensen, Chair (via telephone)  
Beth Holbrook, Acting Chair  
Kent Millington

**Board Members Excused/Not in Attendance:**

Also attending were members of UTA staff, as well as interested citizens and members of the media.

**Welcome and Call to Order.** Chair Christensen welcomed attendees and called the meeting to order at 9:02 a.m. with three board members present. Following Chair Christensen's opening remarks, the board and meeting attendees recited the Pledge of Allegiance.

**Safety Minute.** Chair Christensen yielded the floor to Sheldon Shaw, UTA Manager of Safety, for a brief safety message.

Following the safety message, Chair Christensen recognized employees who worked to get the Spike 150-wrapped bus to the Utah State Capitol for Transit Day on the Hill.

**Public Comment Period.** Public comment was given by Claudia Johnson. Ms. Johnson expressed appreciation to the board for the sponsored fare days on February 28 and March 1, 2019. She also requested the board simplify the terminology the agency uses to make it more public-friendly.

**Approval of February 27, 2019 Board Meeting Minutes.** A motion to approve the February 27, 2019 Board Meeting Minutes was made by Trustee Millington and seconded by Trustee Holbrook. The motion carried unanimously.

**Agency Report.** Steve Meyer, UTA Interim Executive Director, thanked employees who worked behind the scenes to make the sponsored fare days happen.

**R2019-03-01 Authorizing Execution of the Interlocal Agreement Between Salt Lake County and the Utah Transit Authority for Free Fare Days.** Matt Sibul, UTA Government Relations Director, mentioned that partners sponsoring transit rides for the public on February 28 and March 1, 2019, included Salt Lake County, Salt Lake City, Davis County, and Intermountain Healthcare.

A motion to approve R2019-03-01 was made by Trustee Holbrook and seconded by Trustee Millington. The motion carried unanimously with aye votes from Trustee Holbrook, Trustee Millington, and Chair Christensen.

#### **Discussion Items.**

**Government Relations Update.** Mr. Sibul reported that on March 5, 2019, the House Transportation Committee heard the transportation governance and funding bill (SB72). He then mentioned Senate Concurrent Resolution 10 (SCR10), which encourages transportation partnerships; HB441, which broadens the sales tax base; HB353, which includes several days of free transit fare to the public for improved air quality; and SB34, which addresses affordable housing modifications. Discussion ensued. A question on the status of SB72 was posed by the board and answered by Mr. Sibul. Chair Christensen suggested the board formally support SCR10, HB353, and SB34.

A motion to support SCR10, HB353, and SB34 was made by Trustee Holbrook and seconded by Trustee Millington. The motion carried unanimously.

**Central Wasatch Commission Presentation.** Ralph Becker, Chris McCandless, and Jesse Dean with the Central Wasatch Commission (CWC), and John Thomas with the Utah Department of Transportation, delivered a presentation. They spoke on topics including an overview of the CWC, membership, transportation functions of the commission, legislative appropriations for CWC-related work, environmental impact statements (EIS) for Big and Little Cottonwood canyons, partners in the decision making process for the canyons, and the Transportation Action Plan (TAP) being assembled by the CWC. Mr. Becker opined that the key to solutions in the canyons is transit. The objective of the TAP is to settle on a consensus of what the action plan should be in the canyons for the future. The CWC would like additional bus service in the canyons in the short term. Discussion ensued. Questions on the decision making responsibility for implementing plans, timing of EIS completion and recommendations, and aspects that may affect

other canyons along the Wasatch Front were posed by the board and answered by the presenters. Chair Christensen requested continued internal dialogue on this topic.

**Future of FrontRunner (Part 1 of 3).** Mr. Meyer provided an overview of the Central Wasatch Corridor Study, which is closely tied to the Future of FrontRunner initiative. Jeff Harris with the Utah Department of Transportation, recognized the partners involved in the study then delivered a presentation on the study area addressed; transportation challenges, goals, and person through-put in the corridor; and study scenarios. Discussion ensued. Questions on accounting for east-west movement, demographics impacted by decisions, and strategies for implementing congestion pricing were posed by the board and answered by Mr. Meyer and Mr. Harris.

Following the Future of FrontRunner discussion, Chair Christensen recessed the meeting for a short break at 10:33 a.m.

The meeting resumed at 10:44 a.m.

**Capital Projects 5-Year Plan Process.** Mary DeLoretto, UTA Director of Capital Projects, spoke about the capital project budget process, prioritization criteria, capital project request process, new capital development projects process, budget ranking process, and advisory board consultation requirements related to capital development. Discussion ensued. Questions on the proactivity of the process, tracking of unfunded projects, and project ranking criteria were posed by the board and answered by staff.

**Bus Stop Master Plan.** Laura Hanson, UTA Director of Planning, delivered a presentation on the Bus Stop Master Plan, including amenity levels, specific items incorporated in the plan (i.e., best practices, customer experience, standard designs), and bus stop improvement prioritization criteria. Discussion ensued. Questions on whether amenities have increased boardings, how the agency works with cities to leverage funding, and how the agency works with contractors to realize efficiencies in construction were posed by the board and answered by Ms. Hanson.

**Utah Compact.** Chair Christensen summarized the Utah Compact, which is a document establishing a framework of values for addressing immigration issues. The Salt Lake Chamber is requesting reaffirmation of the document.

A motion to support the Utah Compact was made by Trustee Millington and seconded by Trustee Holbrook. The motion carried unanimously.

**Other Business.**

**Next Meeting.** The next meeting of the board will be on Wednesday, March 13, 2019 at 9:00 a.m.

**Adjournment.** The meeting was adjourned at 11:17 a.m. by motion.

Transcribed by Cathie Griffiths  
Executive Assistant to the Board Chair  
Utah Transit Authority  
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801.237.1945

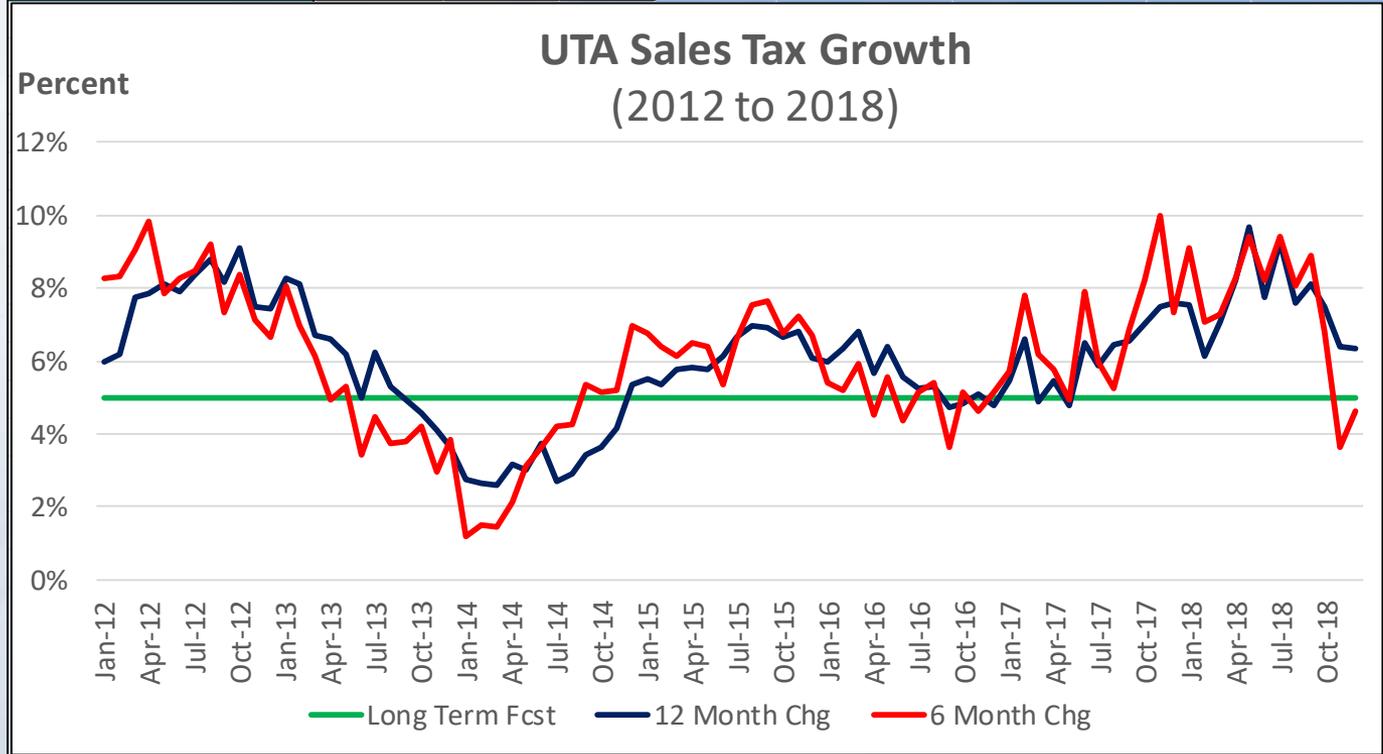
*This document is not intended to serve as a full transcript as additional discussion may have taken place; please refer to the meeting materials, audio, or video located at <https://www.utah.gov/pmn/sitemap/notice/519191.html> for entire content.*

*This document along with the digital recording constitute the official minutes of this meeting.*

# UTA Board Dashboard:

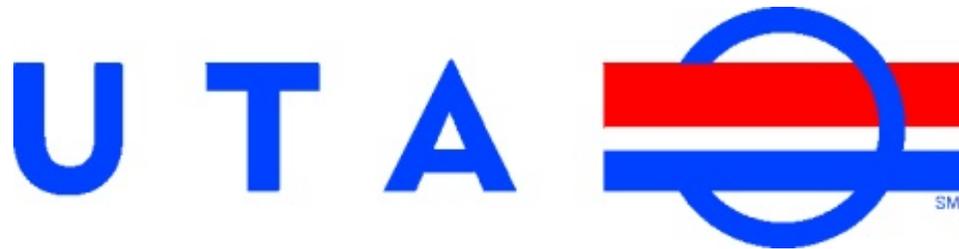
## January 2019

Financial Metrics	Fav/ (Unfav)				Fav/ (Unfav)			
	Jan Actual	Jan Budget	(Unfav)	%	YTD Actual	YTD Budget	(Unfav)	%
Sales Tax (December '18 mm \$)	\$ 27.7	\$ 29.4	\$ (1.65)	● -5.6%	\$ 282.9	\$ 278.9	\$ 4.03	● 1.4%
Fare Revenue (mm)	\$ 4.7	\$ 4.5	\$ 0.23	● 5.2%	\$ 4.7	\$ 4.5	\$ 0.23	● 5.2%
Operating Exp (mm)	\$ 23.9	\$ 25.0	\$ 1.14	● 4.5%	\$ 23.9	\$ 25.0	\$ 1.14	● 4.5%
Subsidy Per Rider (SPR)	\$ 5.11	\$ 5.13	\$ 0.02	● 0.4%	\$ 5.11	\$ 5.13	\$ 0.02	● 0.4%
UTA Diesel Price (\$/gal)	\$ 1.79	\$ 2.50	\$ 0.71	● 28.2%	\$ 1.79	\$ 2.50	\$ 0.71	● 28.2%
Operating Metrics	Jan Actual	Jan-18	F/ (UF)	%	YTD Actual	YTD 2018	F/ (UF)	%
Ridership (mm)	3.75	3.70	0.0	● 1.3%	3.75	3.70	0.0	● 1.3%
Alternative Fuels	CNG Price (Diesel Gal Equiv)		\$ 1.78					



**Utah Transit Authority**  
**Financial Statement**  
(Unaudited)

January 31, 2019



KEY ITEM REPORT  
(UNAUDITED)  
As of January 31, 2019

EXHIBIT 1-1

	2019 YTD ACTUAL	2019 YTD BUDGET	VARIANCE FAVORABLE (UNFAVORABLE)	% FAVORABLE (UNFAVORABLE)
1 Sales Tax	\$ 20,630,154	\$ 20,630,154	\$ -	0%
2 Passenger Revenue	4,704,258	4,471,358	232,900	5%
3 Other Revenue	5,767,390	6,730,417	(963,027)	-14%
4 <b>Total Revenue</b>	<b>31,101,802</b>	<b>31,831,929</b>	<b>(730,127)</b>	<b>-2%</b>
5 Net Operating Expenses	(23,869,191)	(25,005,116)	1,135,925	5%
<b>Net Operating Income (Loss)</b>	<b>7,232,611</b>	<b>6,826,813</b>	<b>405,798</b>	<b>6%</b>
6 Debt Service	16,997,117	16,997,117	0	0%
7 Other Non-Operating Expenses	375,806	502,915	127,109	25%
8 Sale of Assets	(892,809)	-	892,809	
9 <b>Contribution to Capital Reserves</b>	<b>\$ (9,247,503)</b>	<b>\$ (10,673,219)</b>	<b>\$ 1,425,716</b>	
10 Bond Debt Service - Series 2016 UT COUNTY	166,276			
11 Amortization	(520,722)			
12 Depreciation	11,710,776			
13 <b>Total Non-cash Items</b>	<b>\$ 11,356,330</b>			

GOALS

RIDERSHIP

2018 Actual	January 2019	January 2018	Difference	2019 YTD	2018 YTD	Difference
14 44,200,955	3,749,970	3,701,165	48,805	3,749,970	3,701,165	48,805

OPERATING SUBSIDY PER RIDER -

	SPR
16 Net Operating Expense	\$ 23,869,191
17 Less: Passenger Revenue	- (4,704,258)
18 Subtotal	19,164,933
19 Divided by: Ridership	÷ 3,749,970
20 Subsidy per Rider	\$ 5.11

SUMMARY FINANCIAL DATA  
(UNAUDITED)

EXHIBIT 1-2

As of January 31, 2019

**BALANCE SHEET**

	<u>1/31/2019</u>	<u>1/31/2018</u>
<b>CURRENT ASSETS</b>		
1 Cash	\$ 22,300,028	\$ 23,995,038
2 Investments (Unrestricted)	72,238,538	34,197,557
3 Investments (Restricted)	136,405,588	118,992,538
4 Receivables	63,908,652	67,748,897
5 Receivables - Federal Grants	15,311,165	16,349,896
6 Inventories	35,393,159	31,852,089
7 Prepaid Expenses	2,020,862	2,557,327
8 <b>TOTAL CURRENT ASSETS</b>	<b><u>\$ 347,577,992</u></b>	<b><u>\$ 295,693,342</u></b>
9 Property, Plant & Equipment (Net)	3,049,917,120	3,056,187,122
10 Other Assets	141,126,505	130,941,231
11 <b>TOTAL ASSETS</b>	<b><u>\$ 3,538,621,617</u></b>	<b><u>\$ 3,482,821,695</u></b>
12 Current Liabilities	\$ 25,022,125	\$ 33,388,226
13 Other Liabilities	271,141,507	228,937,654
14 Net Pension Liability	100,876,554	112,925,121
15 Outstanding Debt	2,205,669,771	2,138,126,001
16 Equity	935,911,660	969,444,693
17 <b>TOTAL LIABILITIES &amp; EQUITY</b>	<b><u>\$ 3,538,621,617</u></b>	<b><u>\$ 3,482,821,695</u></b>

**RESTRICTED AND DESIGNATED CASH AND CASH EQUIVALENTS RECONCILIATION**

<b>RESTRICTED RESERVES</b>		
18 Debt Service Reserves	38,541,217	37,218,017
19 2018 Bond Proceeds	53,525,815	
20 Debt Service Interest Payable	17,326,581	13,370,468
21 Risk Contingency	7,735,887	7,545,906
22 Box Elder County ROW (sales tax)	6,892,205	6,290,690
23 Mountain Accord	-	151,834
24 Joint Insurance Trust	4,094,089	3,894,919
25 UT County Bond Proceeds	918	19,125,323
26 SL County Escrow (Streetcar Double Track)	1,998,897	
27 Amounts held in escrow	6,289,979	31,395,381
28 <b>TOTAL RESTRICTED RESERVES</b>	<b><u>\$ 136,405,588</u></b>	<b><u>\$ 118,992,538</u></b>
<b>DESIGNATED OPERATING RESERVES</b>		
29 Service Stabilization Reserve	\$ 15,272,000	\$ 13,916,046
30 Fuel Reserve	1,915,000	1,915,000
31 Parts Reserve	3,000,000	3,000,000
32 Operating Reserve	26,967,128	21,662,163
33 Early Debt Retirement Reserve	47,384,438	17,699,386
34 <b>TOTAL DESIGNATED OPERATING RESERVES</b>	<b><u>\$ 94,538,566</u></b>	<b><u>\$ 58,192,595</u></b>
35 <b>TOTAL RESTRICTED AND DESIGNATED CASH AND EQUIVALENTS</b>	<b><u>\$ 230,944,154</u></b>	<b><u>\$ 177,185,133</u></b>

SUMMARY FINANCIAL DATA  
(UNAUDITED)

EXHIBIT 1-3

As of January 31, 2019

REVENUE & EXPENSES

	ACTUAL Jan-19	ACTUAL Jan-18	YTD 2019	YTD 2018
<b>REVENUE</b>				
1 Passenger Revenue	\$ 4,704,258	\$ 4,066,017	\$ 4,704,258	\$ 4,066,017
2 Advertising Revenue	204,168	200,000	204,168	200,000
3 Investment Revenue	300,355	544,736	300,355	544,736
4 Sales Tax	20,630,154	19,585,866	20,630,154	19,585,866
5 Other Revenue	109,751	198,533	109,751	198,533
6 Fed Operations/Preventative Maint.	5,153,116	6,345,738	5,153,116	6,345,738
7 <b>TOTAL REVENUE</b>	<b>\$ 31,101,802</b>	<b>\$ 30,940,890</b>	<b>\$ 31,101,802</b>	<b>\$ 30,940,890</b>
<b>OPERATING EXPENSE</b>				
8 Bus Service	\$ 8,817,365	\$ 8,165,300	\$ 8,817,365	\$ 8,165,300
9 Commuter Rail	1,970,217	2,415,085	1,970,217	2,415,085
10 Light Rail	3,198,956	3,250,194	3,198,956	3,250,194
11 Maintenance of Way	1,529,873	1,181,721	1,529,873	1,181,721
12 Paratransit Service	1,852,744	1,643,779	1,852,744	1,643,779
13 RideShare/Van Pool Services	250,929	192,949	250,929	192,949
14 Operations Support	4,023,316	3,946,511	4,023,316	3,946,511
15 Administration	2,225,791	2,298,457	2,225,791	2,298,457
16 <b>TOTAL OPERATING EXPENSE</b>	<b>\$ 23,869,191</b>	<b>\$ 23,093,996</b>	<b>\$ 23,869,191</b>	<b>\$ 23,093,996</b>
17 <b>NET OPERATING INCOME (LOSS)</b>	<b>\$ 7,232,611</b>	<b>\$ 7,846,894</b>	<b>\$ 7,232,611</b>	<b>\$ 7,846,894</b>
<b>NON-OPERATING EXPENSE (REVENUE)</b>				
18 Planning & Development	\$ 375,806	\$ 378,657	\$ 375,806	\$ 378,657
19 Bond Principal	8,363,733	10,283,333	8,363,733	10,283,333
20 Bond Interest	7,964,237	7,555,940	7,964,237	7,555,940
21 Bond Cost of Issuance/Fees	9,000		9,000	-
22 Lease Cost	660,147	515,020	660,147	515,020
23 Sale of Assets	(892,809)	(917,928)	(892,809)	(917,928)
24 <b>TOTAL NON-OPERATING EXPENSE</b>	<b>\$ 16,480,114</b>	<b>\$ 17,815,022</b>	<b>\$ 16,480,114</b>	<b>\$ 17,815,022</b>
25 <b>CONTRIBUTION TO CAPITAL RESERVES</b>	<b>\$ (9,247,503)</b>	<b>\$ (9,968,128)</b>	<b>\$ (9,247,503)</b>	<b>\$ (9,968,128)</b>
<b>OTHER EXPENSES (NON-CASH)</b>				
26 Bond Debt Service - Series 2007A CAB		\$ 16,667		\$ 16,667
27 Bond Debt Service - Series 2016 UT COUNTY	\$ 166,276		\$ 166,276	
28 Bond Premium/Discount Amortization	(1,270,452)	(940,394)	(1,270,452)	(940,394)
29 Bond Refunding Cost Amortization	682,154	683,649	682,154	683,649
30 Future Revenue Cost Amortization	67,576	67,576	67,576	67,576
31 Depreciation	11,710,776	11,938,663	11,710,776	11,938,663
32 <b>NET OTHER EXPENSES (NON-CASH)</b>	<b>\$ 11,356,330</b>	<b>\$ 11,766,161</b>	<b>\$ 11,356,330</b>	<b>\$ 11,766,161</b>

CURRENT MONTH

	ACTUAL	BUDGET	VARIANCE	%
	Jan-18	Jan-18	FAVORABLE (UNFAVORABLE)	FAVORABLE (UNFAVORABLE)
<b>REVENUE</b>				
1 Passenger Revenue	\$ 4,704,258	\$ 4,471,358	\$ 232,900	5%
2 Advertising Revenue	204,168	204,167	1	0%
3 Investment Revenue	300,355	715,167	(414,812)	-58%
4 Sales Tax	20,630,154	20,630,154	-	0%
5 Other Revenue	109,751	295,417	(185,666)	-63%
6 Fed Operations/Preventative Maint.	5,153,116	5,515,667	(362,551)	-7%
7 <b>TOTAL REVENUE</b>	<b>\$ 31,101,802</b>	<b>\$ 31,831,929</b>	<b>\$ (730,127)</b>	<b>-2%</b>
<b>OPERATING EXPENSE</b>				
8 Bus Service	\$ 8,817,365	\$ 8,738,902	\$ (78,463)	-1%
9 Commuter Rail	1,970,217	2,064,915	94,698	5%
10 Light Rail	3,198,956	2,990,132	(208,824)	-7%
11 Maintenance of Way	1,529,873	1,499,283	(30,590)	-2%
12 Paratransit Service	1,852,744	1,897,180	44,436	2%
13 RideShare/Van Pool Services	250,929	268,420	17,491	7%
14 Operations Support	4,023,316	4,045,089	21,773	1%
15 Administration	2,225,791	3,501,195	1,275,404	36%
16 <b>TOTAL OPERATING EXPENSE</b>	<b>\$ 23,869,191</b>	<b>\$ 25,005,116</b>	<b>\$ 1,135,925</b>	<b>5%</b>
17 <b>NET OPERATING INCOME (LOSS)</b>	<b>\$ 7,232,611</b>	<b>\$ 6,826,813</b>	<b>\$ 405,798</b>	<b>6%</b>
<b>NON-OPERATING EXPENSE (REVENUE)</b>				
18 Planning & Development	\$ 375,806	\$ 502,915	\$ 127,109	25%
19 Bond Principal	8,363,733	8,363,733	-	0%
20 Bond Interest	7,964,237	7,964,237	0	0%
21 Bond Cost of Issuance/Fees	9,000	9,000	-	0%
22 Lease Cost	660,147	660,147	-	0%
23 Sale of Assets	(892,809)	-	892,809	
24 <b>TOTAL NON-OPERATING EXPENSE</b>	<b>\$ 16,480,114</b>	<b>\$ 17,500,032</b>	<b>\$ 1,019,918</b>	<b>6%</b>
25 <b>CONTRIBUTION TO CAPITAL RESERVES</b>	<b>\$ (9,247,503)</b>	<b>\$ (10,673,219)</b>	<b>\$ 1,425,716</b>	<b>13%</b>
<b>OTHER EXPENSES (NON-CASH)</b>				
26 Bond Debt Service - Series 2007A CAB	\$ -			
27 Bond Debt Service - Series 2016 UT COUNTY	166,276			
28 Bond Premium/Discount Amortization	(1,270,452)			
29 Bond Refunding Cost Amortization	682,154			
30 Future Revenue Cost Amortization	67,576			
31 Depreciation	11,710,776			
32 <b>NET OTHER EXPENSES (NON-CASH)</b>	<b>\$ 11,356,330</b>			

BUDGET TO ACTUAL REPORT  
(UNAUDITED)

EXHIBIT 1-5

As of January 31, 2019

YEAR TO DATE

	ACTUAL	BUDGET	VARIANCE	%
	Jan-19	Jan-19	FAVORABLE (UNFAVORABLE)	FAVORABLE (UNFAVORABLE)
<b>REVENUE</b>				
1 Passenger Revenue	\$ 4,704,258	\$ 4,471,358	\$ 232,900	5%
2 Advertising Revenue	204,168	204,167	1	0%
3 Investment Revenue	300,355	715,167	(414,812)	-58%
4 Sales Tax	20,630,154	20,630,154	-	0%
5 Other Revenue	109,751	295,417	(185,666)	-63%
6 Fed Operations/Preventative Maint.	5,153,116	5,515,667	(362,551)	-7%
7 <b>TOTAL REVENUE</b>	<b>\$ 31,101,802</b>	<b>\$ 31,831,929</b>	<b>\$ (730,127)</b>	<b>-2%</b>
<b>OPERATING EXPENSE</b>				
8 Bus Service	\$ 8,817,365	\$ 8,738,902	\$ (78,463)	-1%
9 Commuter Rail	1,970,217	2,064,915	94,698	5%
10 Light Rail	3,198,956	2,990,132	(208,824)	-7%
11 Maintenance of Way	1,529,873	1,499,283	(30,590)	-2%
12 Paratransit Service	1,852,744	1,897,180	44,436	2%
13 RideShare/Van Pool Services	250,929	268,420	17,491	7%
14 Operations Support	4,023,316	4,045,089	21,773	1%
15 Administration	2,225,791	3,501,195	1,275,404	36%
16 <b>TOTAL OPERATING EXPENSE</b>	<b>\$ 23,869,191</b>	<b>\$ 25,005,116</b>	<b>\$ 1,135,925</b>	<b>5%</b>
17 <b>NET OPERATING INCOME (LOSS)</b>	<b>\$ 7,232,611</b>	<b>\$ 6,826,813</b>	<b>\$ 405,798</b>	<b>6%</b>
<b>NON-OPERATING EXPENSE (REVENUE)</b>				
18 Planning & Development	\$ 375,806	\$ 502,915	\$ 127,109	25%
19 Bond Principal	8,363,733	8,363,733	-	0%
20 Bond Interest	7,964,237	7,964,237	0	0%
21 Bond Cost of Issuance/Fees	9,000	9,000	-	0%
22 Lease Cost	660,147	660,147	-	0%
23 Sale of Assets	(892,809)	-	892,809	
24 <b>TOTAL NON-OPERATING EXPENSE</b>	<b>\$ 16,480,114</b>	<b>\$ 17,500,032</b>	<b>\$ 1,019,918</b>	<b>6%</b>
25 <b>CONTRIBUTION TO CAPITAL RESERVES</b>	<b>\$ (9,247,503)</b>	<b>\$ (10,673,219)</b>	<b>\$ 1,425,716</b>	<b>13%</b>
<b>OTHER EXPENSES (NON-CASH)</b>				
26 Bond Debt Service - Series 2007A CAB	\$ -			
27 Bond Debt Service - Series 2016 UT COUNTY	166,276			
28 Bond Premium/Discount Amortization	(1,270,452)			
29 Bond Refunding Cost Amortization	682,154			
30 Future Revenue Cost Amortization	67,576			
31 Depreciation	11,710,776			
32 <b>NET OTHER EXPENSES (NON-CASH)</b>	<b>\$ 11,356,330</b>			

CAPITAL PROJECTS  
(UNAUDITED)  
As of January 31, 2019

EXHIBIT 1-6

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	2019 ACTUAL	ANNUAL BUDGET	PERCENT
<b>EXPENSES</b>			
1 REVENUE AND NON-REVENUE VEHICLES	\$ 28,315	\$ 10,290,000	0.3%
2 INFORMATION TECHNOLOGY	224,477	11,120,532	2.0%
3 FACILITIES, MAINTENANCE & ADMIN. EQUIP.	14,353	2,547,169	0.6%
4 CAPITAL PROJECTS	160,077	69,212,295	0.2%
5 PROVO OREM BRT	-	2,500,000	0.0%
6 AIRPORT STATION RELOCATION	2,951	2,650,000	0.1%
7 STATE OF GOOD REPAIR	211,049	28,046,172	0.8%
8 TIGER	-	15,012,832	0.0%
9 TOTAL	<u>\$ 641,222</u>	<u>\$ 141,379,000</u>	0.5%
<b>REVENUES</b>			
10 GRANT	\$ 27,860	\$ 50,031,000	0.1%
11 PROVO-OREM TRIP	-	2,500,000	0.0%
12 LEASES (PAID TO DATE)	-	10,090,000	0.0%
13 BONDS	17,547	16,520,000	0.1%
14 LOCAL PARTNERS	34,706	15,686,000	0.2%
15 UTA FUNDING	561,109	46,552,000	1.2%
16 TOTAL	<u>\$ 641,222</u>	<u>\$ 141,379,000</u>	0.5%

As of January 31, 2019

**BY SERVICE**

	CURRENT MONTH		YEAR TO DATE	
	Dec-19	Dec-18	2019	2018
<b>UTA</b>				
Fully Allocated Costs	23,869,191	23,093,996	23,869,191	23,093,996
Passenger Farebox Revenue	4,704,258	4,066,017	4,704,258	4,066,017
Passengers	3,749,970	3,701,165	3,749,970	3,701,165
Farebox Recovery Ratio	19.7%	17.6%	19.7%	17.6%
Actual Subsidy per Rider	\$5.11	\$5.14	\$5.11	\$5.14
GOAL Subsidy per Rider				
<b>BUS SERVICE</b>				
Fully Allocated Costs	11,547,704	10,635,185	11,547,704	10,635,185
Passenger Farebox Revenue	1,994,291	1,714,069	1,994,291	1,714,069
Passengers	1,768,494	1,636,105	1,768,494	1,636,105
Farebox Recovery Ratio	17.3%	16.1%	17.3%	16.1%
Actual Subsidy per Rider	\$5.40	\$5.45	\$5.40	\$5.45
<b>LIGHT RAIL SERVICE</b>				
Fully Allocated Costs	6,578,689	6,471,180	6,578,689	6,471,180
Passenger Farebox Revenue	1,581,041	1,360,676	1,581,041	1,360,676
Passengers	1,383,005	1,480,398	1,383,005	1,480,398
Farebox Recovery Ratio	24.0%	21.0%	24.0%	21.0%
Actual Subsidy per Rider	\$3.61	\$3.45	\$3.61	\$3.45
<b>COMMUTER RAIL SERVICE</b>				
Fully Allocated Costs	3,275,645	3,712,102	3,275,645	3,712,102
Passenger Farebox Revenue	414,017	481,643	414,017	481,643
Passengers	435,229	415,389	435,229	415,389
Farebox Recovery Ratio	12.6%	13.0%	12.6%	13.0%
Actual Subsidy per Rider	\$6.57	\$7.78	\$6.57	\$7.78
<b>PARATRANSIT</b>				
Fully Allocated Costs	2,020,679	1,835,782	2,020,679	1,835,782
Passenger Farebox Revenue	365,377	173,255	365,377	173,255
Passengers	73,644	72,061	73,644	72,061
Farebox Recovery Ratio	18.1%	9.4%	18.1%	9.4%
Actual Subsidy per Rider	\$22.48	\$23.07	\$22.48	\$23.07
<b>RIDESHARE</b>				
Fully Allocated Costs	446,475	439,747	446,475	439,747
Passenger Farebox Revenue	349,533	336,374	349,533	336,374
Passengers	89,598	97,212	89,598	97,212
Farebox Recovery Ratio	78.3%	76.5%	78.3%	76.5%
Actual Subsidy per Rider	\$1.08	\$1.06	\$1.08	\$1.06

BY TYPE

	CURRENT MONTH		YEAR TO DATE	
	Dec-19	Dec-18	2019	2018
<b>FULLY ALLOCATED COSTS</b>				
Bus Service	\$11,547,704	\$10,635,185	\$11,547,704	\$10,635,185
Light Rail Service	\$6,578,689	\$6,471,180	\$6,578,689	\$6,471,180
Commuter Rail Service	\$3,275,645	\$3,712,102	\$3,275,645	\$3,712,102
Paratransit	\$2,020,679	\$1,835,782	\$2,020,679	\$1,835,782
Rideshare	\$446,475	\$439,747	\$446,475	\$439,747
<b>UTA</b>	<b>\$23,869,191</b>	<b>\$23,093,996</b>	<b>\$23,869,191</b>	<b>\$23,093,996</b>
<b>PASSENGER FAREBOX REVENUE</b>				
Bus Service	\$1,994,291	\$1,714,069	\$1,994,291	\$1,714,069
Light Rail Service	\$1,581,041	\$1,360,676	\$1,581,041	\$1,360,676
Commuter Rail Service	\$414,017	\$481,643	\$414,017	\$481,643
Paratransit	\$365,377	\$173,255	\$365,377	\$173,255
Rideshare	\$349,533	\$336,374	\$349,533	\$336,374
<b>UTA</b>	<b>\$4,704,258</b>	<b>\$4,066,017</b>	<b>\$4,704,258</b>	<b>\$4,066,017</b>
<b>PASSENGERS</b>				
Bus Service	1,768,494	1,636,105	1,768,494	1,636,105
Light Rail Service	1,383,005	1,480,398	1,383,005	1,480,398
Commuter Rail Service	435,229	415,389	435,229	415,389
Paratransit	73,644	72,061	73,644	72,061
Rideshare	89,598	97,212	89,598	97,212
<b>UTA</b>	<b>3,749,970</b>	<b>3,701,165</b>	<b>3,749,970</b>	<b>3,701,165</b>
<b>FAREBOX RECOVERY RATIO</b>				
Bus Service	17.3%	16.1%	17.3%	16.1%
Light Rail Service	24.0%	21.0%	24.0%	21.0%
Commuter Rail Service	12.6%	13.0%	12.6%	13.0%
Paratransit	18.1%	9.4%	18.1%	9.4%
Rideshare	78.3%	76.5%	78.3%	76.5%
<b>UTA</b>	<b>19.7%</b>	<b>17.6%</b>	<b>19.7%</b>	<b>17.6%</b>
<b>ACTUAL SUBSIDY PER RIDER</b>				
Bus Service	\$5.40	\$5.45	\$5.40	\$5.45
Light Rail Service	\$3.61	\$3.45	\$3.61	\$3.45
Commuter Rail Service	\$6.57	\$7.78	\$6.57	\$7.78
Paratransit	\$22.48	\$23.07	\$22.48	\$23.07
Rideshare	\$1.08	\$1.06	\$1.08	\$1.06
<b>UTA</b>	<b>\$5.11</b>	<b>\$5.14</b>	<b>\$5.11</b>	<b>\$5.14</b>

SUMMARY OF ACCOUNTS RECEIVABLE  
(UNAUDITED)

EXHIBIT 1-9

As of January 31, 2019

Classification	Total	Current	31-60 Days	61-90 Days	90-120 Days	Over 120 Days
1 Federal Government <sup>1</sup>	\$ 15,311,165	\$ 15,311,165				
2 Local Contributions <sup>2</sup>	48,345,157	48,345,157				
3 Warranty Recovery	1,222,007	1,222,007				
4 Product Sales and Development	1,491,216	1,394,537	74,173	3,560	6,736	12,210
5 Pass Sales	344,416	214,249	26,485	15,115	11,723	76,844
6 Property Management	73,991	41,956	11,258	1,423	-	19,354
7 Vanpool/Rideshare	77,509	32,271	22,306	10,892	(266)	12,306
8 Capital Development Agreements	10,151,538	763,251	9,372,928			15,359
9 Mobility Management	1,700					1,700
10 Paratransit	11,250	11,250				
11 Other <sup>3</sup>	2,189,868	2,189,868				
12 <b>Total</b>	<b>\$ 79,219,817</b>	<b>\$ 69,525,711</b>	<b>\$ 9,507,150</b>	<b>\$ 30,990</b>	<b>\$ 18,193</b>	<b>\$ 137,773</b>

Percentage Due by Aging

13 Federal Government <sup>1</sup>	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%
14 Local Contributions <sup>2</sup>	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%
15 Warranty Recovery	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%
16 Product Sales and Development	93.5%	5.0%	0.2%	0.5%	0.8%	
17 Pass Sales	62.2%	7.7%	4.4%	3.4%	22.3%	
18 Property Management	56.7%	15.2%	1.9%	0.0%	26.2%	
19 Vanpool/Rideshare	41.6%	28.8%	14.1%	-0.3%	15.9%	
20 Capital Development Agreements	7.5%	92.3%	0.0%	0.0%	0.2%	
21 Mobility Management	0.0%	0.0%	0.0%	0.0%	100.0%	
22 Paratransit	100.0%	0.0%	0.0%	0.0%	0.0%	
23 Other	100.0%	0.0%	0.0%	0.0%	0.0%	
24 <b>Total</b>	<b>87.8%</b>	<b>12.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.2%</b>	

<sup>1</sup> Federal preventive maintenance funds, federal RideShare funds, and federal interest subsidies for Build America Bonds

<sup>2</sup> Estimated sales tax to be distributed upon collection by the Utah State Tax Commission

<sup>3</sup> Build American Bond Tax Credits, fuel tax credit

SUMMARY OF APPROVED DISBURSEMENTS OVER \$200,000  
 FROM JANUARY 1, 2019 THROUGH JANUARY 31, 2019  
 (UNAUDITED)

EXHIBIT 1-10

<u>Contract # and Description</u>	<u>Contract Date</u>	<u>Vendor</u>	<u>Check #</u>	<u>Date</u>	<u>Check Total</u>
		FIRST AMERICAN TITLE	WIRE	12/28/2018	\$1,096,609.00
15-1383TB	TOOELE BUS FACILITY PURCHASE				
	DIESEL AND UNLEADED FUEL			1/3/2019	207,953.35
UT CONTRACT#AR233	DATA COMMUNICATIONS EQUIP & SRVC	CVE TECHNOLOGY GROUP INC.	342308	1/3/2019	273,332.04
16-1680PP	40 FOOT DIESEL AND CNG BUSES	GILLIG CORPORATION	342321	1/3/2019	1,401,889.32
15-1205TP	ADVERTISING AGENCY SERVICES	R & R PARTNERS	342377	1/3/2019	253,215.76
16-1846TP	ON-CALL MAINTENANCE	STACEY AND WITBECK, INC.	342282	1/3/2019	1,682,475.85
14-1109TH	ADA PARATRANSIT AND ROUTE DEVIATION	MV PUBLIC TRANSPORTATION	342423	1/10/2019	213,760.61
	FAMILY CENTER OREM SHOPPING CENTER	NATIONAL TITLE	342513	1/10/2019	348,989.00
UT13-064GL	PROJECT MGMT SERVICES	WSP USA	342561	1/10/2019	429,374.86
18-2398TP	TIGER GRANT CONSTRUCTION CONTRACT	GRANITE CONSTRUCTION COMPANY	342648	1/17/2019	1,259,521.26
R2018-05-09		ROCKY MOUNTAIN POWER	342692	1/17/2019	317,226.49
17-2269PP	ENGINE OVERHAUL	CUMMINS ROCKY MOUNTAIN, LLC.	342733	1/17/2019	240,174.82
15-1251TP	PROVO-OREM BRT	KIEWIT/CLYDE	342737	1/17/2019	2,584,617.26
15-1484PP	PURCHASE 22 PARATRANSIT VEHICLES	LEWIS BUS GROUP	880396	1/17/2019	1,449,783.00
14-17TH	POSITIVE TRAIN CONTROL	ROCKY MOUNTAIN SYSTEMS SERVICE	880401	1/17/2019	473,601.37
15-1484PP	PURCHASE 22 PARATRANSIT VEHICLES	LEWIS BUS GROUP	880435	1/24/2019	994,696.32
19-2972PP	TRANSIT SYSTEM UPGRADES	TRAPEZE SOFTWARE GROUP, INC.	343070	1/31/2019	245,725.00
17-2269PP	ENGINE OVERHAUL	CUMMINS ROCKY MOUNTAIN, LLC.	343081	1/31/2019	287,665.56
16-1680PP	40 FOOT DIESEL AND CNG BUSES	GILLIG CORPORATION	343083	1/31/2019	616,034.07
15-1251TP	PROVO-OREM BRT	KIEWIT/CLYDE	343085	1/31/2019	1,142,896.52
UT13-064GL	PROJECT MGMT SERVICES	WSP USA	343090	1/31/2019	579,802.21
16-1846TP	ON-CALL MAINTENANCE	STACEY AND WITBECK, INC.	880482	1/31/2019	2,610,861.59

## Detailed Contract Description & Purpose

**Board Review Date:** 3/13/2019

**Document Type:** Pre-Procurement

**Action Requested:** Pre-Procurement (information only)

**Criteria:** Contract is > \$1,000,000

**Contract Title:** South Salt Lake County  
Microtransit Pilot

**Contract #:** TBD

**Project Manager:** Jaron Robertson

**Contract Administrator:** Teresa Pickett

**Impacted Areas:** Innovative Mobility Solutions

**Included in budget?:** Applying for funds  
through a budget  
amendment

**Procurement method:** Best value (RFP)

**Contractor:** TBD

**Sole-Source Reason:** N/A

**Qty & Unit price:**

**Change Order Value:**

**Total Contract Value:** \$3,116,220

**Base Contract term (Months):** 12

**Base Contract Start Date:** 8/1/2019

**Base Contract End Date:** 7/31/2019

**Contract options (Months):** 24

**Extension Start Date:** 8/1/2020

**Extension End Date:** 7/31/2022

**Number of responding firms:** TBD

**\$ Value of Next Lowest Bidder:** TBD

### **General Description & Purpose:**

The South Salt Lake County Microtransit pilot is a 12-month pilot program to test new and innovative mobility solutions utilizing mobility on-demand technologies and transit services. The pilot would utilize mobile phone technologies for customers to request a shared vehicle to transport them to rail stations and other locations within an approximately 60 square mile geofenced zone. The pilot will operate in the cities of Herriman, Riverton, Bluffdale and Draper along side current flex route services. The intent is to better align UTA's service with the transit propensity index and gain microtransit operational experience. The pilot and existing services will be evaluated for long term feasibility, continued operations, and future potential as a transit mode as part of the 1-5 year mobility plan. An RFP will be released to procure a contractor for full turn-key services including the operations, vehicles, administration, and technology during the course of the pilot. Additional funding will be allocated to provide marketing and communications to those in the geofenced zone.

**(Items to include: Current condition, Benefits, Return on investment, Savings, Other alternatives considered)**

Other attachments? (list)

# South Salt Lake County Microtransit Pilot Proposal

## What is Microtransit

Microtransit is an alternative form of transportation which connects communities with transit options by increasing geographic coverage and utilizing smaller vehicles which operate on dynamic routes. Dynamic routes can offer flexible pick up and drop off locations, flexible schedules, on-demand service, and integrated trip finding and payment services using a mobile phone app. Microtransit can improve mobility choices for communities by connecting people with popular locations and UTA transit services.

## Microtransit Purpose/Potential

Improved transit service and coverage utilizing new modes and technologies

- Improved access to opportunity
- Improved service for people with disabilities
- Alternative to late night and weekend services
- Fill gaps in the transit network
- First and last mile connections
- Intra zone local transit services
- Improved ridership
- Shared rides
- Replace existing inefficient/ineffective services
- Supports the UTA Service Choices study



Example: Microtransit Mobile Phone App

## Goals and Objectives

- Pilot and test new modes and technologies
- Agency evaluation of microtransit for future services as part of the 1-5 year mobility plan
- Evaluate the discontinuation or modification of existing flex route services
- ADA and Title VI compliance
- Test mobile phone technologies for trip requests and fare payment
- Evaluate operating models for future deployments

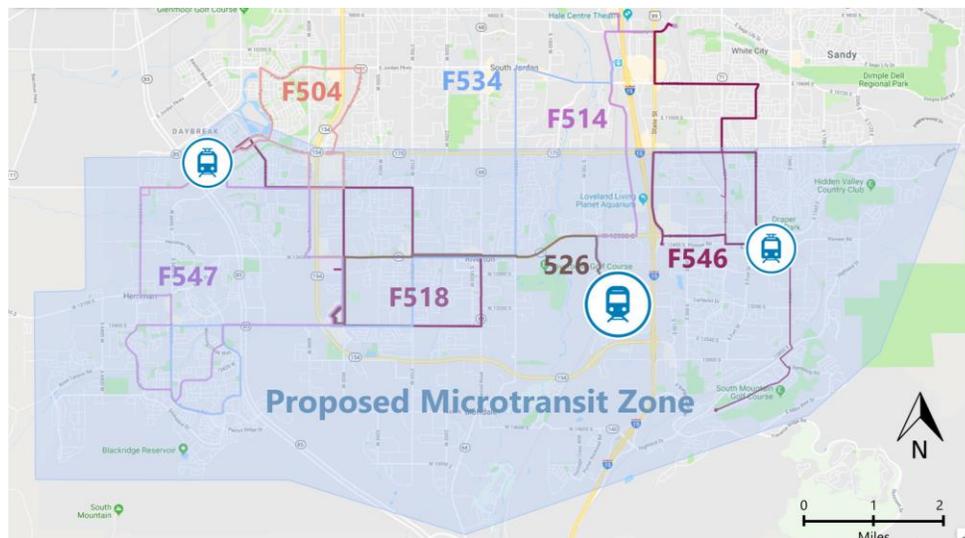
## South Salt Lake County

- UTA operates the routes F518, F546, F547 in Herriman, Riverton, and Draper
  - Routes require 6 vehicles (\$80,000 per vehicle) and 12 operators
  - Routes do not meet UTA service requirements per the transit propensity index
  - Combined routes carry about 272 passengers per day
  - Low quality of service, 30 minute peak, 60 minute off peak (one direction)
- \$1.13 million annual cost for all 3 flex routes (direct cost only amount is not fully loaded)
- Cost per passenger approximately \$16.56 (direct cost only amount is not fully loaded)
- Demand for increased service in the region
- Changing demographics in the region
- Support from stakeholders for a microtransit pilot

# South Salt Lake County Microtransit Pilot Proposal

## Proposed Microtransit Pilot

- 12 month microtransit pilot for in-service operations running between August 2019 and August 2020 in the cities of Herriman, Riverton, Bluffdale, and Draper
- Approximately 60 square mile geofenced zone for microtransit services, doubles flex route coverage
  - Connections into Daybreak and Draper TRAX stations
  - Connections into Draper FrontRunner station
  - Intra-zone transit service
- Maintain all 3 flex route services during the pilot
- Match operating hours of existing flex routes
  - Monday – Friday, 6 am – 9 pm
  - Provide corner to corner service for customers (operational efficiencies)
  - Provide curb to curb service for eligible customers (to be determined by UTA)
- Extensive marketing and communications plan



## Proposed Microtransit Operations

- Oversight by Special Services Business Unit, supported by Innovative Mobility Solutions
- Release RFP and select a vendor to provide full turn-key operations during the pilot
  - Mobile Phone and on-board Vehicle Technology
    - Mobile phone app similar to Lyft or Uber for customer trip requests, fare payment, customer info such as pick up and drop off times, etc.
  - Vehicle
    - Contractor provided vehicles , 6-8 passenger smaller vehicles
    - Part of fleet to be Wheel Chair Accessible Vehicles (WAV)
      - Priority requests for WAVs and equivalent service
  - Operators
    - Contractor provided operators
    - Partner with contractor for ADA and DSPD training/requirements
  - Administrative and overhead services
- UTA provided customer service and concierge services

# South Salt Lake County Microtransit Pilot Proposal



Example Microtransit Vehicle: Mercedes Metris 7 Passenger Van

## Microtransit Simulation Results

- UTA released an RFP and contracted with VIA to simulate microtransit services in the region

Demand	Estimated Passengers / Day	Peak Vehicles Required	Average Wait Time	Average Utilization
	Trips per Day	# of Vehicles	Minutes	Passenger / Hour
Low	300-400	9-10	11-16	2.5 – 3.5
Medium	500-600	13-14	10-15	2.8 – 3.8
High	700-800	16-17	9-14	3.0 – 4.5

- Projected Service
  - 350 passengers per day
  - 3-4 passengers per hour
  - 10 vehicles required during peak hours

## Microtransit Fares

- Vision is a standard \$2.50 UTA fare transferable to other UTA services and modes
- Need to test mobile phone fare payment technologies
- Evaluate the use of discounted fares or fare promotions during the pilot
- Ensure Title VI compliance

# South Salt Lake County Microtransit Pilot Proposal

## Pilot Costs and Budget

- Utilize Salt Lake County 4<sup>th</sup> quarter funding for pilot
- Estimated fully loaded operating cost: \$38.00 to \$44.00 per hour

Estimated 12 Month Pilot Costs				
Operations	Vehicles	Hours	Hourly Rate	Cost
Projected Service	10	37,650	\$44.00	\$1,656,600
Max Service	17	64,005	\$44.00	\$2,816,220
Marketing				\$300,000

12 Month Pilot Budget				
	(a) Budget	(b) Contingency	Marketing	Total
Aug – Dec 2019	\$690,250	\$483,175	\$150,000	\$1,323,425
Jan – July 2020	\$966,350	\$676,445	\$150,000	\$1,792,795
<b>Total Pilot Budget</b>				<b>\$3,116,220</b>
(c) Jan – Dec 2020	\$1,656,600	\$1,159,620	\$300,000	\$3,116,220

- (a) Projected Service
- (b) Max Service
- (c) 2020 Annual Budget

## Pilot Evaluation

- Importance of pilot
  - Can make necessary modifications and adjustments
  - Plan to discontinue if not successful
- Pilot evaluation plan
  - Develop pilot evaluation plan
  - Establish and refine baseline metrics
    - Estimated boardings per vehicle hour 3-4
    - Estimated subsidy per boarding \$18.85 (direct costs, amount not fully loaded)
  - Monitor Measure pilot goals and objectives
  - Determine long term feasibility
  - Continued microtransit operations
  - Future of flex route services
- Denver RTD Call-N-Ride Performance Metrics
  - Boardings per vehicle hour 3-5
  - Subsidy per boarding \$10 - \$30

## Anticipated Pilot Challenges

- DSPD customers (connections between microtransit and paratransit services)
- Fares (multiple UTA fare products)
- Staffing
- Customer Communications

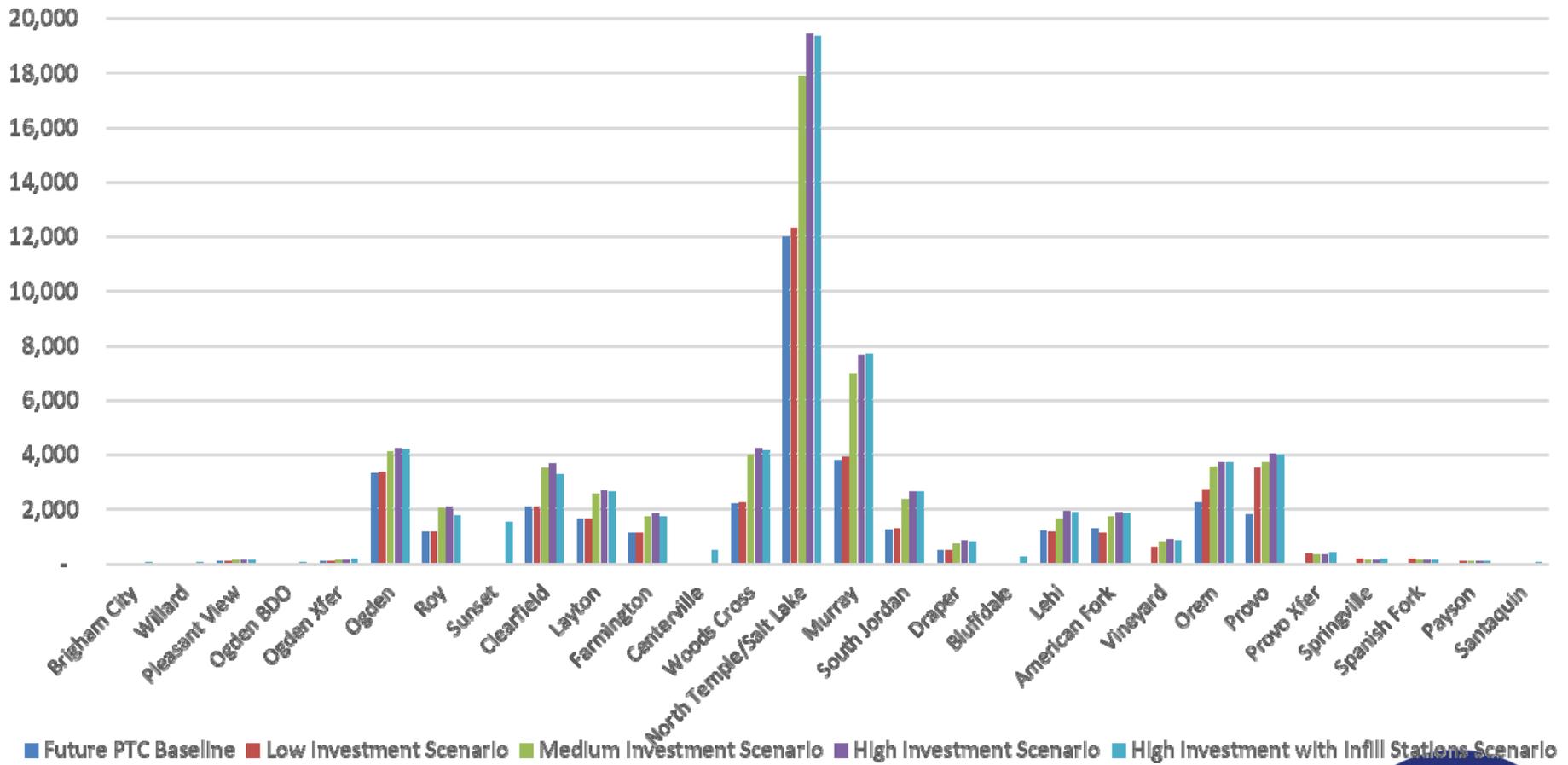
# Future of FrontRunner

Utah Transit Authority Board of Trustees Meeting

03/13/19 – Selected Slides for Discussion



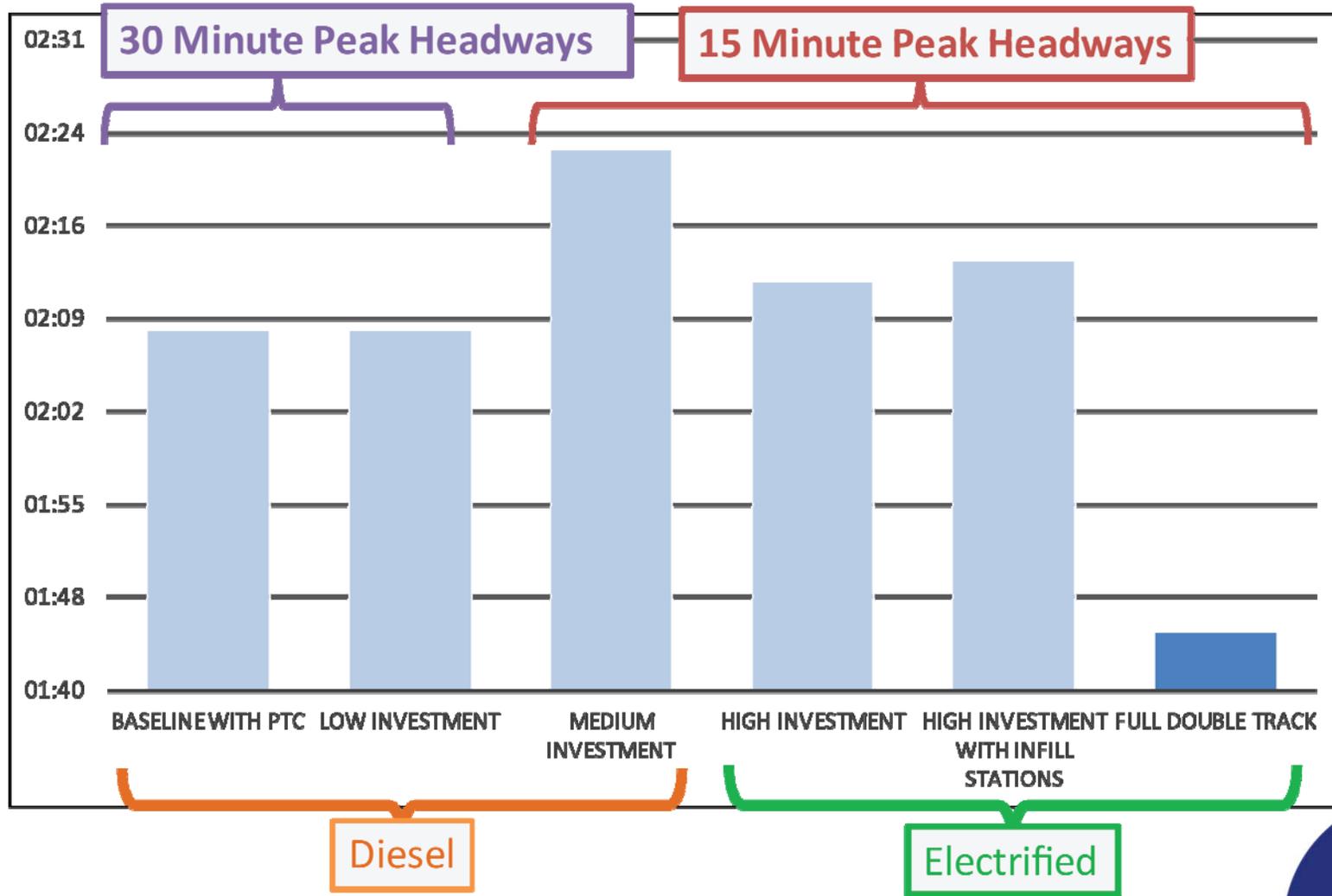
# High Investment with Infill Stations Scenario



## Scenario Summary Table

	Reliability	Change From Future Baseline	Ridership	Change From Future Baseline	Cost (ROW not included)
Future PTC Baseline	88.1%	--	35,600	--	<b>\$404 million</b>
2030 Low Investment	85.7%	- 2.4%	39,600	+11%	<b>\$951 million</b>
2050 Medium Investment	84.8%	- 3.3%	58,000	+63%	<b>\$1,933 million</b>
2050 High Investment	93.5%	+ 5.4%	62,600	+76%	<b>\$2,856 million</b>
2050 High Investment w/ Infill Stations	93.1%	+ 5.0%	63,800	+79%	<b>\$3,109 million</b>

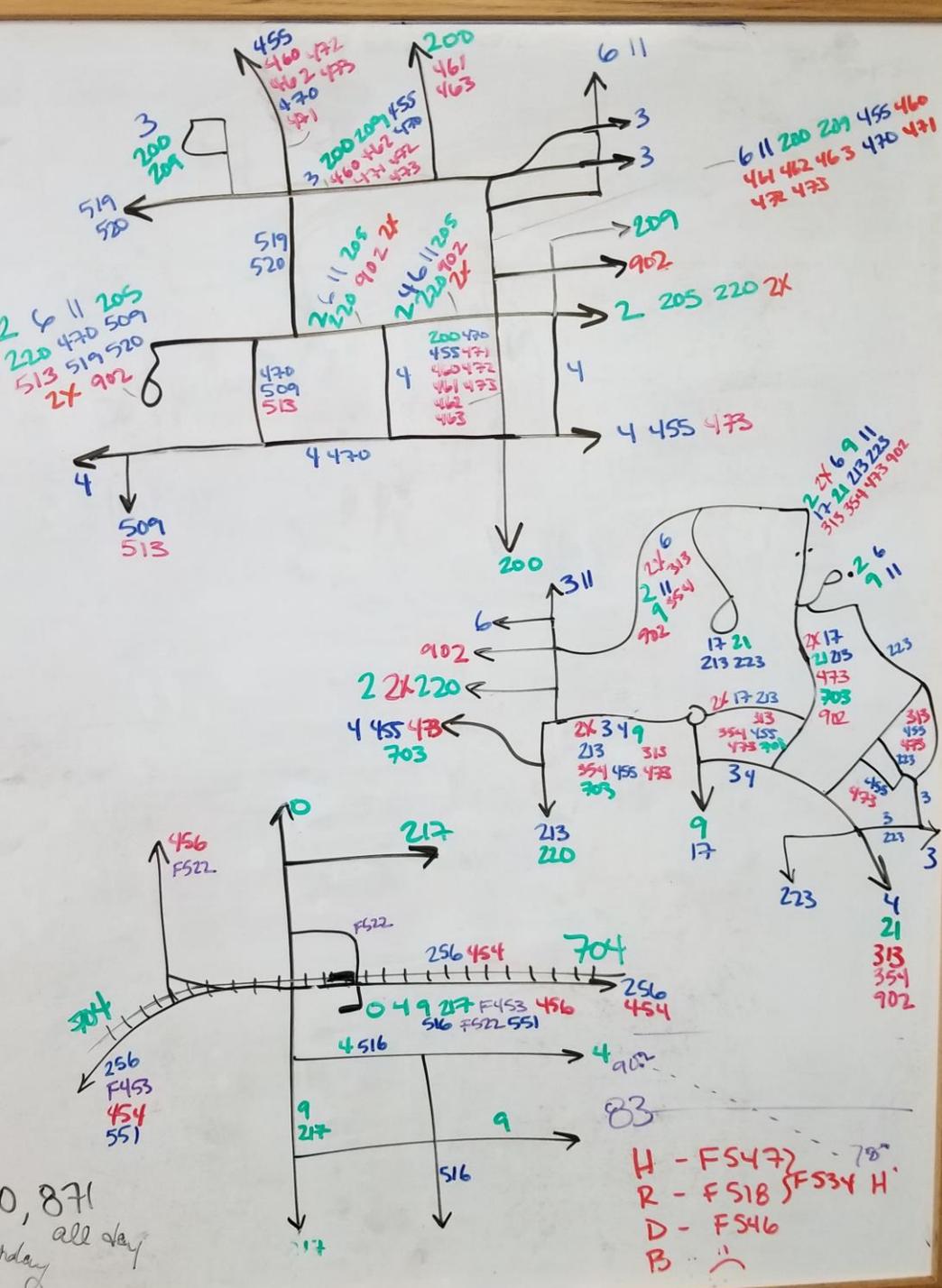
# Ogden to Provo Average Travel Time (Double Track)



## Major Takeaways

- 15/30 headways have biggest ridership effect
- Electrification improves reliability and requires less double track
- Travel time benefits of electrification also increase ridership, but magnitude is smaller
- Reliability
  - High Investment Scenario has highest reliability
  - Medium Investment Scenario has lowest reliability
- High Investment with Infill Stations Scenario has highest ridership and highest cost
- Infill stations have limited effect on total ridership
  - Reduce boardings at other stations because of added travel time
  - Net increase of ~900





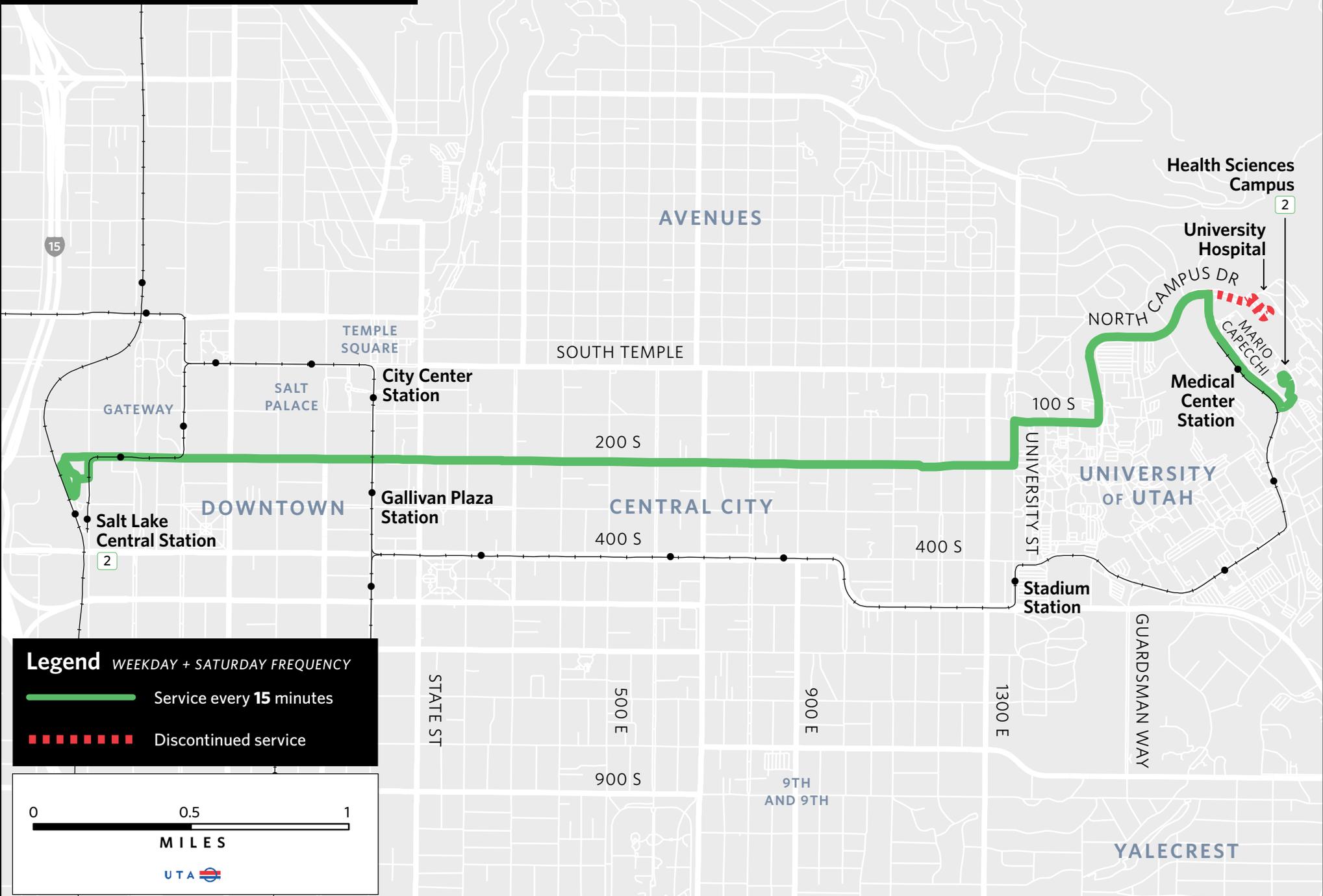
# August 2019 Service Changes

3/13/2019

Enlarged Maps

# Route 2

## August 2019 proposal



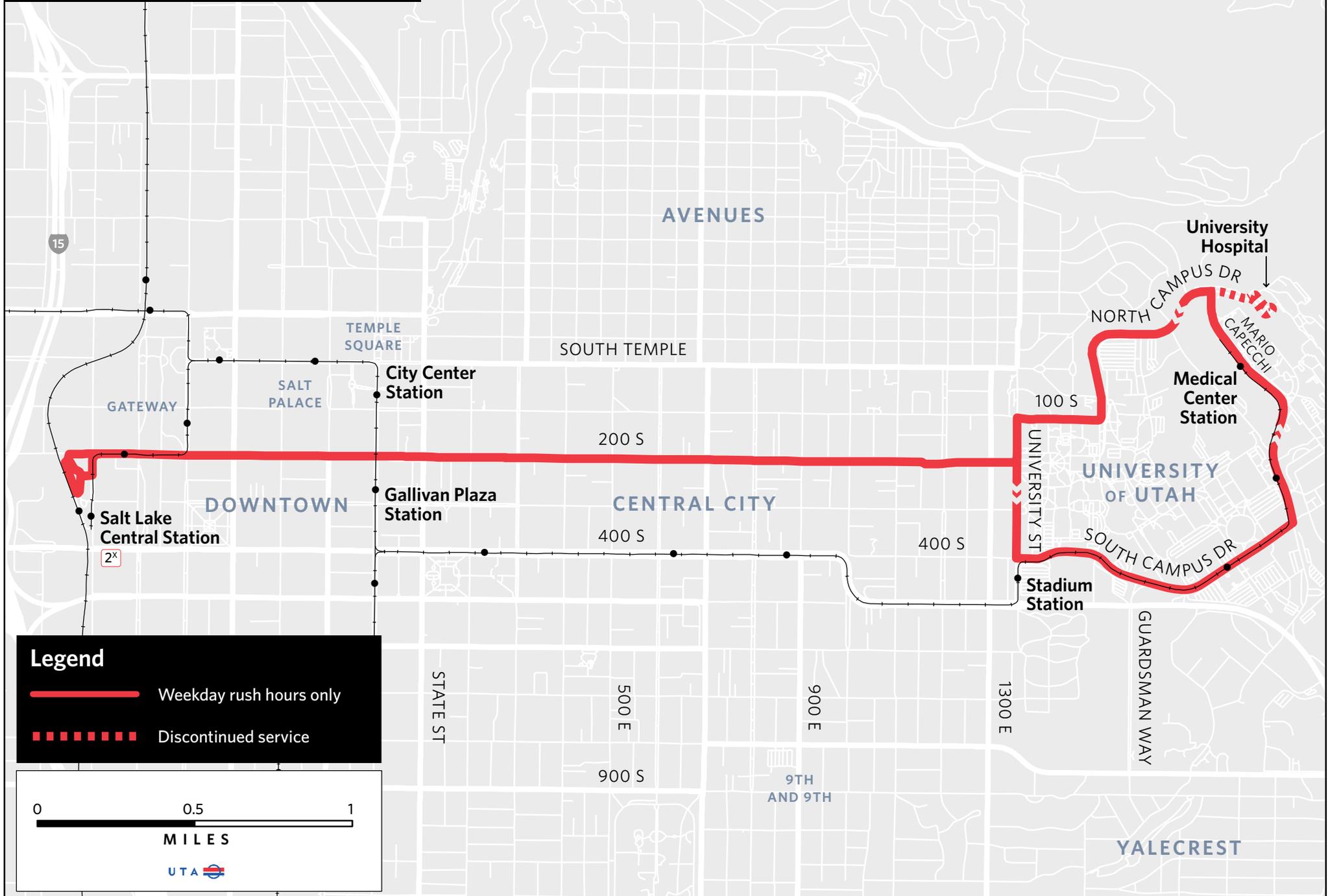
**Legend** WEEKDAY + SATURDAY FREQUENCY

- Service every 15 minutes
- Discontinued service

0 0.5 1  
MILES  
UTA

# Route 2X

## August 2019 proposal



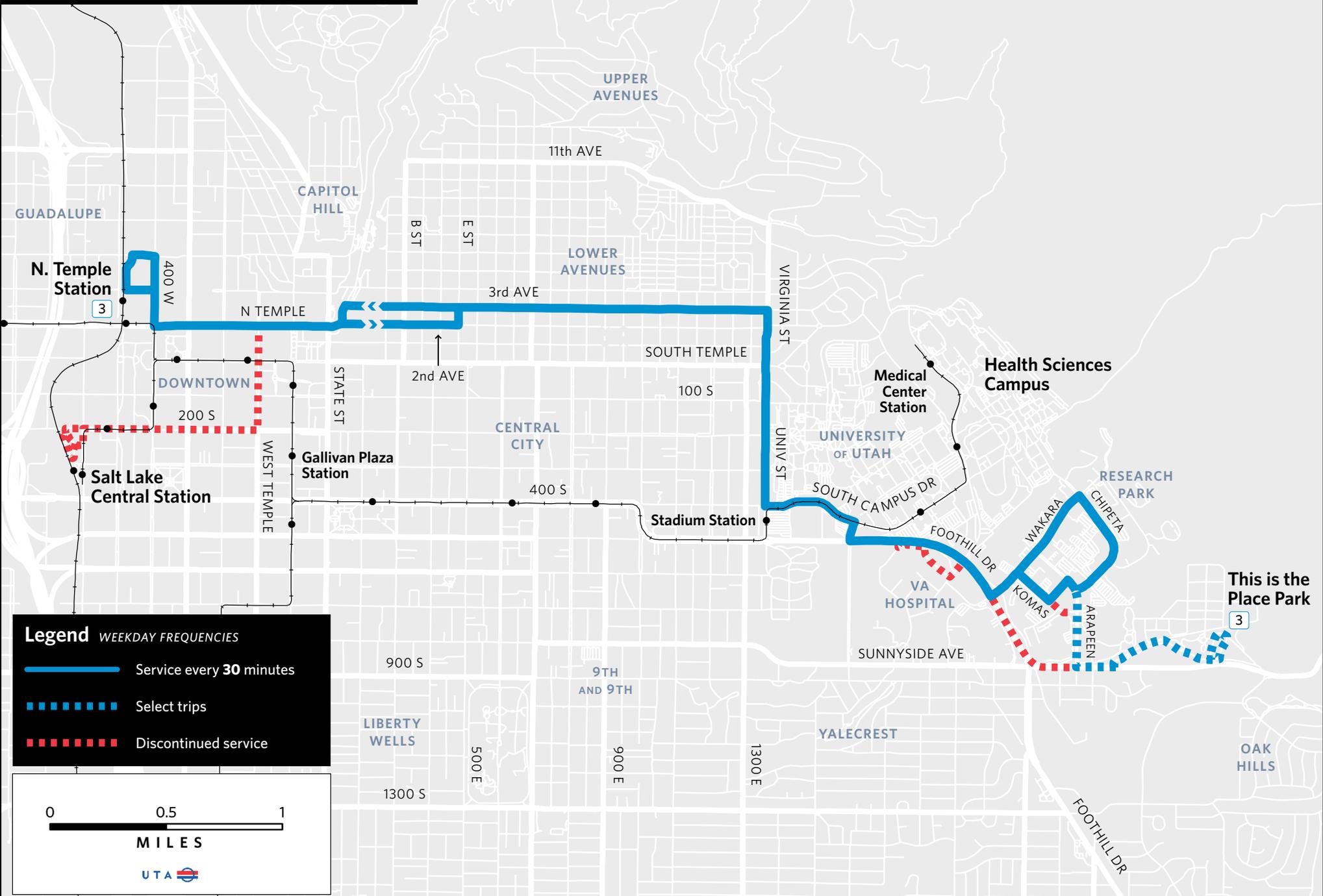
### Legend

- Weekday rush hours only
- - - Discontinued service



# Route 3

## August 2019 proposal



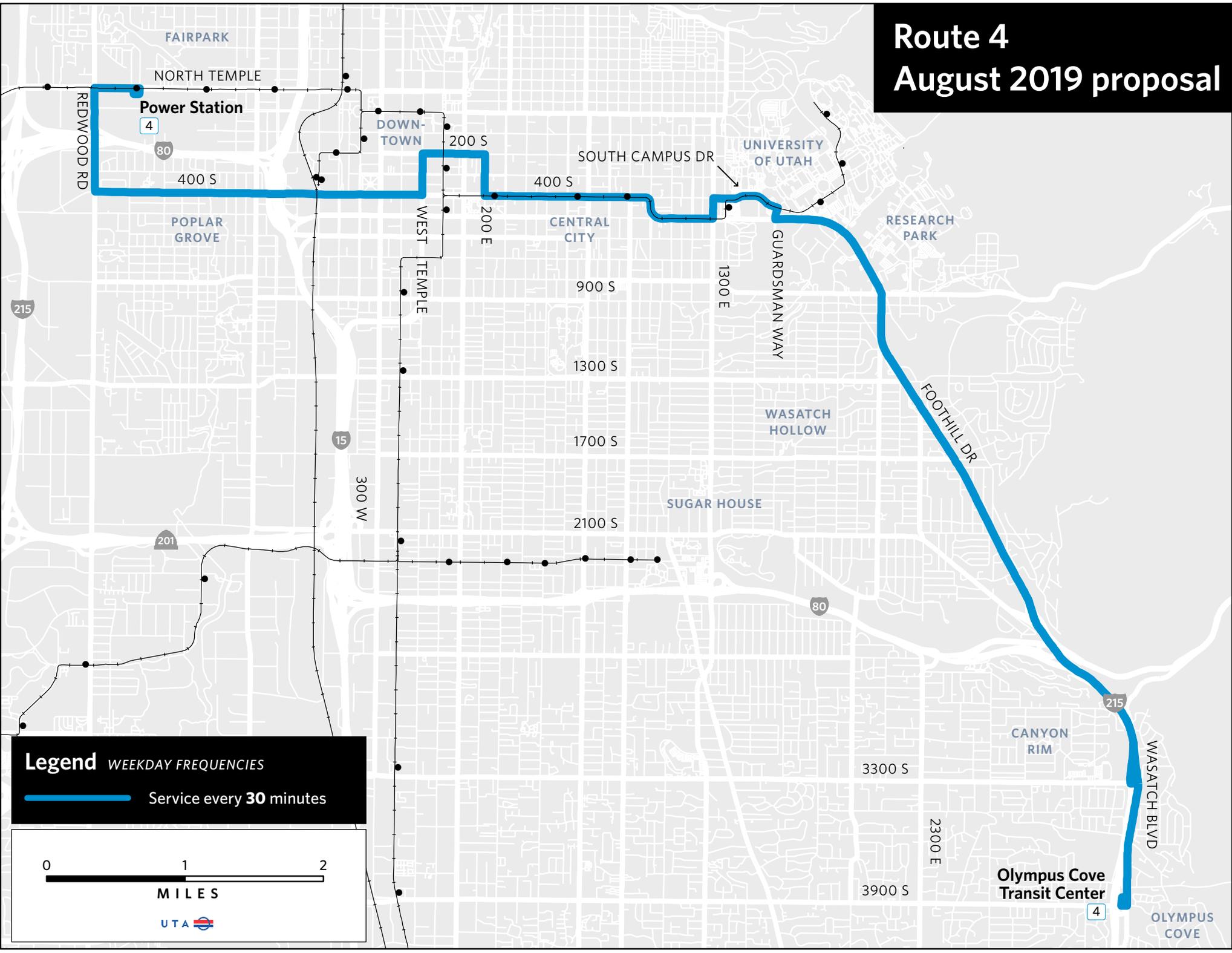
**Legend** WEEKDAY FREQUENCIES

- Service every 30 minutes
- Select trips
- Discontinued service

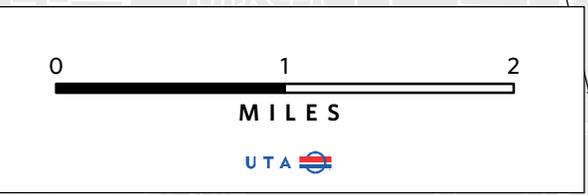
0 0.5 1  
MILES

UTA

# Route 4 August 2019 proposal

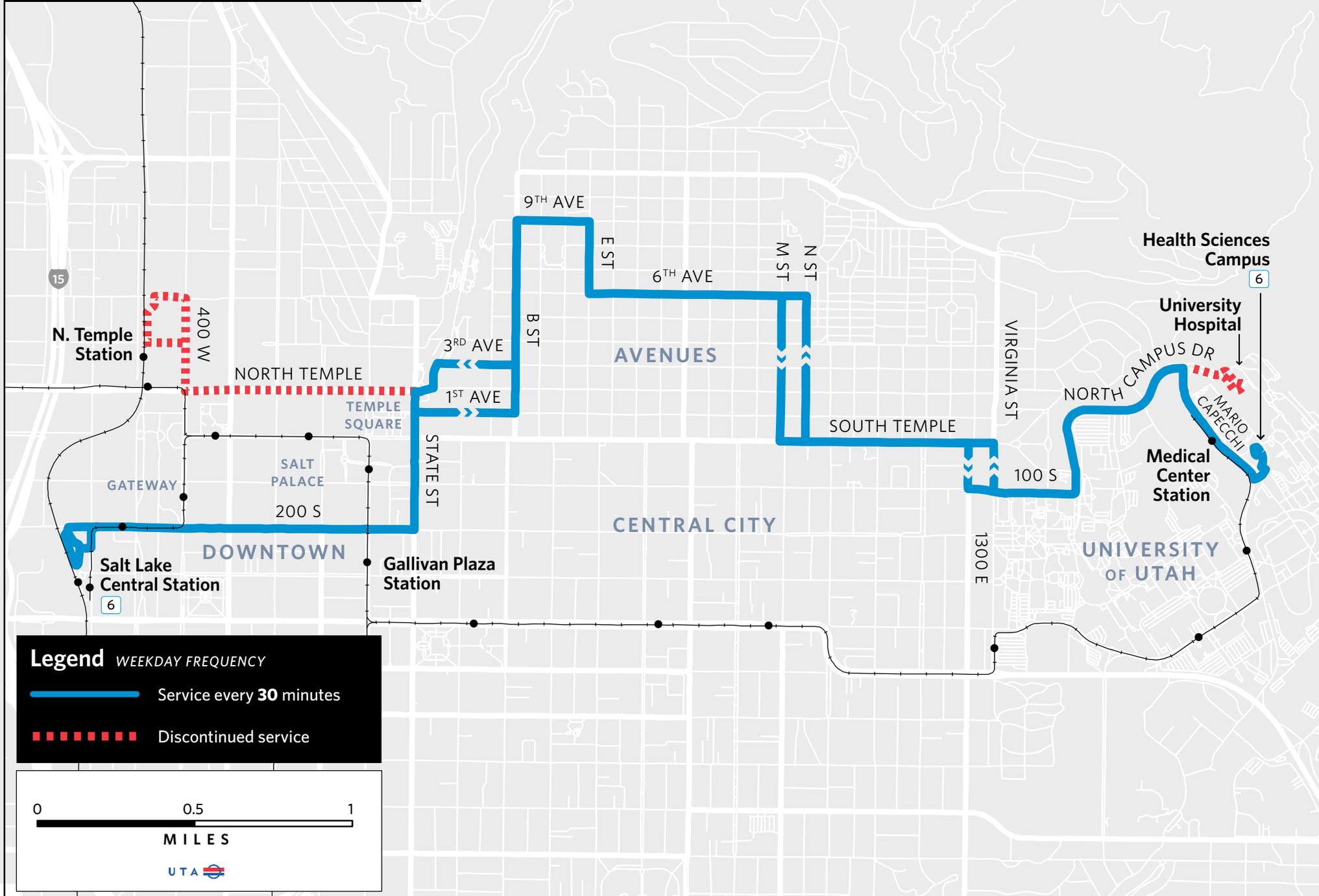


**Legend** WEEKDAY FREQUENCIES  
Service every 30 minutes



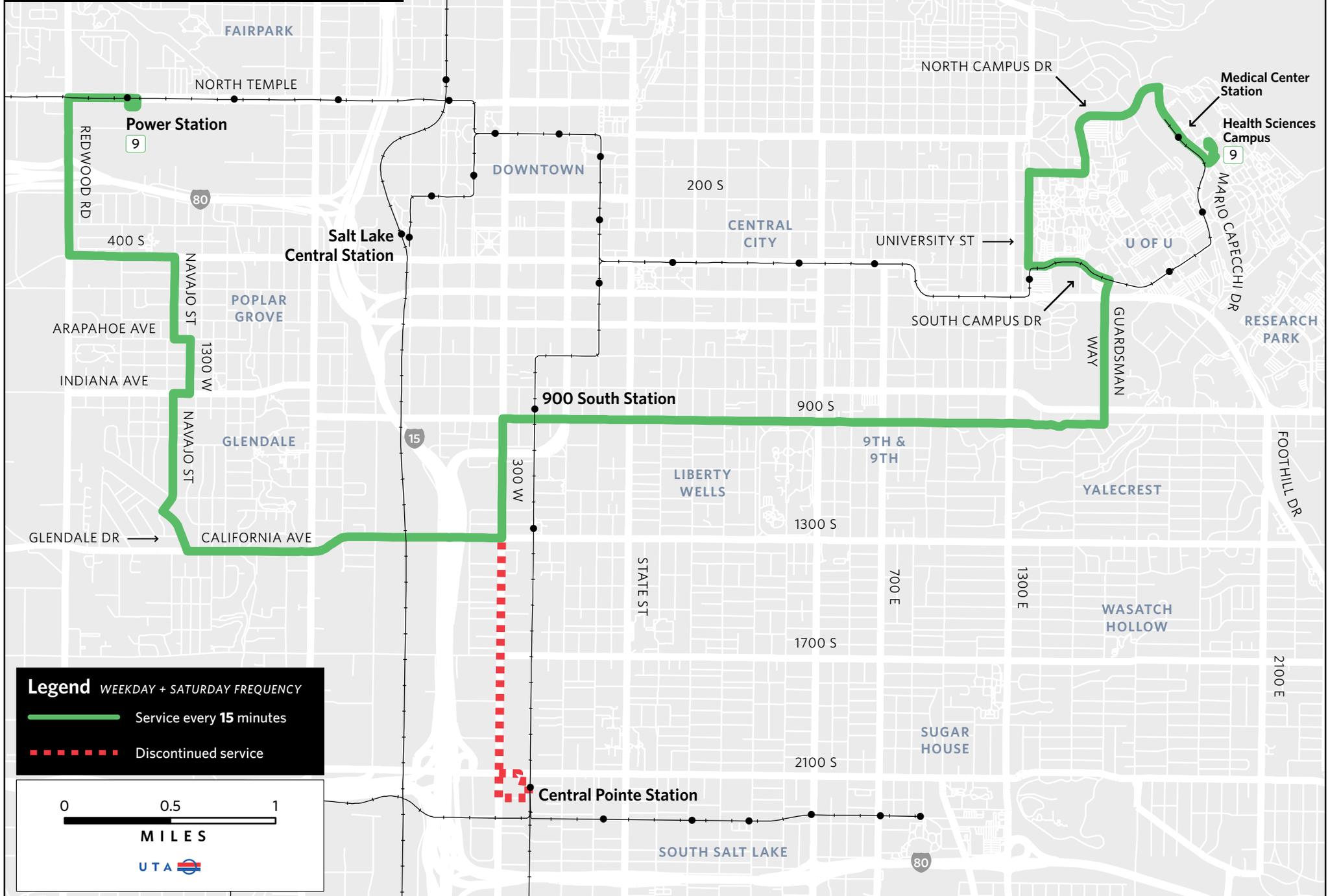
# Route 6

## August 2019 proposal



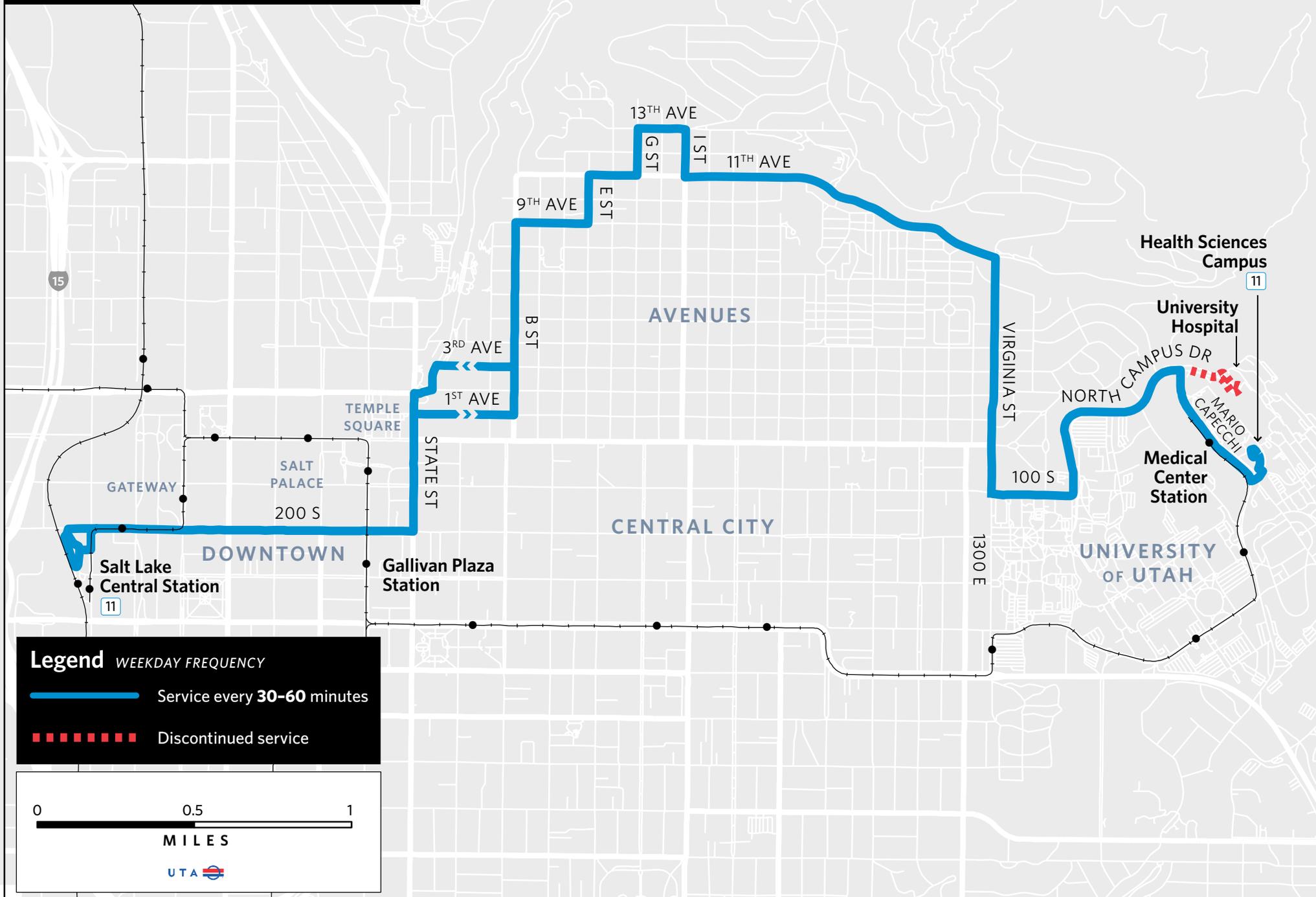
# Route 9

## August 2019 proposal



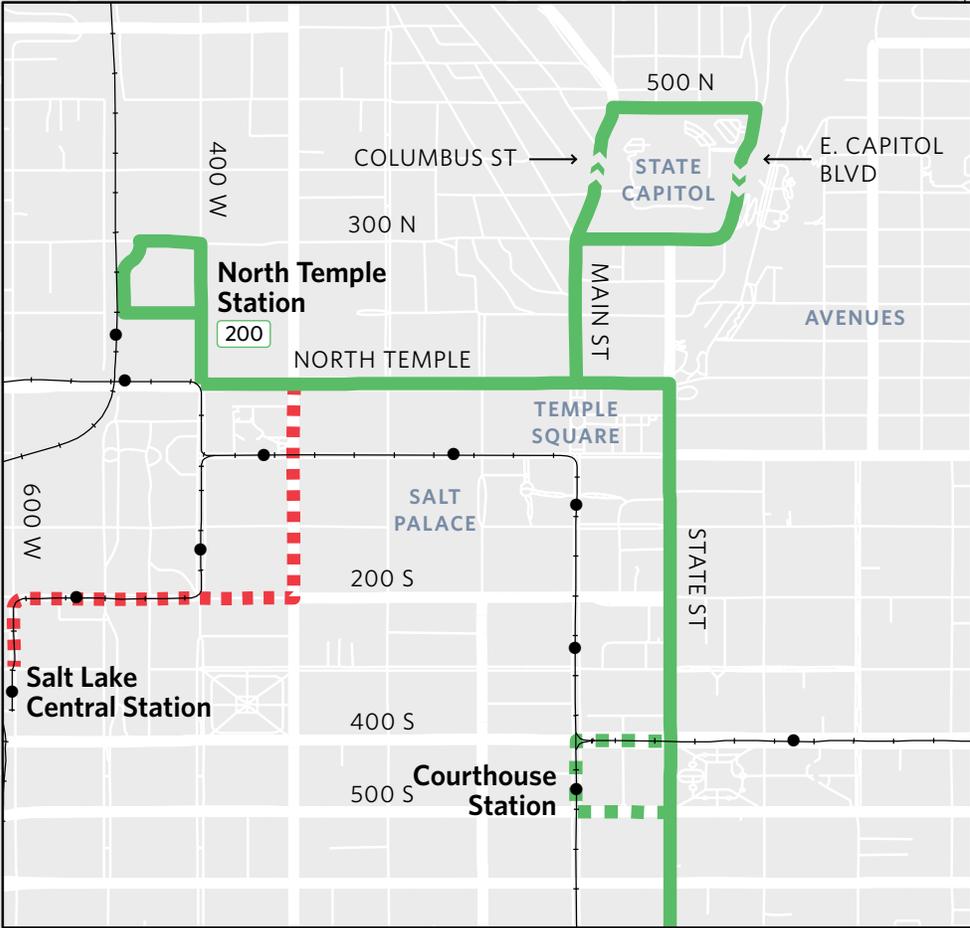
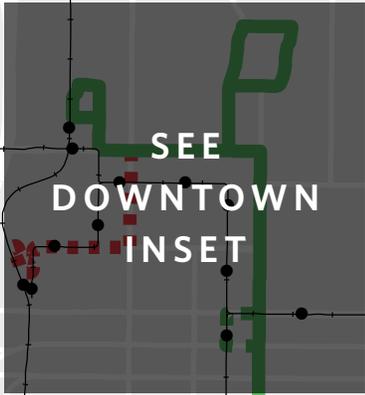
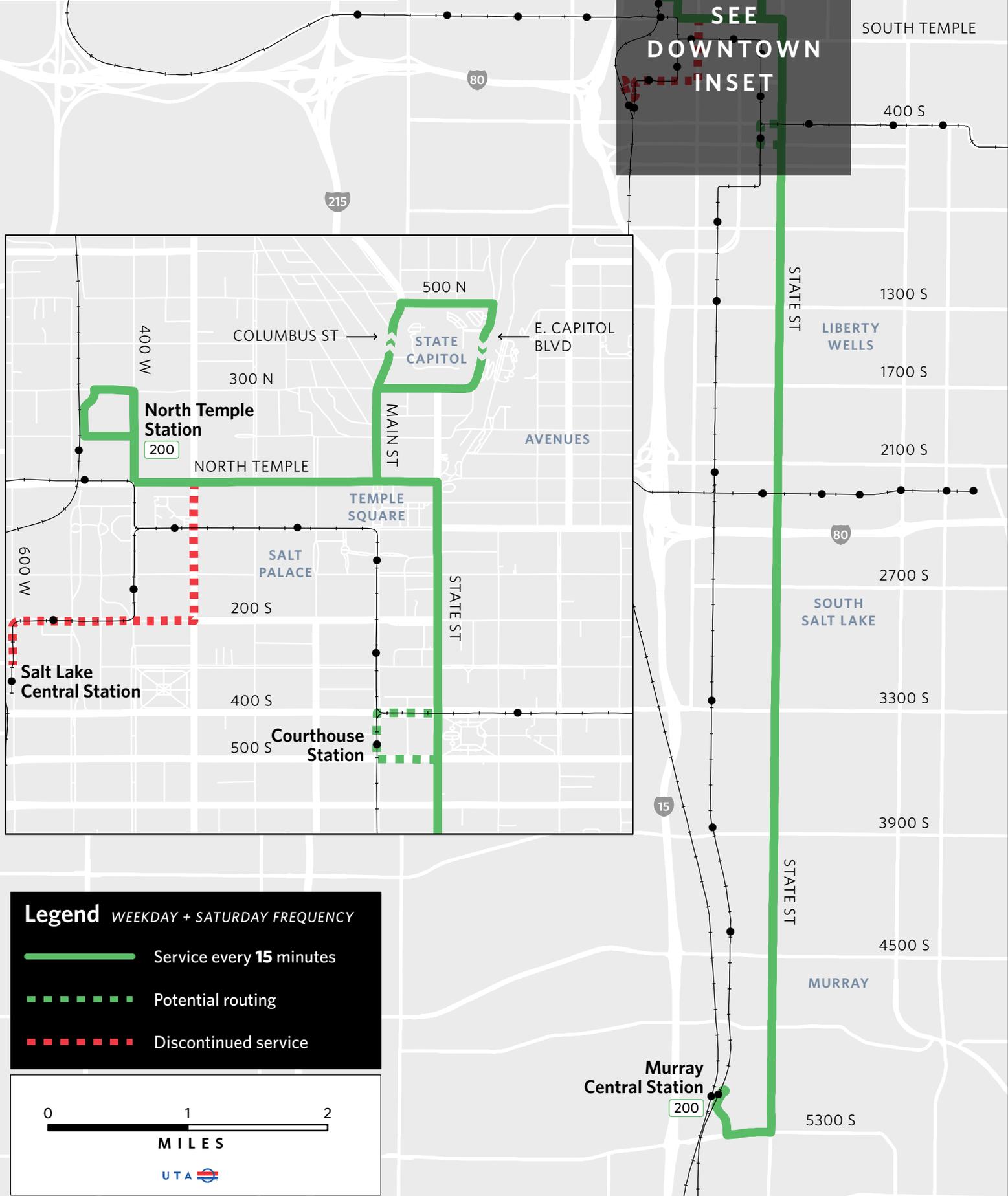
# Route 11

## August 2019 proposal





# Route 200 August 2019 proposal



**Legend** *WEEKDAY + SATURDAY FREQUENCY*

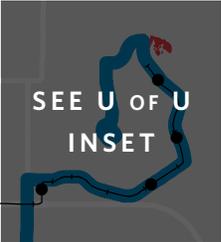
- Service every 15 minutes
- - - - Potential routing
- - - - Discontinued service

0 1 2  
MILES

UTA

# Route 213

## August 2019 proposal

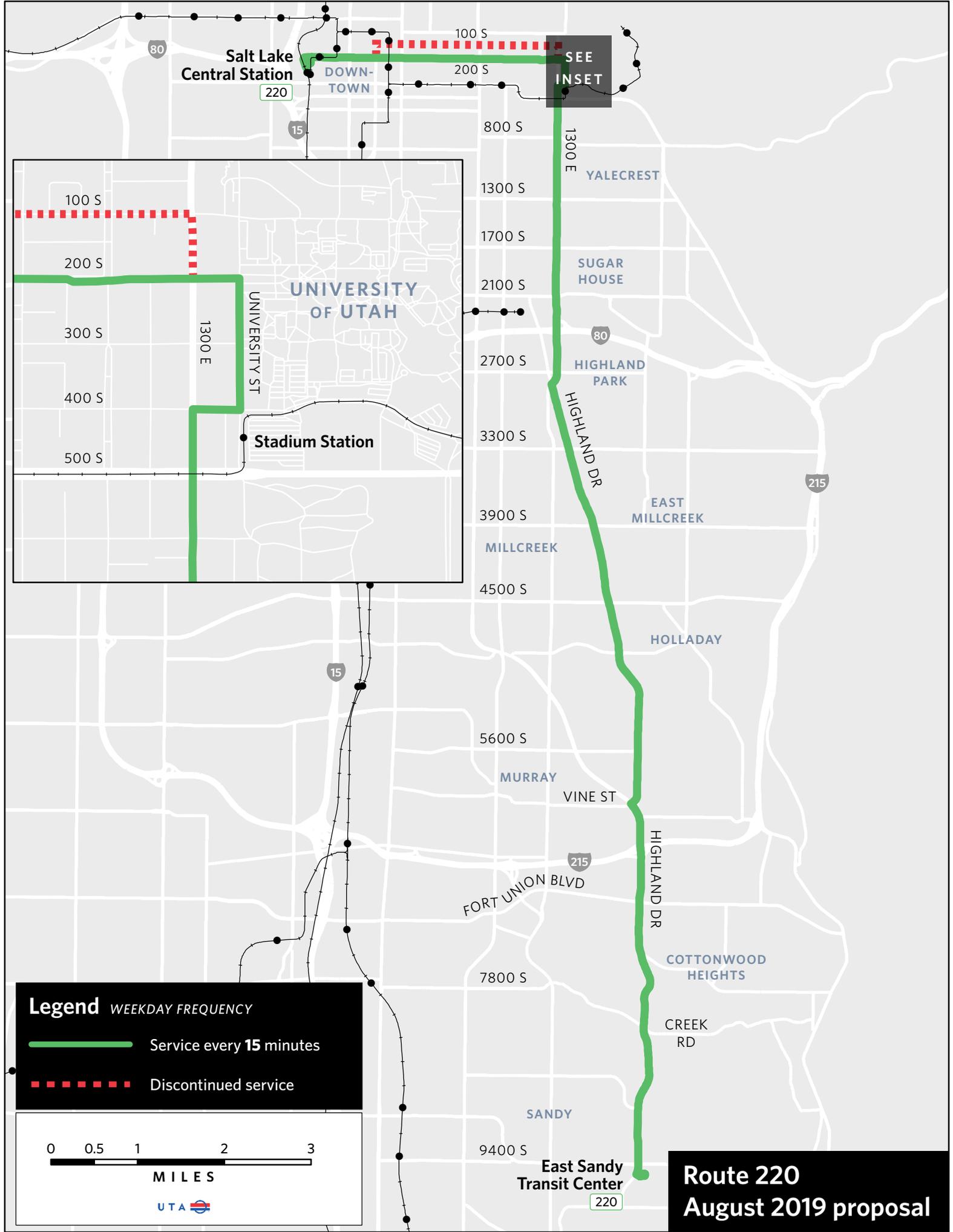


**Legend** *WEEKDAY FREQUENCY*

- Service every 30 minutes
- - - Discontinued service

0 1 2  
MILES

UTA



**Legend** *WEEKDAY FREQUENCY*

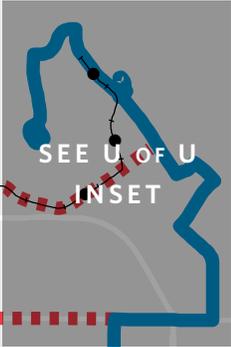
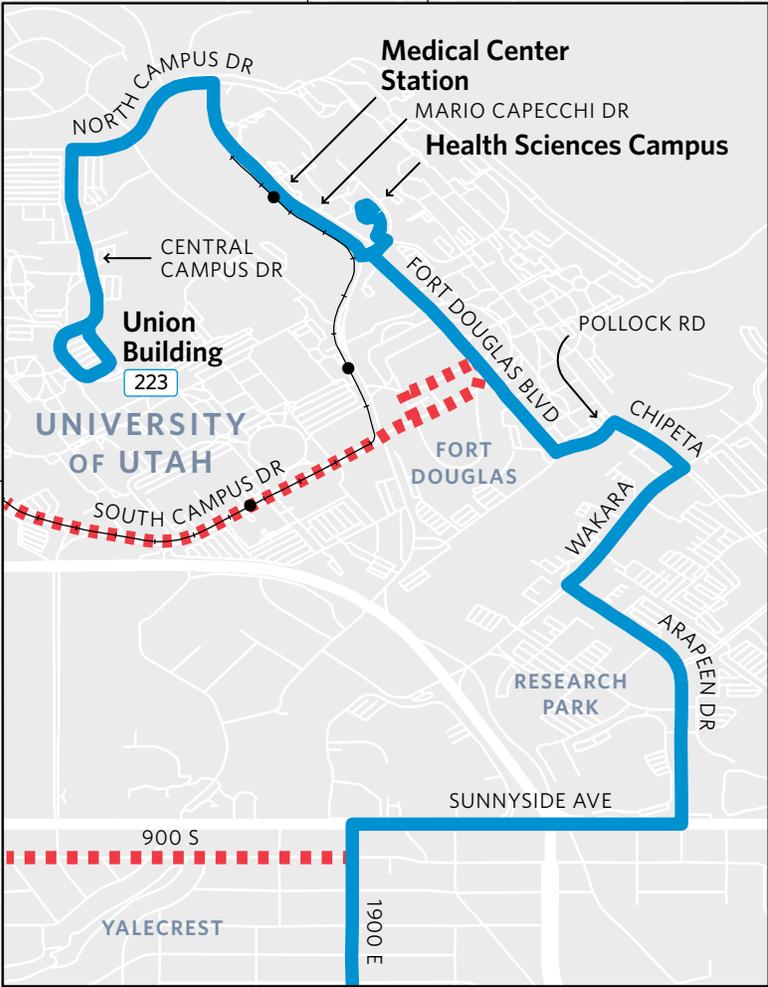
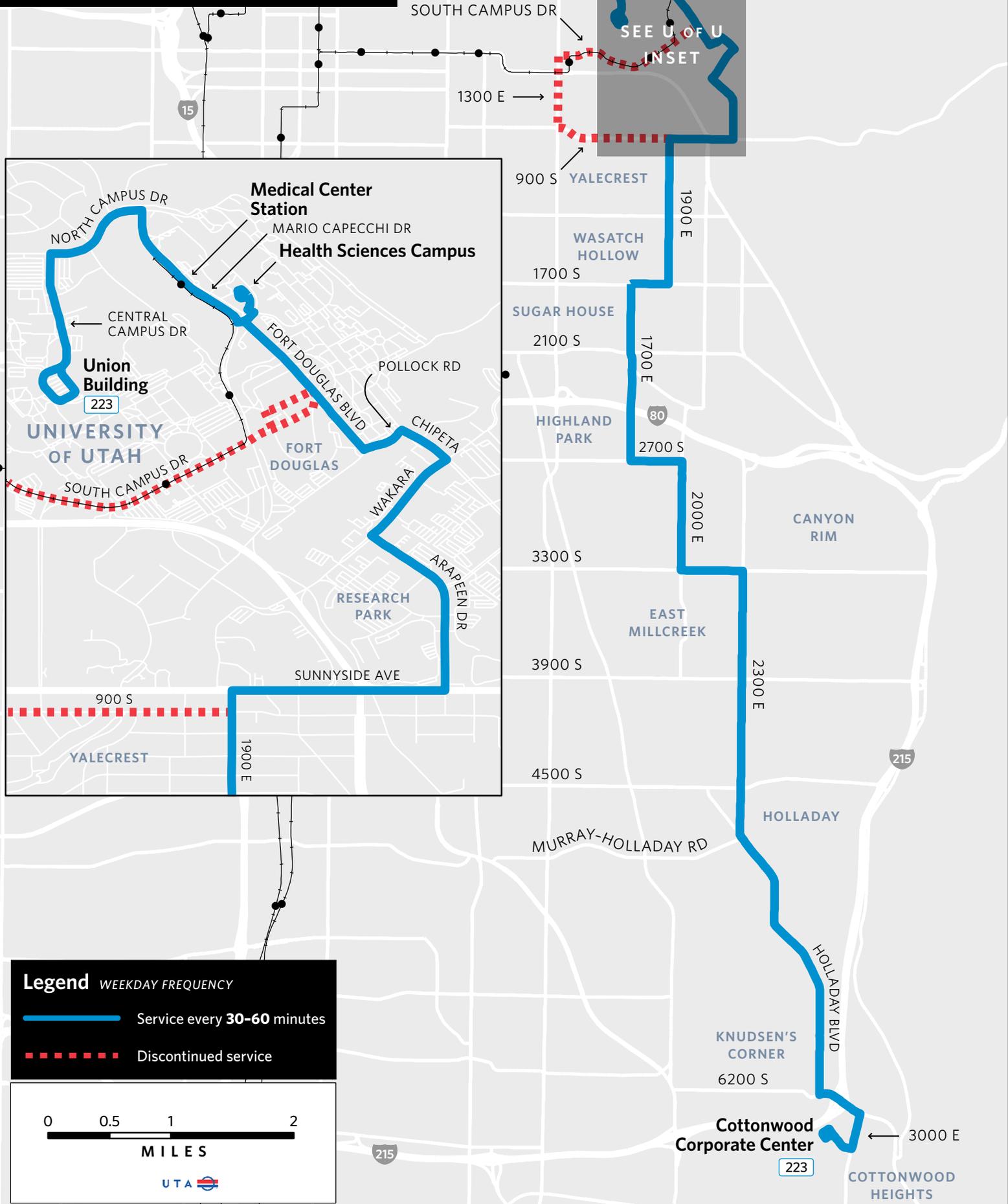
- Service every 15 minutes
- - - Discontinued service

0 0.5 1 2 3  
**MILES**  
 UTA

**Route 220**  
**August 2019 proposal**

# Route 223

## August 2019 proposal



**Legend** WEEKDAY FREQUENCY

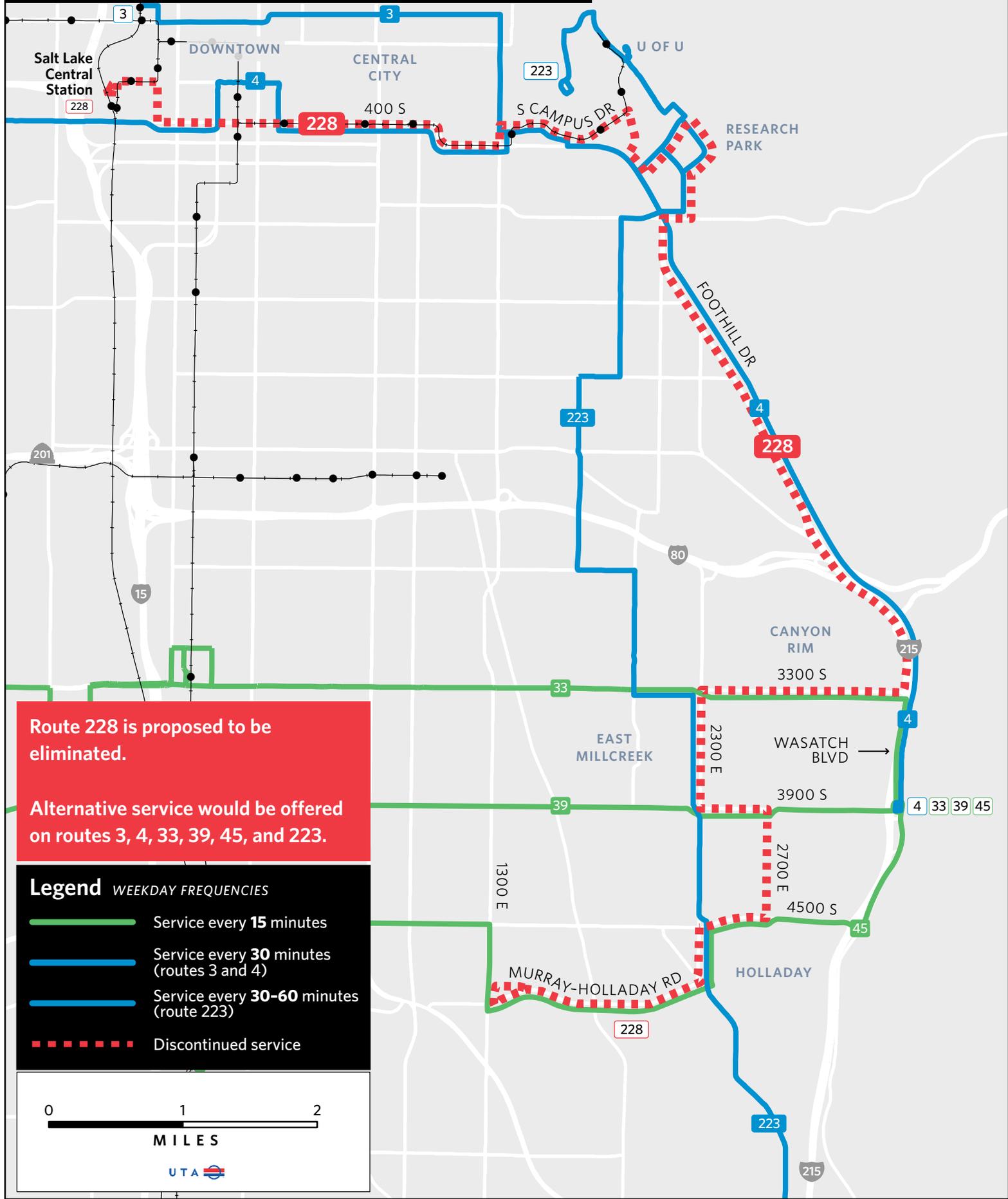
- Service every 30-60 minutes
- - - Discontinued service

0 0.5 1 2  
MILES

UTA

# Route 228

## August 2019 proposed elimination

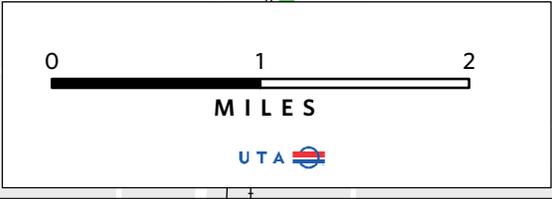


Route 228 is proposed to be eliminated.

Alternative service would be offered on routes 3, 4, 33, 39, 45, and 223.

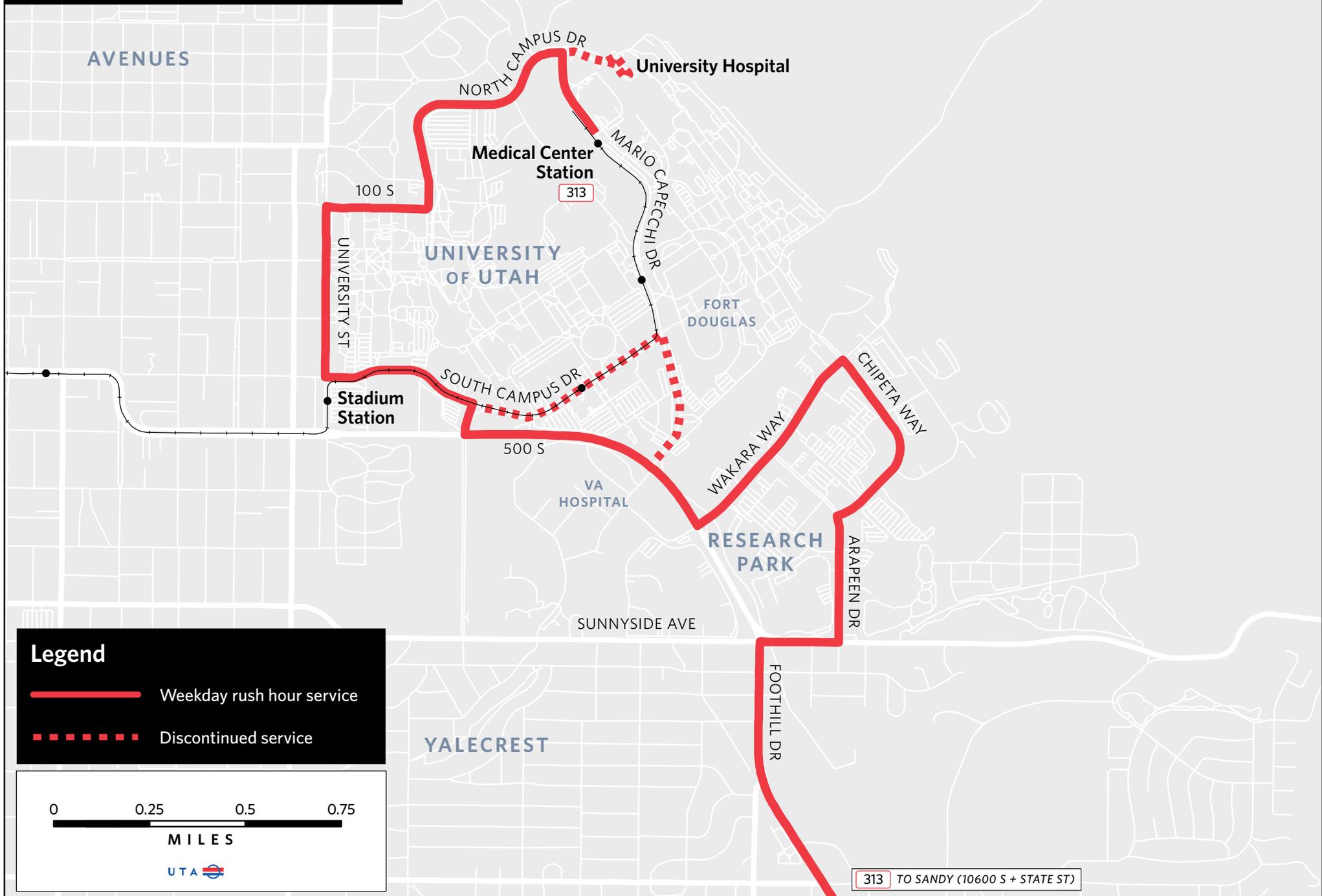
**Legend** WEEKDAY FREQUENCIES

	Service every 15 minutes
	Service every 30 minutes (routes 3 and 4)
	Service every 30-60 minutes (route 223)
	Discontinued service



# Route 313

## August 2019 proposal



# Route 354 August 2019 proposal



AVENUES

100 S

UNIVERSITY ST

NORTH CAMPUS DR

University Hospital

MARIO CAPECCHI DR

Medical Center Station

354

UNIVERSITY OF UTAH

FORT DOUGLAS

SOUTH CAMPUS DR

Stadium Station

500 S

VA HOSPITAL

RESEARCH PARK

SUNNYSIDE AVE

FOOTHILL DR

YALECREST

## Legend

-  Weekday rush hour service
-  Discontinued service

0 0.25 0.5 0.75

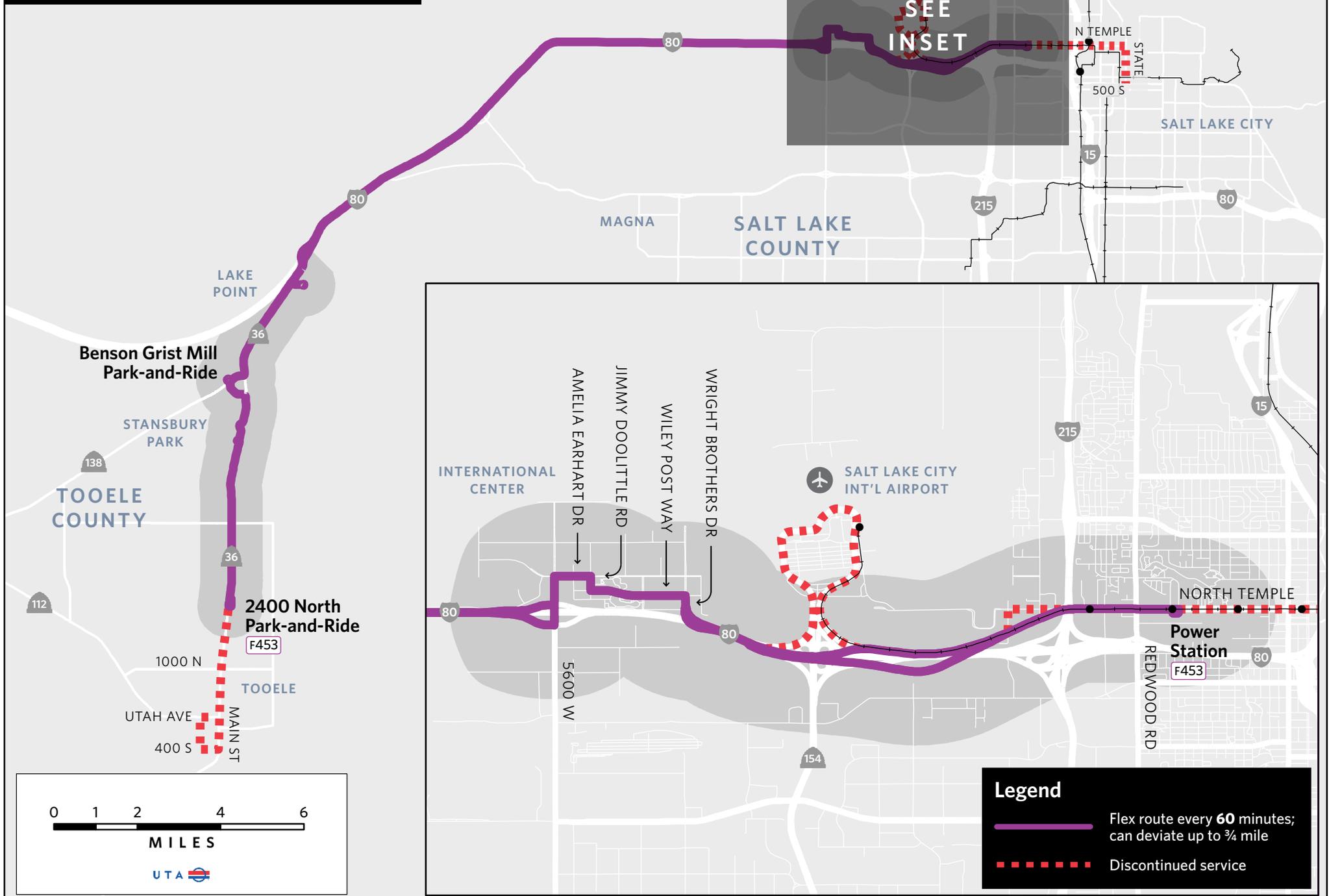
MILES



354 TO EAST SANDY TRANSIT CENTER

# Route F453

## August 2019 proposal



SEE  
INSET

### Legend

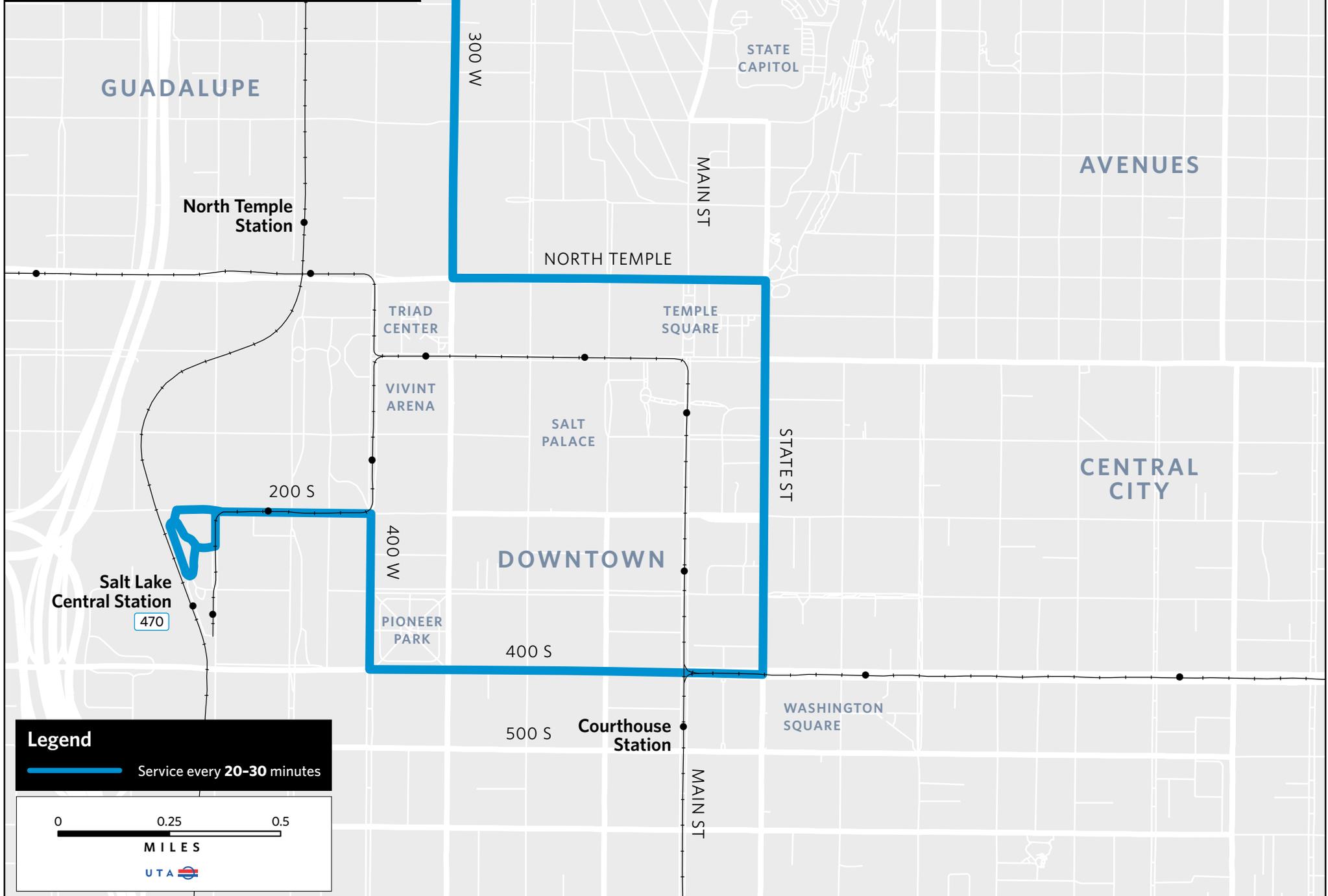
-  Flex route every 60 minutes; can deviate up to 3/4 mile
-  Discontinued service

# Route 454

## August 2019 proposal



# Route 470 August 2019 proposal



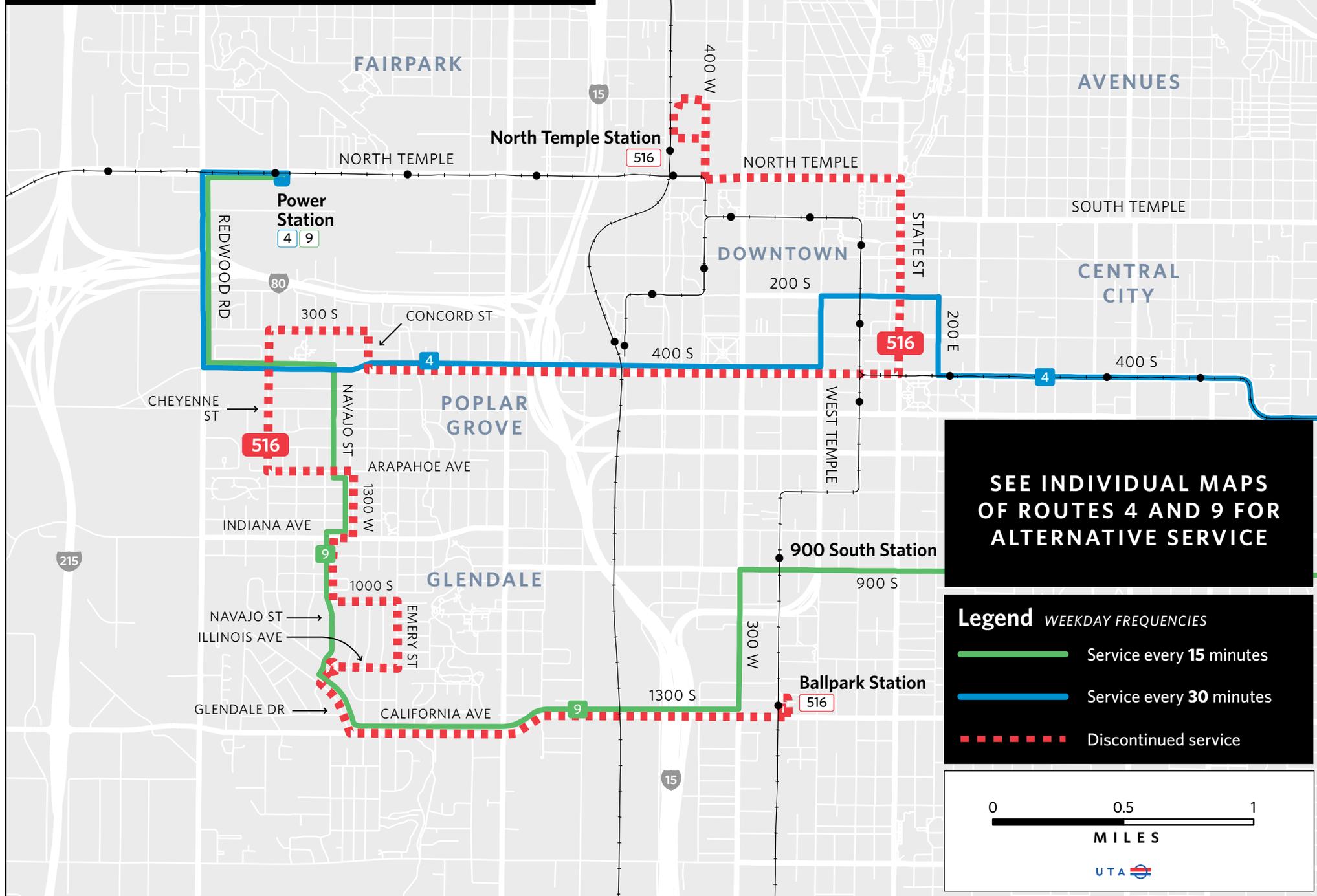
# Route 500

## August 2019 proposed elimination



# Route 516

## August 2019 proposed elimination



SEE INDIVIDUAL MAPS OF ROUTES 4 AND 9 FOR ALTERNATIVE SERVICE

# Routes 519 and 520

## August 2019 proposal

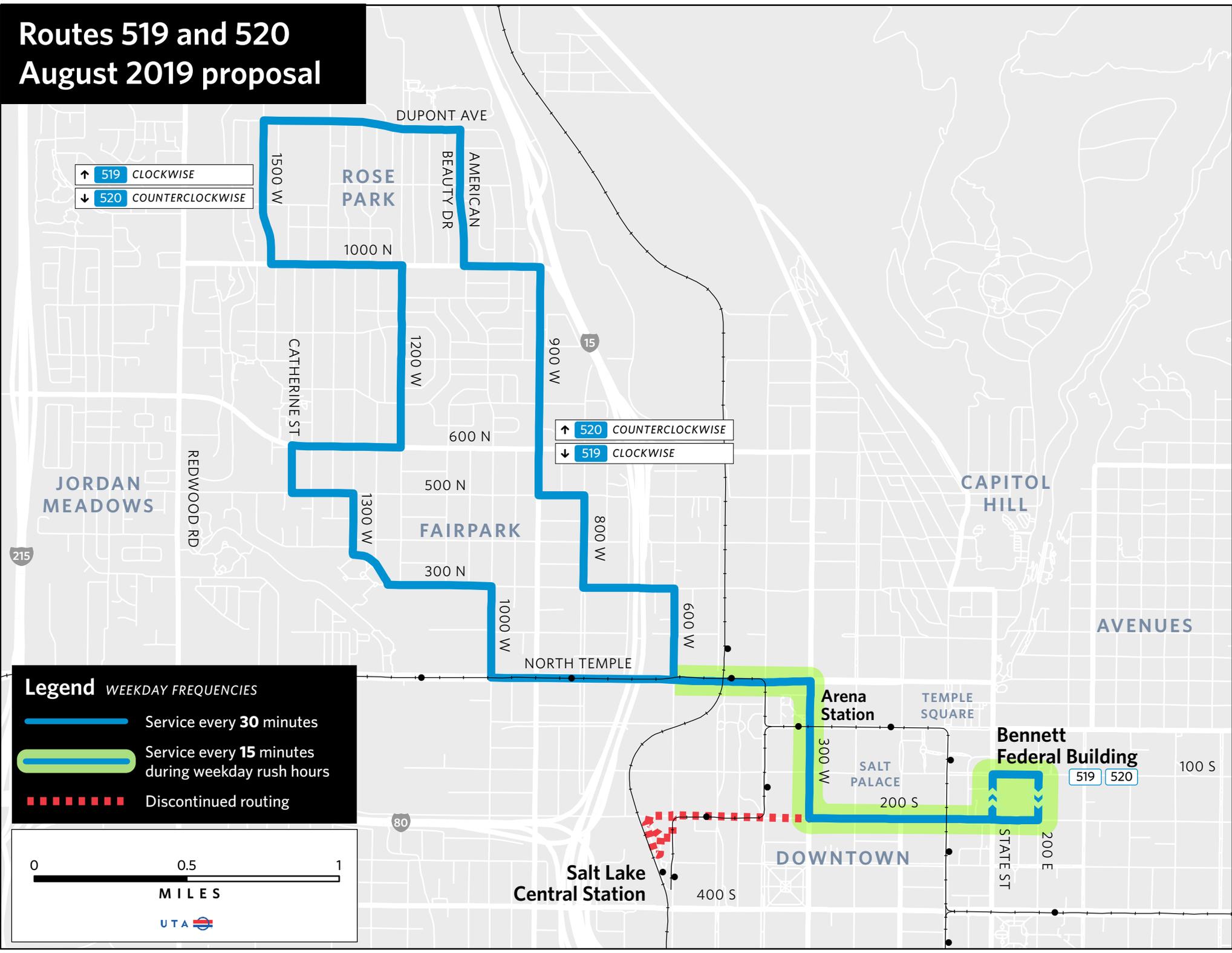
↑ 519 CLOCKWISE  
 ↓ 520 COUNTERCLOCKWISE

↑ 520 COUNTERCLOCKWISE  
 ↓ 519 CLOCKWISE

**Legend** WEEKDAY FREQUENCIES

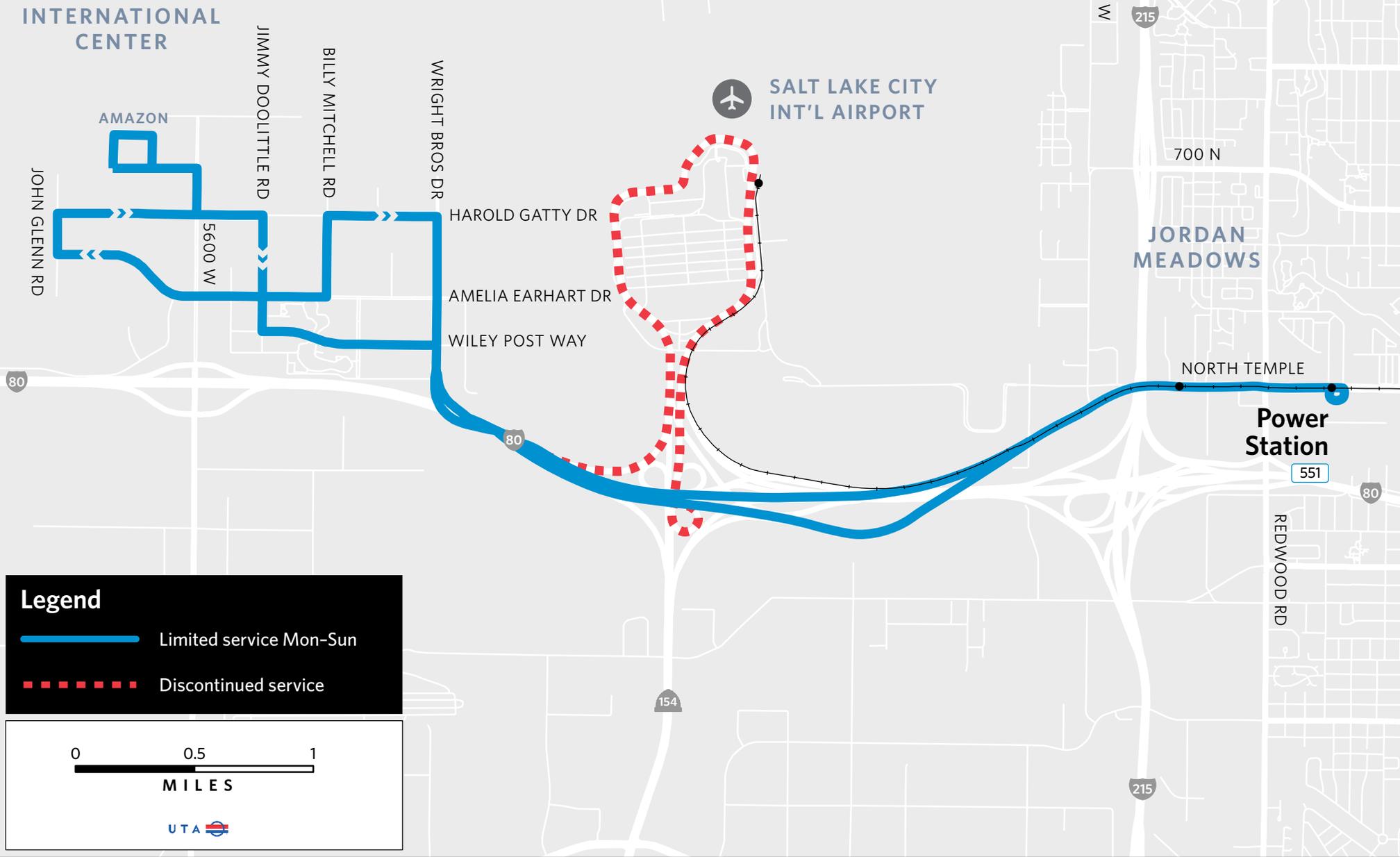
-  Service every 30 minutes
-  Service every 15 minutes during weekday rush hours
-  Discontinued routing

0 0.5 1  
 MILES  
 UTA 



# Route 551

## August 2019 proposal



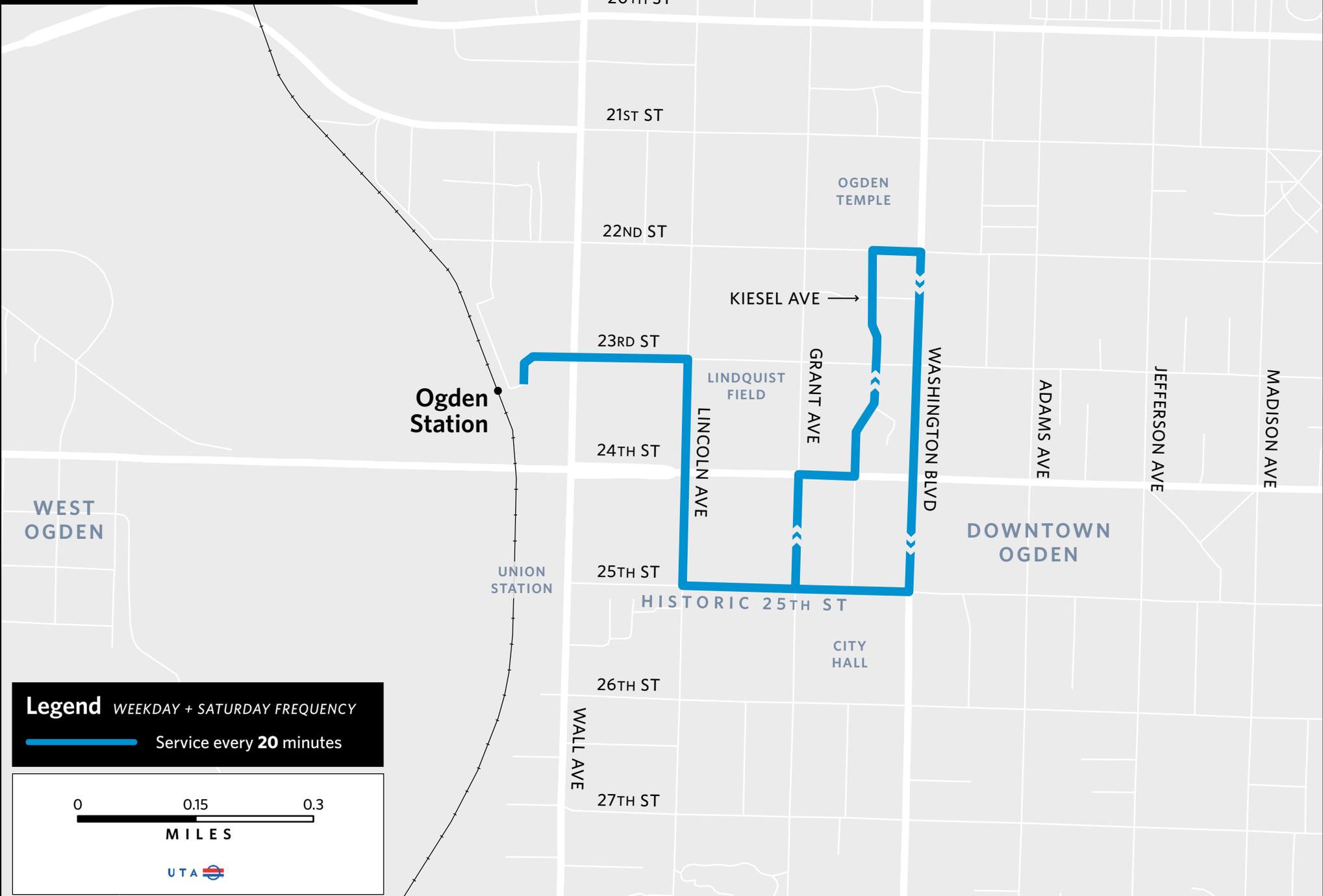
**Legend**

-  Limited service Mon-Sun
-  Discontinued service

0 0.5 1  
MILES

UTA 

# Route 601 August 2019 proposal

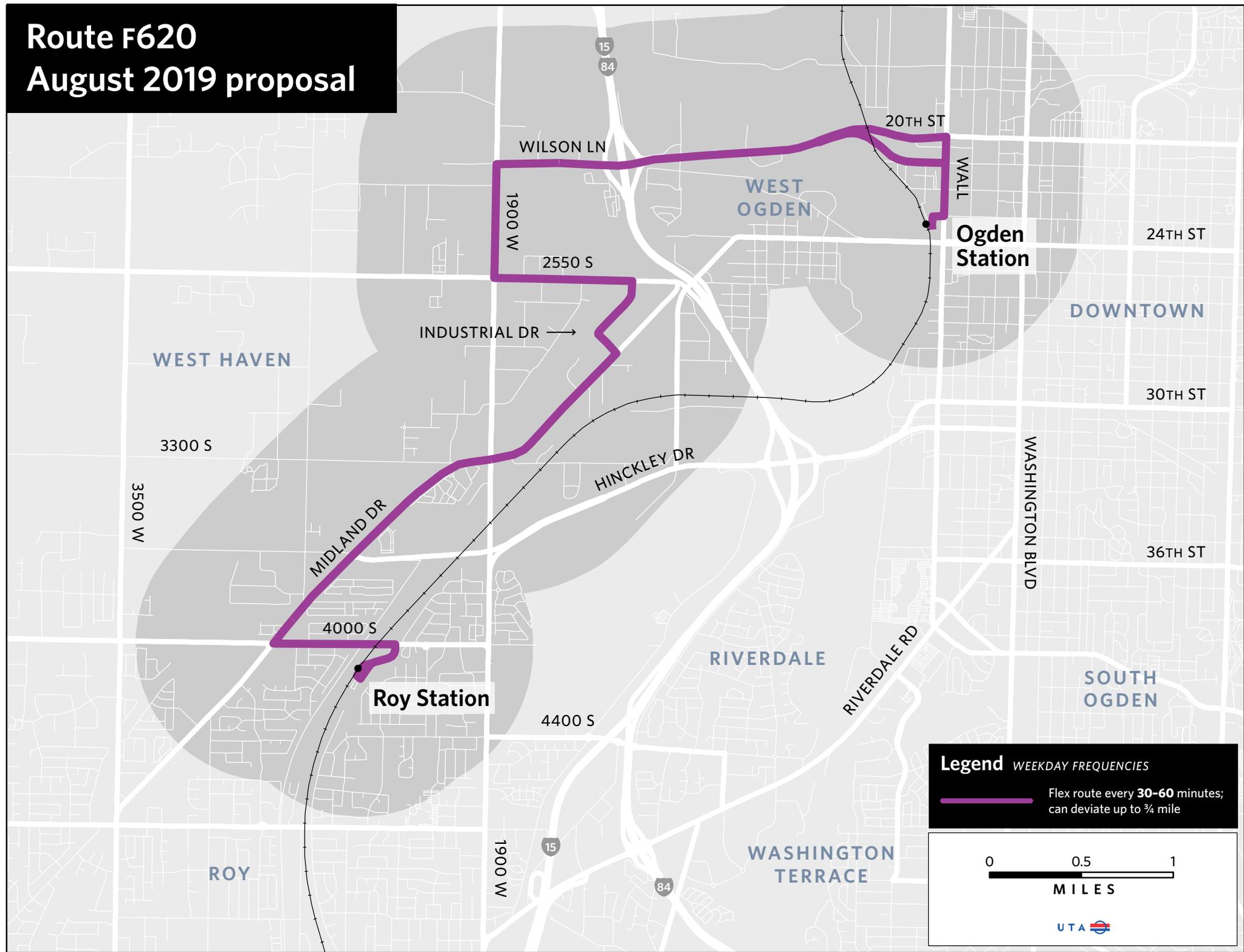


**Legend** WEEKDAY + SATURDAY FREQUENCY  
Service every 20 minutes



# Route F620

## August 2019 proposal



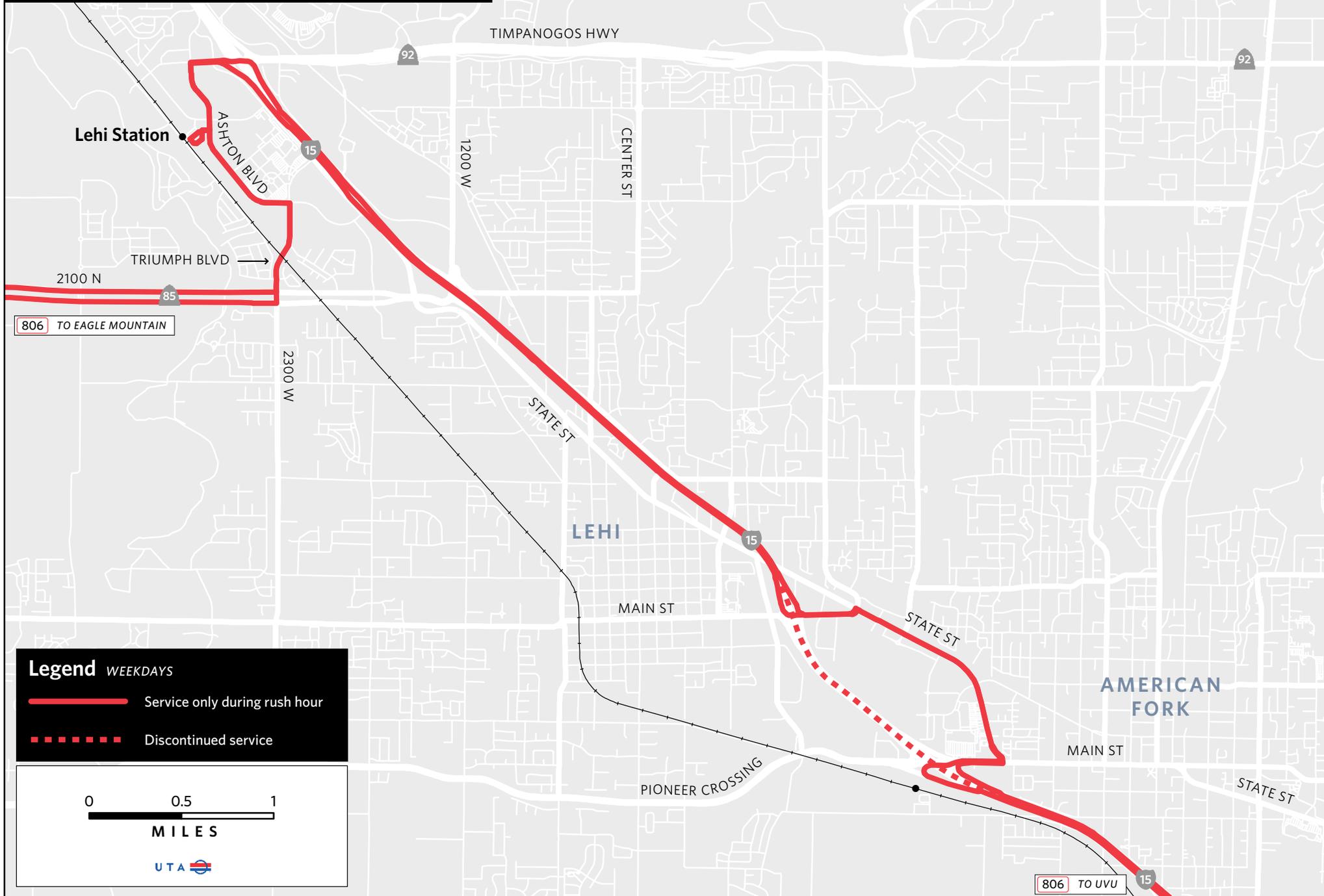
**Legend** WEEKDAY FREQUENCIES

 Flex route every **30-60** minutes; can deviate up to  $\frac{3}{4}$  mile

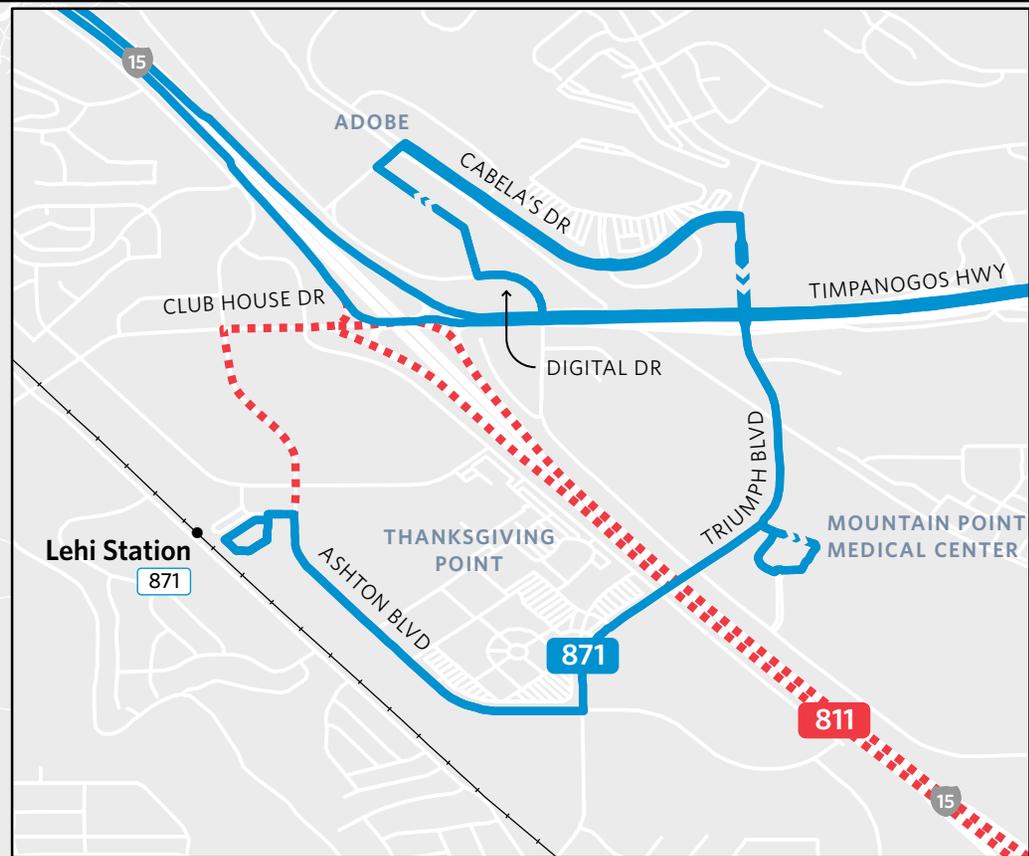
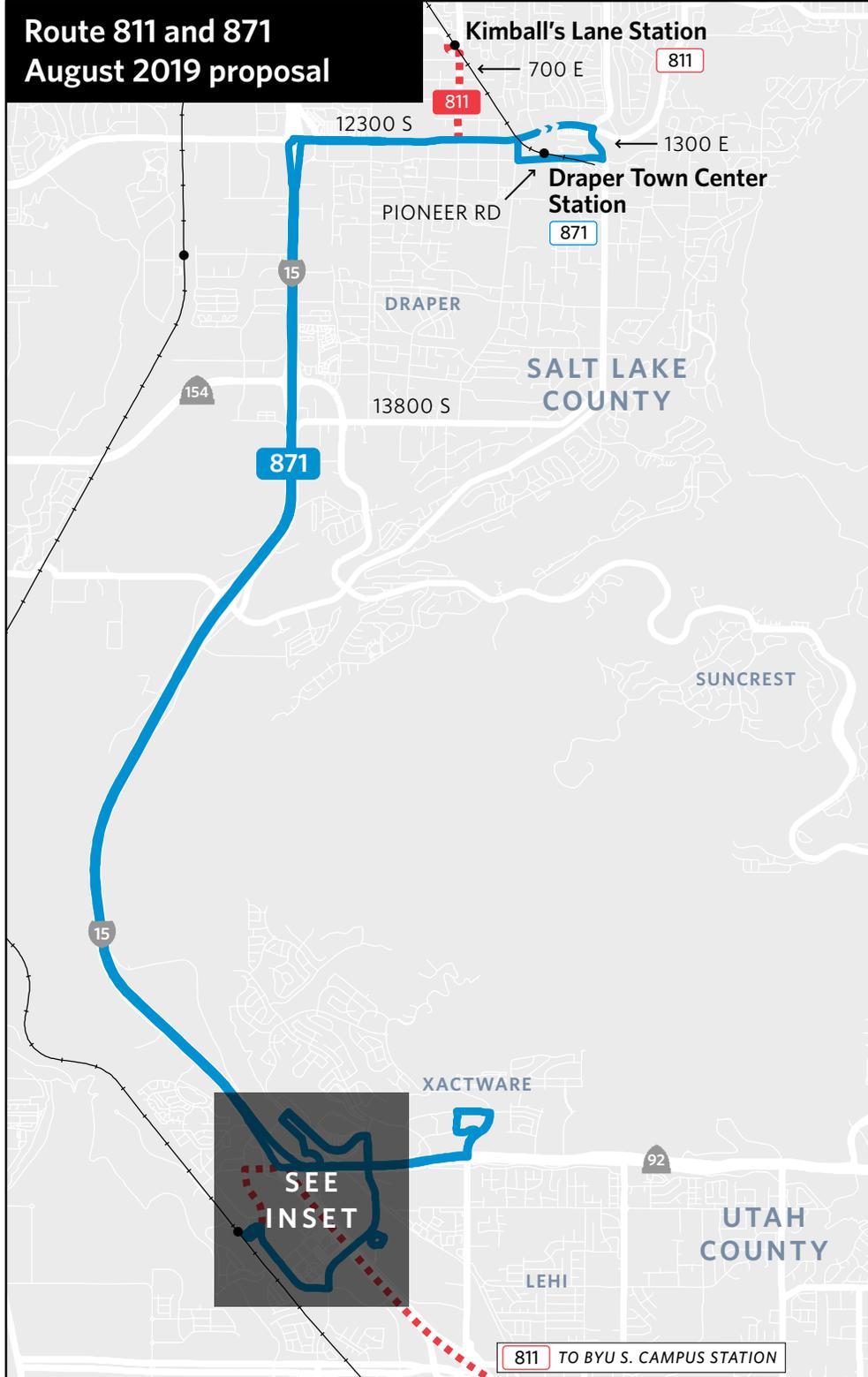
0 0.5 1  
MILES

UTA 

# Route 806 August 2019 proposal



**Route 811 and 871  
August 2019 proposal**

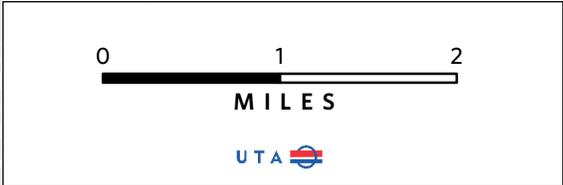


**Route 811 is proposed to be eliminated.**

**Alternative service would be provided by routes 806, 850, 871, and UVX.**

**Legend** WEEKDAY FREQUENCIES

- Service every 30 minutes
- - - Discontinued route 811



811 TO BYU S. CAMPUS STATION