

# UTA Local Advisory Council Meeting

November 18, 2020



# Call to Order and Opening Remarks

Electronic Meeting Determination Statement



# Public Comment

Due to the format of the meeting, no in-person comment will be taken

Public comment was solicited prior to the meeting through alternate means, including email and telephone

All comments received were distributed to the advisory council before the meeting and will be attached as an appendix to the meeting minutes



# Safety First Minute



# Consent Agenda

- a. Approval of September 16, 2020 Advisory Council Meeting Minutes



# Recommended Action (by acclamation)

Motion to approve the consent agenda



# Audit Committee Report

- a. Report on October 19, 2020 Audit Committee Meeting



# Agency Report



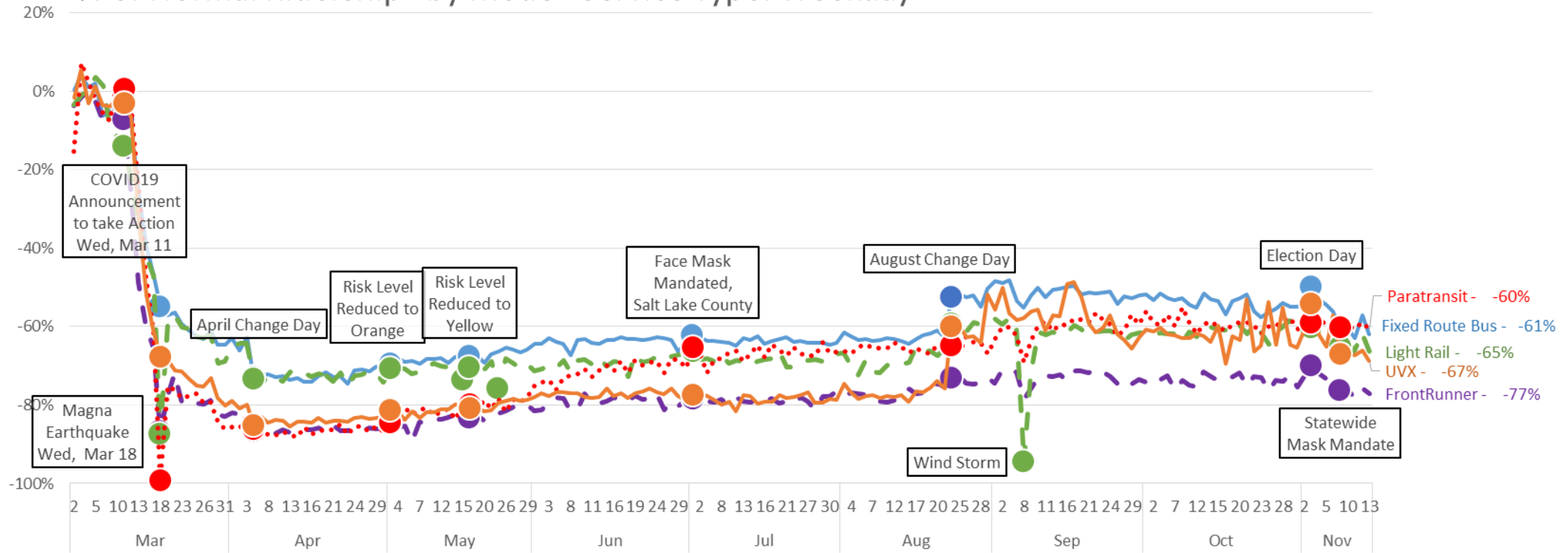


# Ridership Summary



# Weekday Ridership Update

% of Normal Ridership\* by Mode - Service Type: Weekday



• Weekday Ridership – 56,441



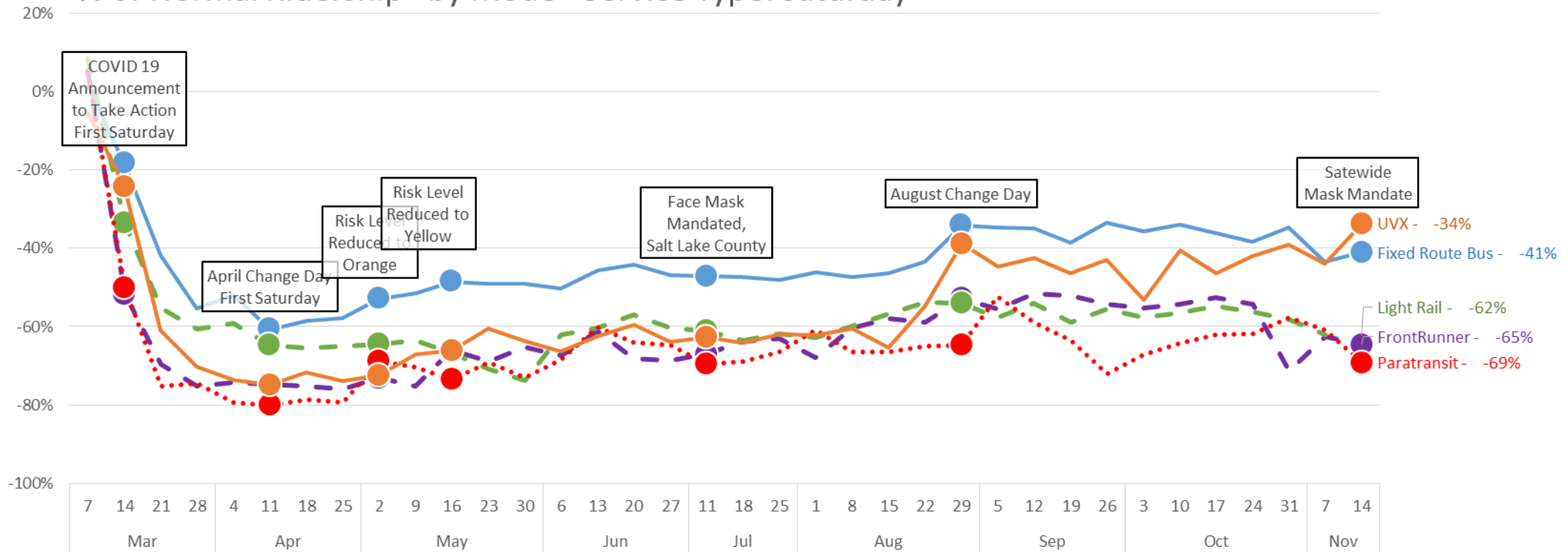
# Weekday Ridership Trend

Mode	Pre Covid 19	April 7th	Current	Current vs. Pre-Covid	Current vs. April 7th
Fixed Route Bus	81,439	21,865	32,058	-61%	47%
Commuter Rail	18,869	2,408	4,401	-77%	83%
Light Rail	54,316	13,752	19,158	-65%	39%
Paratransit	1,590	183	635	-60%	247%
Micro Transit	426	91	189	-56%	108%
Total	156,640	38,299	56,441	-64%	47%



# Saturday Ridership Update

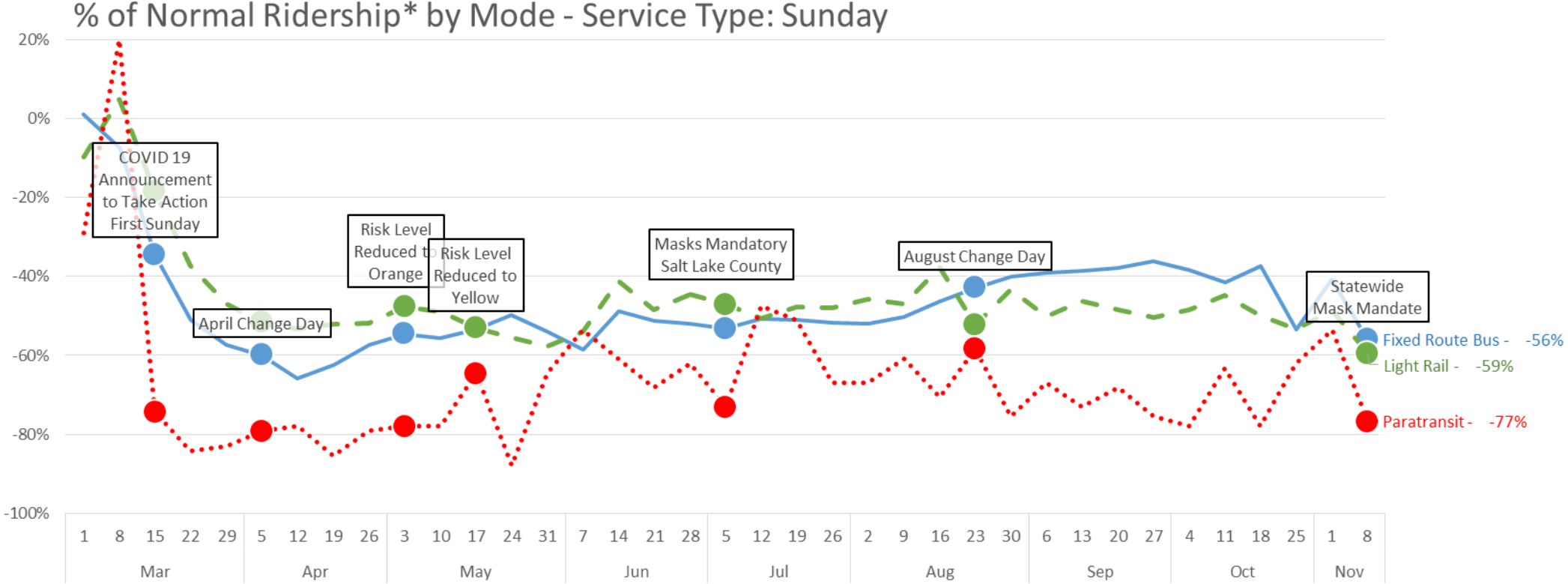
% of Normal Ridership\* by Mode - Service Type: Saturday



• Saturday Ridership – 36,221



# Sunday Ridership Update



- Sunday Ridership – 12,980



# Election Day Ridership

Mode	Election Day Ridership	Past 5 Weekday Average	% Change
Fixed-Route Bus	40,821	36,950	10%
UVX	5,759	4,770	21%
Commuter Rail	5,694	4,969	15%
Light Rail	21,276	21,283	0%
Paratransit	650	644	1%
Microtransit	234	187	25%



# Questions?



# 2021 Ski Bus Outreach Efforts





# UTA SKI BUS

## Outreach Efforts

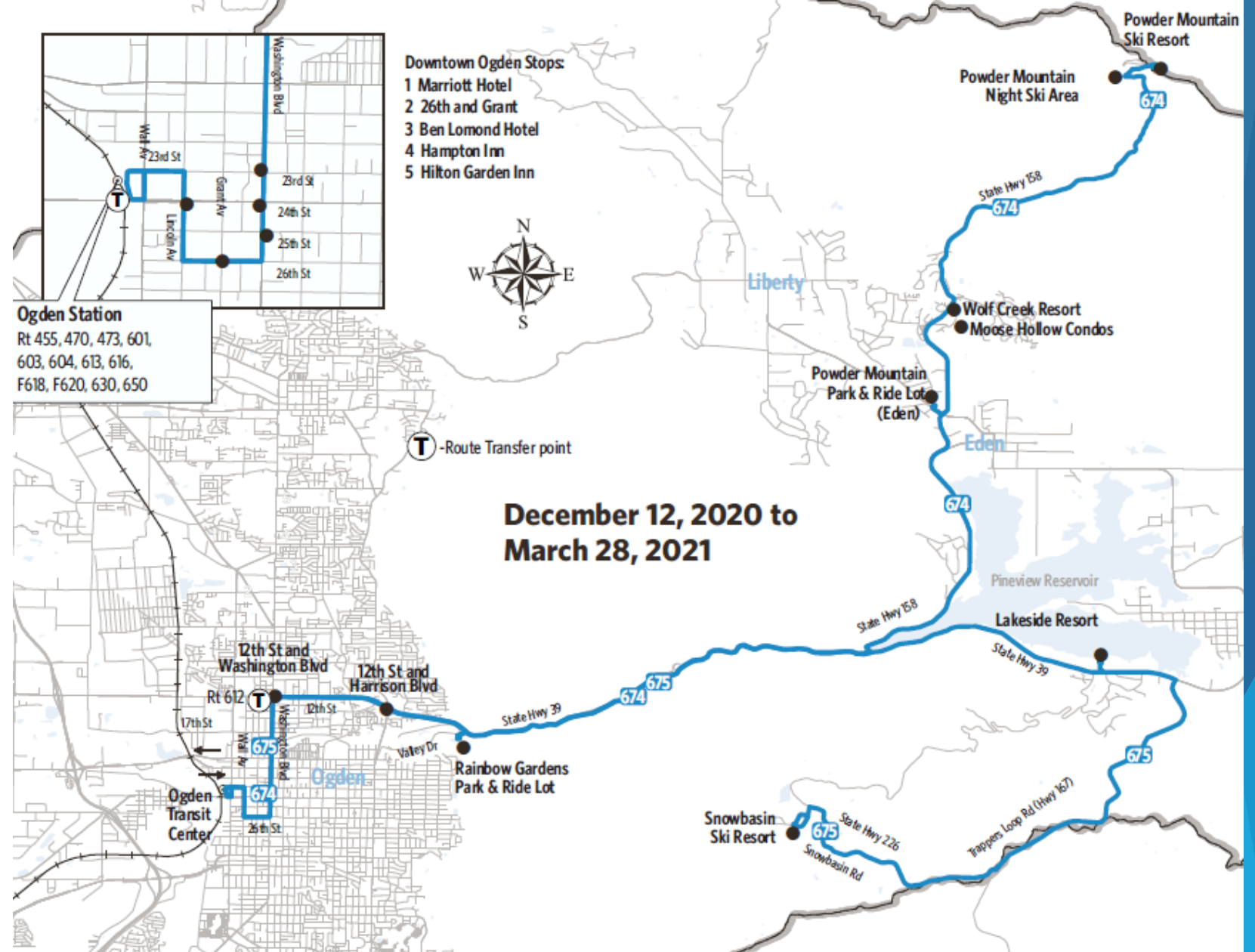




# goals during COVID

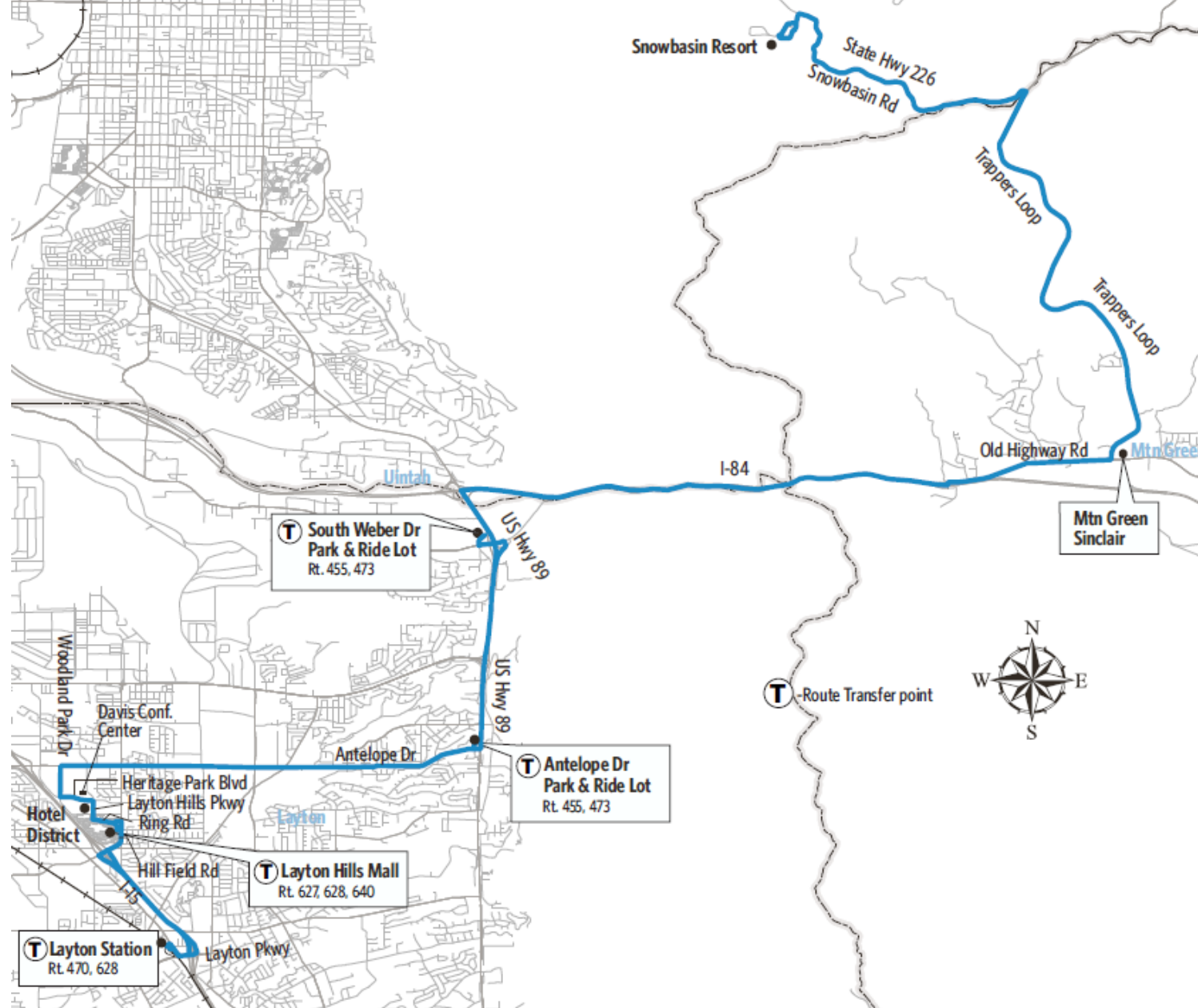
- Keep riders and operators safe
- Follow COVID guidelines
- Minimize wait times
- Help riders plan ahead
- Create a positive experience
- Maintain customer confidence

# Weber County Map (Routes 674/675)



# Davis

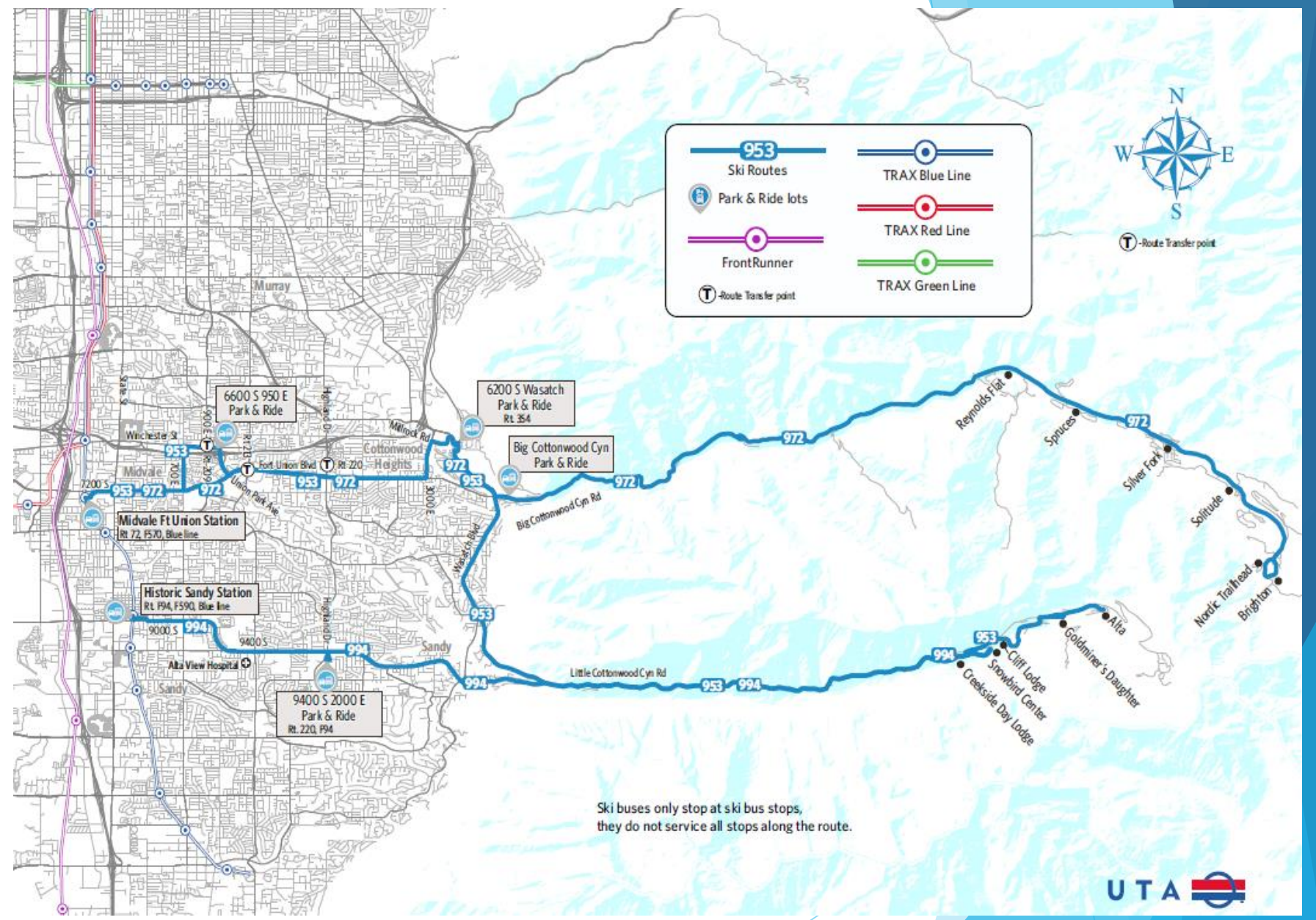
## County Map (Route 677)





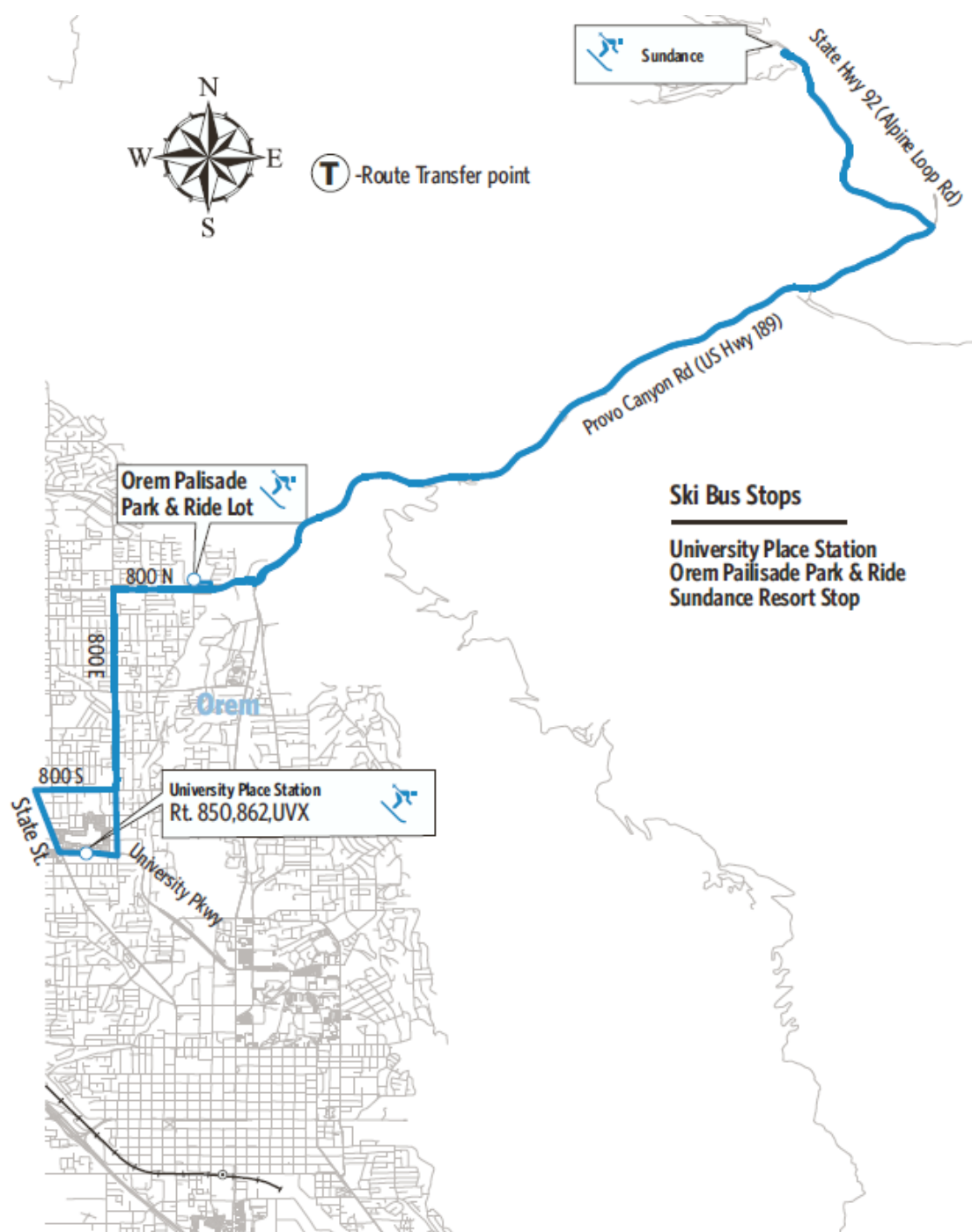
# Salt Lake County Map

(Routes 953/972/994)



# Utah

## County Map (Route 880)





# key MESSAGES

- Ski Safe during COVID
- What UTA is doing to keep you safe
- What riders can do to be safe
- Tools to plan ahead

**READY WHEN YOU ARE!** The RTC is accommodating riders as Southern Nevada continues to reopen. Here's what you can expect when you ride with us.

**RTC**

**RTC'S 14-POINT SAFETY PLAN**

**WHAT WE EXPECT FROM OUR RIDERS:**

- 1 FACE COVERINGS**  
Don't have one? We've got you covered. Visit the RTC, SSTT, or see a security guard, while supplies last.
- 2 SOCIAL DISTANCING**  
Keep at least 6ft between you and others.

**WHAT WE'RE DOING FOR OUR RIDERS:**

- 3 VEHICLE CLEANING**  
We clean all surfaces inside the vehicles daily with hospital-grade disinfectant.
- 4 HIGHER-CAPACITY VEHICLES**  
We are implementing longer and double deck buses to give you more room.
- 5 MORE BUSES**  
We're sending out more buses to make sure there's always room for you.
- 6 SOCIAL DISTANCING REMINDERS**  
We're reminding you to practice safe social distancing with signage.
- 7 CONTACTLESS PAYMENT**  
Avoid contact and board quicker with just a tap of your phone with the rideRTC app.
- 8 DRIVER ENCLOSURES**  
All vehicles come with an enclosure for drivers and help provide you with another layer of protection.
- 9 DATA TRANSPARENCY**  
Sharing all of the latest information on how the pandemic is affecting transit on our website.
- 10 HEALTHY WORKFORCE**  
Our employees and contractors are staying healthy and practicing safe social distancing.

**IN-VEHICLE TECHNOLOGIES BEING CONSIDERED:**

- 11 ION AIR FILTERS**  
New air filtration that can kill germs and viruses while the vehicle is on the road.
- 12 PASSENGER COUNTS**  
Passenger count information in real time to assess need for additional buses on the route.
- 13 SANITATION INFORMATION**  
Up-to-date messages to let you know when the vehicle was last sanitized.
- 14 MICRO-BACTERIAL SHIELDS**  
Extra layer of protection on all new vehicles moving forward.

**VISIT [rtcsonv.com/coronavirus](https://rtcsonv.com/coronavirus) for more information.**





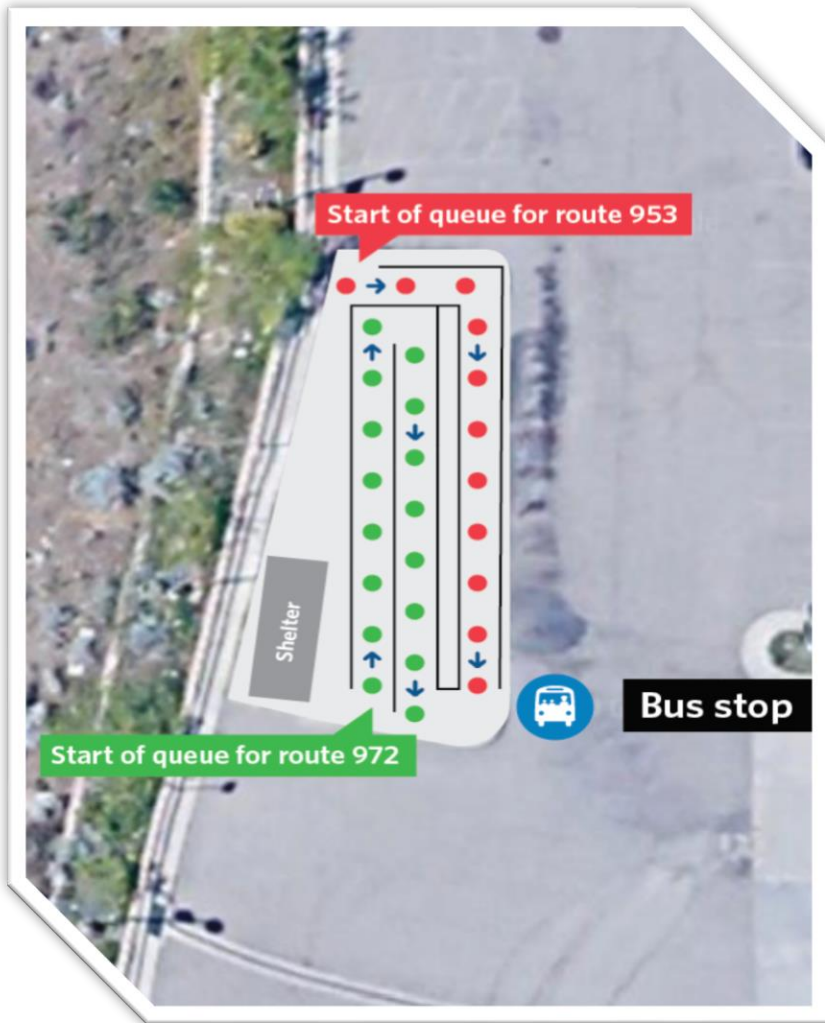


# operational TACTICS

- Continue disinfecting/fogging
- Provide masks/hand sanitizer
- Limit passenger loads
- Create queue lines at key stops
- Remain flexible:
  - Monitor ridership
  - Add vehicles when possible
- Recommend off-peak days/times and parking locations

# system communication TACTICS

- Connecting train station signs
- A-Frame signs for queue lines
- Bus stop signs
- “Bus is full” headers on buses
- Bus is full operator signs





# outreach & advertising TACTICS

- Ski Bus Blog
- Geo-targeted online ads
- Geo-targeted mobile ads
- Social media
- Service Alerts
- Transit app
- SnowGo Teams
- Email blasts
  - Resort employees
  - Resort season pass holders

# partner TACTICS

- Ski resorts
- Airport
- CVBs
- Chambers
- Hotels
- UDOT
- SkiUtah
- CWC
- Ski Influencers



Any ?  
Questions !

# Board of Trustees Report



# Jeff Acerson Appointment and Confirmation Update



# Bond Refunding Results





# Legislative Interim Report on State Study



# Resolutions



**AR2020-11-01**

**Resolution Appointing 2021 Officers**



# Recommended Action (by acclamation)

Motion to approve AR2020-11-01

Resolution Appointing 2021 Officers



**AR2020-11-02**

**Resolution Giving Notice and Setting Regular Meeting  
Dates for Calendar Year 2021**



# **Recommended Action (by acclamation)**

Motion to approve AR2020-11-02

Resolution Giving Notice and Setting Regular Meeting Dates for Calendar Year 2021



# Capital Development Consultation and Resolutions



**AR2020-11-03**

**Resolution Approving the Proposed Capital Development  
Plan for the Midvalley Connector Bus Rapid Transit Project  
and Recommending Approval by the Authority's Board of  
Trustees**





# Midvalley Connector

## PROJECT PARTNERS



# Project Overview

- 7 miles
- 1.4 miles dedicated bus lanes
- 14 stations
- 10-15 min peak frequency
- 8-11 buses
- 2200-3100 boardings per day (15 min vs 10 min headways)



# Project History

- 2008 Locally Preferred Alternative selected
  - Only included section from Murray hub to the Salt Lake Community College
- Original state environmental document completed in 2013
  - Was determined to not be a good fit for federal funding under the guidance at that time
  - Taylorville City started piecing together funding
- In 2017 project was reconfigured to also include a connection to the West Valley Hub
  - Another state environmental document completed to include that section as well in 2019
  - Taylorville City applied for TTIF and received \$22.8 million for the project
- With sufficient local match and change in FTA guidance the project is more competitive to receive federal funding



# Funding Plan

- **Total Capital Cost - \$84.2 Million**
  - **Local Funding Sources – \$35.2M**
    - SL County (fourth quarter funds) \$3,800,000
    - SL County (quarter of quarter funds) \$3,000,000
    - Murray City for local match \$200,000
    - West Valley City for local match \$400,000
    - In-kind ROW value \$5,000,000
    - TTIF 2021 \$22,800,000
  - **Federal Funding Sources - \$49M**
    - Small Starts Grant (uncommitted) \$47,000,000
    - STP funds (2023) \$2,000,000



## Next Steps

- The Midvalley Connector Project is included in the Proposed 2021-2025-Year Capital Plan
- After receiving LAC input, the Midvalley Connector Capital Development Plan will be brought back to the UTA Board for their review and approval
- Once approved, UTA staff will work with FTA to enter Project Development (the first step required for Federal Small Starts Funding)
- Small Starts grant anticipated in early 2023



# Schedule

	2020	2021				2022				2023				2024			
	Oct - Dec	Jan	Apr	Jul	Sep	Jan	Apr	Jul	Sep	Jan	Apr	Jul	Sep	Jan	Apr	Jul	Sep
Project Development	█	█															
Federal Environmental Document	█	█	█														
Utility Activities 4700S and JR canal				█	█	█											
Final Design				█	█	█	█										
SSGA – Application and Reviews	█	█	█	█	█	█	█	█	█								
Right-of-Way Acquisition					█	█	█	█	█								
Early Construction Activities							█	█	█								
Bus procurement				█	█	█	█	█	█	█	█	█					
Construction									Small Starts Grant	★	█	█	█	█	█	█	█



# Questions?



# **Recommended Action (by acclamation)**

Motion to approve AR2020-11-03

Resolution Approving the Proposed Capital Development Plan for the Midvalley Connector Bus Rapid Transit Project and Recommending Approval by the Authority's Board of Trustees





## **AR2020-09-01 Amended**

# **Resolution Approving the Revised Draft 2021-25 Capital Plan and Recommending Approval by the Authority's Board of Trustees**



# Draft 5-Year Capital Plan Proposed Updates

- Draft 5-Year Capital Plan presented to LAC September 16, 2020
- Subsequently, several updates have been requested
- Proposed updates include:
  - Carry forward requests for ten projects
  - Addition of one new project
  - Redistribution of funds for two projects
  - Change in budgeted amounts for two projects



# Proposed Updates – Carry Forward Adjustments

Project	Sept 16 2021 Budget	Revised 2021 Budget	Variance 2021	Sept 16 5-Year Plan 2021-2025	Revised 5-Year Plan 2021-2025	Variance 5-Year Plan 2021-2025
Tooele Bus Facility	\$0	\$967,751	\$967,751	\$0	\$967,751	\$967,751
Clearfield FR Station Trail		1,739,817	1,739,817		1,739,817	1,739,817
Operator Shack at Univ Med EOL		175,000	175,000		175,000	175,000
Provo-Orem BRT		3,010,967	3,010,967		3,010,967	3,010,967
Sandy Parking Structure		4,204,174	4,204,174		4,204,174	4,204,174
MOW Building		350,000	350,000		350,000	350,000
New FLHQ Space Planning		45,000	45,000		45,000	45,000
Light Rail Seat Replacement		4,154,000	4,154,000		4,154,000	4,154,000
5310 Ogden/Layton Funds		60,000	60,000		60,000	60,000
Passenger Info Improvements		<u>1,459,743</u>	<u>1,459,743</u>		<u>1,459,743</u>	<u>1,459,743</u>
<b>Subtotal</b>	<b>\$0</b>	<b>\$16,166,452</b>	<b>\$16,166,452</b>	<b>\$0</b>	<b>\$16,166,452</b>	<b>\$16,166,452</b>



# Proposed Updates – Project Revisions

Project	Sept 16 2021 Budget	Revised 2021 Budget	Variance 2021	Sept 16 5-Year Plan 2021-2025	Revised 5-Year Plan 2021-2025	Variance 5-Year Plan 2021-2025
Suicide Prevention	\$0	\$280,000	\$280,000	\$0	\$280,000	\$280,000
Rail Rehab/ Replacement	7,450,000	7,250,000	(200,000)	15,775,000	15,575,000	(200,000)
20 Electric Buses - VW	14,200,000		(14,200,000)	27,079,240	27,079,240	
Stray Current Mitigation	700,000	525,000	(175,000)	2,500,000	2,500,000	
Midvalley BRT	<u>27,905,000</u>	<u>3,000,000</u>	<u>(24,905,000)</u>	<u>44,483,000</u>	<u>79,200,000</u>	<u>34,717,000</u>
<b>Subtotal</b>	\$50,255,000	\$11,055,000	(\$39,200,000)	\$89,837,240	\$124,634,240	\$34,797,000
<b>TOTAL CHANGES</b>	\$50,255,000	\$27,221,452	(\$23,033,548)	\$89,837,240	\$140,800,692	\$50,963,452



# Draft 5-Year Capital Plan – Proposed Updates by Year

	Total Budget		Total UTA Expenditures	
Year	Sept 16 Budget	Revised Budget	Sept 16 Budget	Revised Budget
2021	\$278,652,000	\$255,619,000	\$144,714,000	\$146,078,000
2022	\$226,971,000	\$230,138,000	\$118,649,000	\$120,412,000
2023	\$126,886,000	\$187,990,000	\$94,172,000	\$98,237,000
2024	\$223,713,000	\$233,576,000	\$126,317,000	\$126,180,000
2025	\$105,570,000	\$105,432,000	\$99,233,000	\$99,096,000
<b>Total</b>	<b>\$961,792,000</b>	<b>\$1,012,755,000</b>	<b>\$583,086,000</b>	<b>\$590,002,000</b>



# Next Steps

- Updated Draft Plan presented to the Advisory Council for consultation (November 18, 2020)
- Subsequently, the plan will be presented to the UTA Board for review and final approval
- First year of the 5-Year Capital Plan incorporated into UTA's proposed 2021 annual budget



# **Recommended Action (by acclamation)**

Motion to approve AR2020-09-01 Amended

Resolution Approving the Revised Draft 2021-25 Capital Plan and Recommending Approval by the Authority's Board of Trustees



# Budget Consultation





# Agency 2021 Budget



# 2021 Key Budget Strategies

The 2021 Operating Budget was designed with the following strategies:

- Primary Goal: Fiscal Responsibility
- Maintain August 2020 baseline service levels
- Centralize budgets to improve clarity, ownership, and overall understanding of current state
- Repurpose funds between offices and departments to improve budget alignment with annual initiatives and support current and future agency needs.



# 2021 Key Budget Assumptions

- Operating Expenses:
  - Labor - 2.64%
  - Fringe - 3.87%
  - Parts - 4.00%
  - Fuel:
    - Diesel - \$2.25
    - Gasoline - \$2.15
    - CNG DGE - \$1.16
  - Other Expense - 2%
- Revenues:
  - Sales Tax – 5%
  - Passenger – (42)%
  - CARES Act – \$101.1M



# Key Budget Changes in 2021: Service

- Service Adjustment: In 2021 UTA is planning to operate 91% of pre-COVID levels of service
  - In August 2020, UTA reintroduced a significant amount of service to the system. Service levels were determined based on ridership trends and projections, input from our riders, and a focus on supporting essentials workers and key areas across our system as the state of Utah began easing restrictions and returning businesses and schools/universities.
- \$6.5 million is proposed in this budget to fund emerging needs as the region continues to react to and recover from the pandemic.



# Key Budget Changes in 2021: Operations Support & Admin

- Information Technology projects: Net increase of \$1.5M for equipment replacement and upgrades
- Increased training and support expense for Rail Maintenance Apprenticeship programs
- Increased contract services for additional Maintenance systems support of \$1.5M
- Repurposed and restructured within current staffing levels to maximize efficiency



# Key Changes in 2021: FTE (Headcount)

Overall FTE Changes: 52.5 FTE decrease

## Operations:

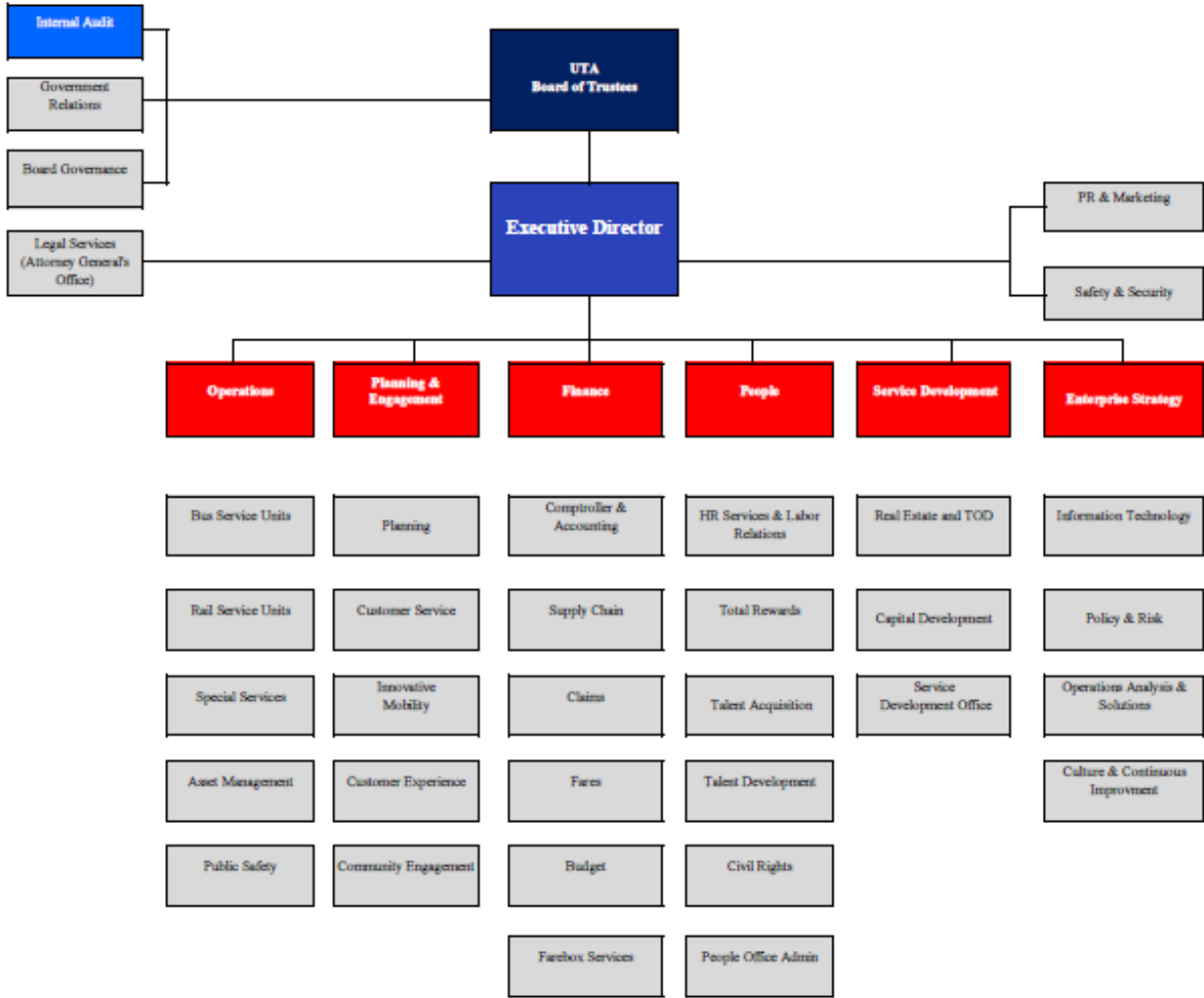
- Decrease overall of 33 FTE (primarily driven by fewer operators due to reduced service levels)
- Increase in Asset Management of 7 FTE
- Increase in Bus Maintenance of 12 FTE

## Administrative:

- Decrease of 17.5 FTE for operator trainees in Talent Development
- Increase of 2 FTE in Operations Analysis & Solutions
- Increase of 1 FTE in Talent Development
- Increase of 1 FTE in Enterprise Strategy



# Organizational Chart



# 2021 UTA Operating Budget Expenses by Mode

	FY 2020 Budget	FY 2021 Budget	Change
Bus	\$108,868,992	\$107,925,104	\$(943,888)
Light Rail	52,208,951	55,404,928	3,195,977
Commuter Rail	30,711,342	28,920,873	(1,790,469)
Paratransit	24,887,147	24,111,761	(775,386)
Rideshare/Vanpool	3,298,190	3,644,685	346,495
Operations Support	50,353,076	53,454,084	3,101,008
Administration	38,081,502	40,112,853	2,031,351
Planning/Capital			
Support <sup>1</sup>	6,443,876	6,393,224	(50,652)
Non-Departmental <sup>2</sup>	1,632,924	6,562,491	4,929,567
<b>Total Division</b>	<b>\$316,486,000</b>	<b>\$326,530,000</b>	<b>\$10,044,000</b>

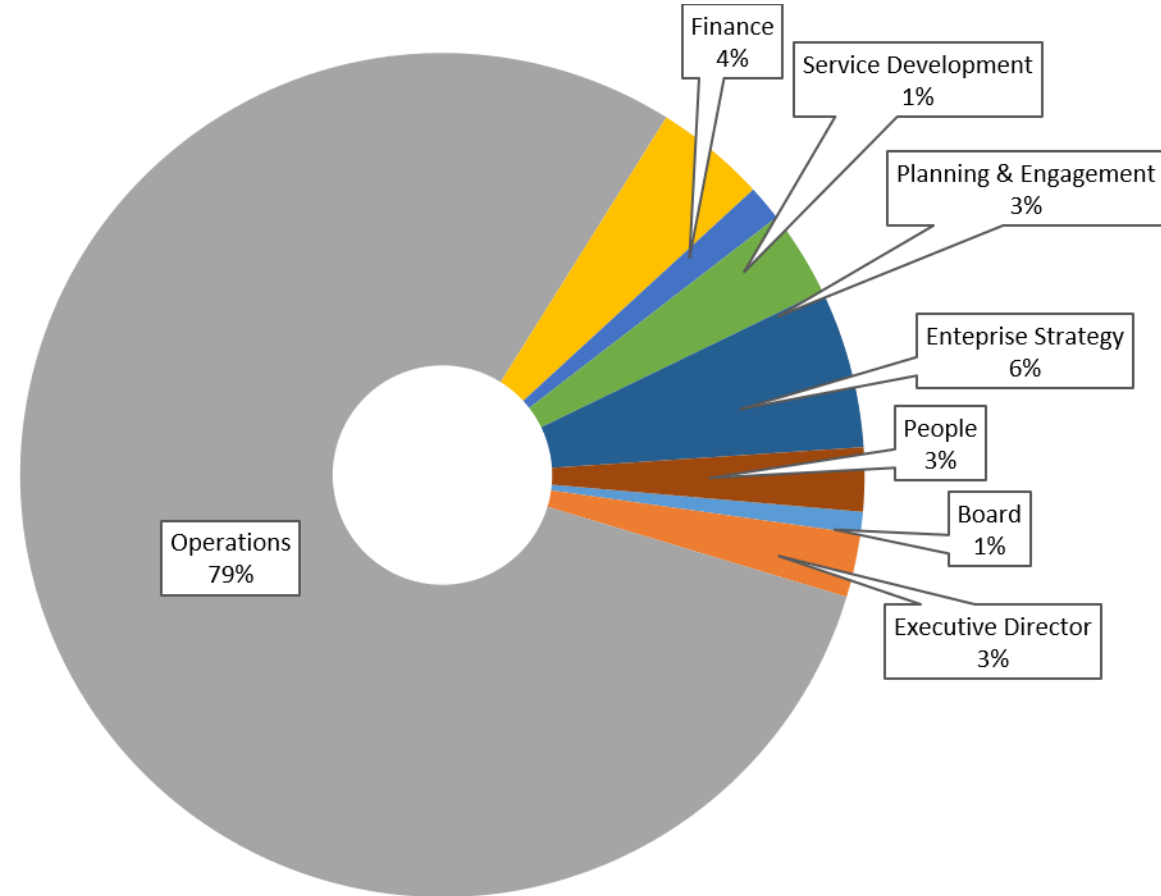
1 Planning/Capital Support is comprised of Planning, Capital Development & Real Estate

2 Non-Departmental contains funds for emerging needs as the region continues to react to and recover from the pandemic





# 2021 Utah Transit Authority Operating Budget \$326.5 million



# 2021 UTA Operating Budget Expenses by Category

	FY2020 Budget	FY 2021 Budget	% Change
Wages	\$157,322,390	\$158,310,407	0.6%
Fringe	73,460,319	75,251,668	2.4%
Services	27,511,998	31,470,240	14.4%
Fuel	20,281,070	15,874,843	(21.7)%
Parts	19,734,825	20,694,821	4.9%
Utilities	11,977,462	12,025,731	0.4%
Other O&M	17,452,984	22,233,919	27.4%
Capitalized Costs	(11,255,047)	(9,331,626)	17.1%
<b>Total Budget</b>	<b>\$316,486,001</b>	<b>\$326,530,003</b>	<b>3.2%</b>



# UTA FTE Summary

## 2020 Budget and 2021 Proposed Budget

	2020 Budget	2021 Proposed	Change
Board	14.0	13.5	(0.5)
Executive Director	39.5	37.5	(2.0)
Operations	2,258.7	2,225.7	(33.0)
Finance	109.0	105.1	(3.9)
Service Development	31.0	32.0	1.0
Planning & Engagement	71.5	71.5	0.0
Enterprise Strategy	97.5	104.0	6.5
People Office	79.7	58.2	(21.5)
<b>Totals</b>	<b>2,701.0</b>	<b>2,647.5</b>	<b>(52.4)</b>



## Change from Sept. Draft Capital Budget to Tentative Capital Budget

	Draft Capital Budget	Tentative Capital Budget	Change
Safety & Security	\$0.8M	\$1.0M	\$0.2M
Asset Management (SGR)	76.2M	61.6M	(14.6M)
Depot District	32.4M	32.4M	-
Ogden/WSU	52.6M	52.6M	-
Airport Trax Station	7.0M	7.0M	-
TIGER First/Last Mile Projects	13.2M	13.2M	-
Northern Utah Double Track	9.0M	9.0M	-
Information Technology	16.1M	16.1M	-
Other Capital Projects	71.5M	62.7M	(8.8M)
<b>Total Other Capital Expense Budget</b>	<b>\$278.7M</b>	<b>\$255.6M</b>	<b>(\$23.1M)</b>



# Next Steps

- November 4, 2020
  - Approve Tentative Budget and Set Public Hearing
- November 11, 2020
  - Public Hearing
- November 18, 2020
  - Local Advisory Council
- December 9, 2020
  - Final Budget Presented
- December 16<sup>th</sup>, 2020
  - Approve Final Budget



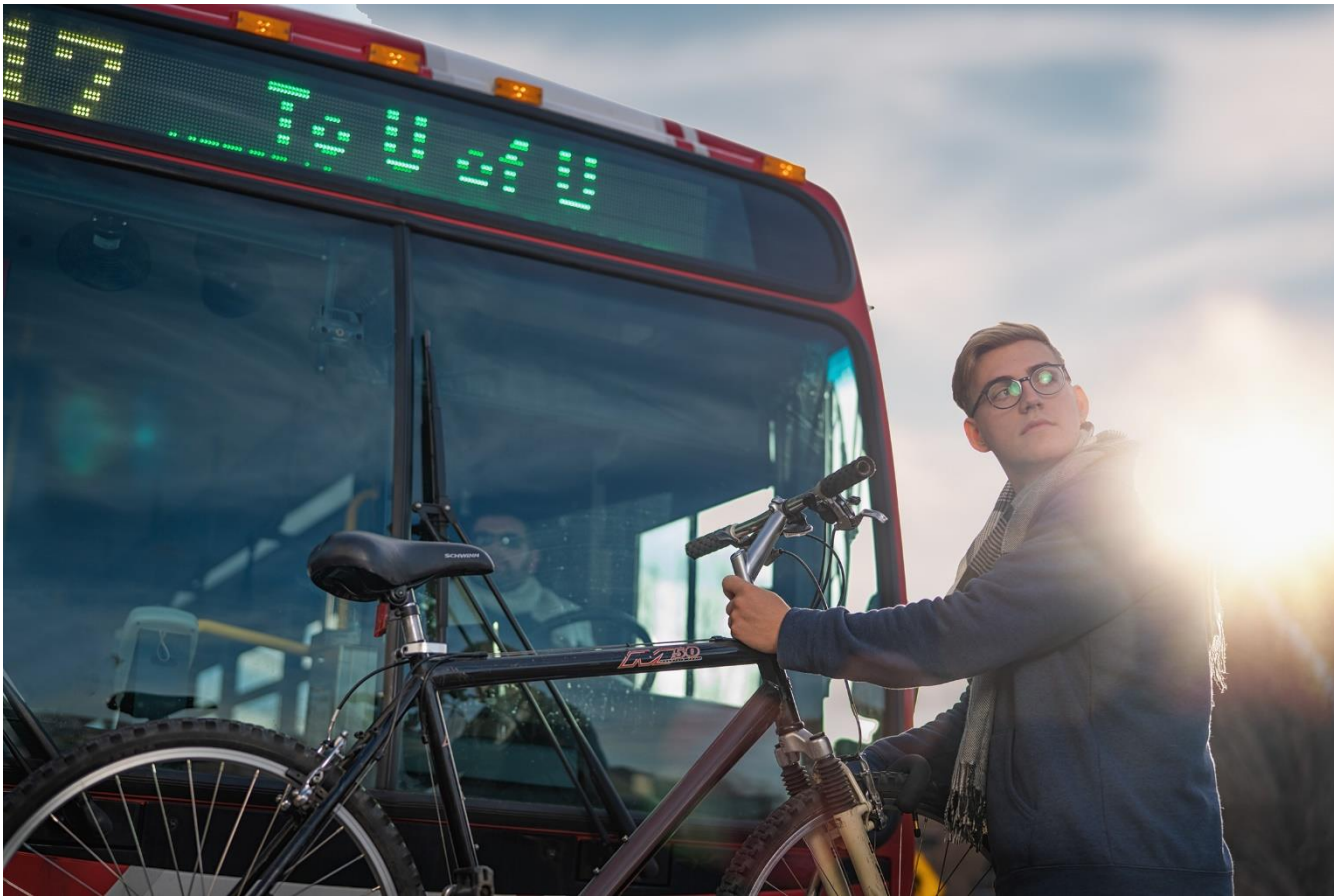
# Service Plan Consultation



# 2021-25 Mobility Service Plan



# Introduction



## Purpose

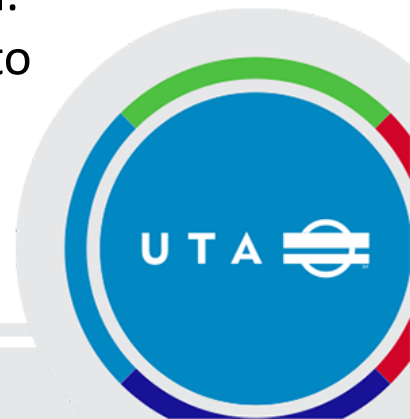
This Five-Year Service Plan is a vision for where UTA thinks it may be in five years. The plan should be viewed as a guide rather than a prescriptive list of changes.

## COVID-19 Context

1. Increase ridership
2. Strengthen customer confidence
3. Align service with resources

## Implementation

- 2021 is focused on stabilization.
- Implementation programmed to begin in 2022.





# Planning Process

UTA's Planning Process is organized into four phases:

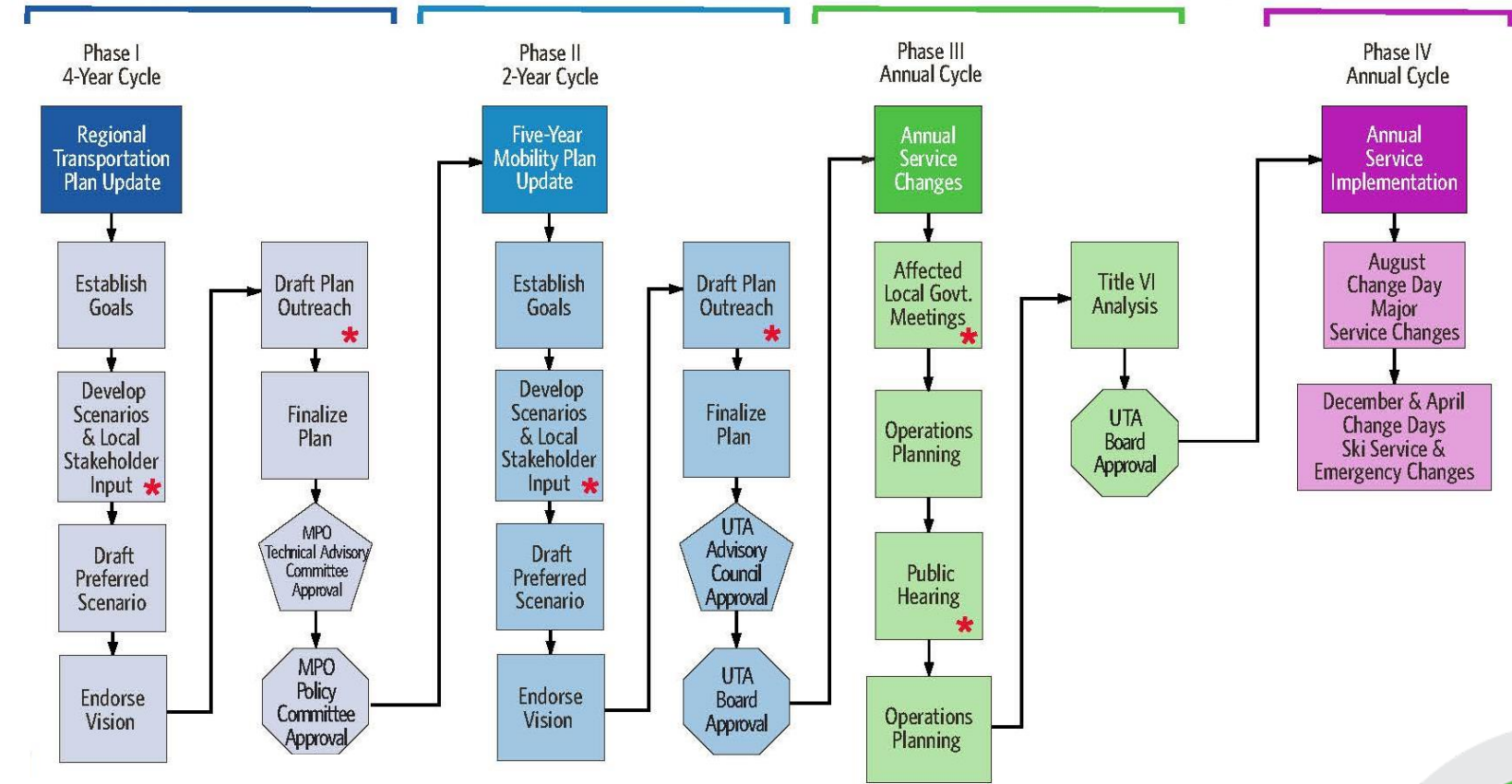
*Strategic Planning*

*Service Planning*

*Operations Planning*

*Implementation*

## Strategic Planning   Service Planning   Operations Planning   Implementation



\* Community Engagement Opportunity



# Guiding Framework



System-Wide Planning



Expanded Hours



Service Choices



Core Route Network



New Technologies



All-Day Service



New Projects

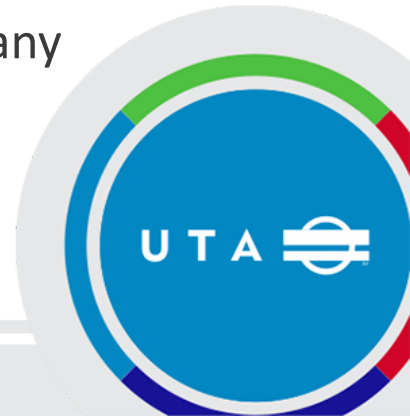


# Five Year Plan



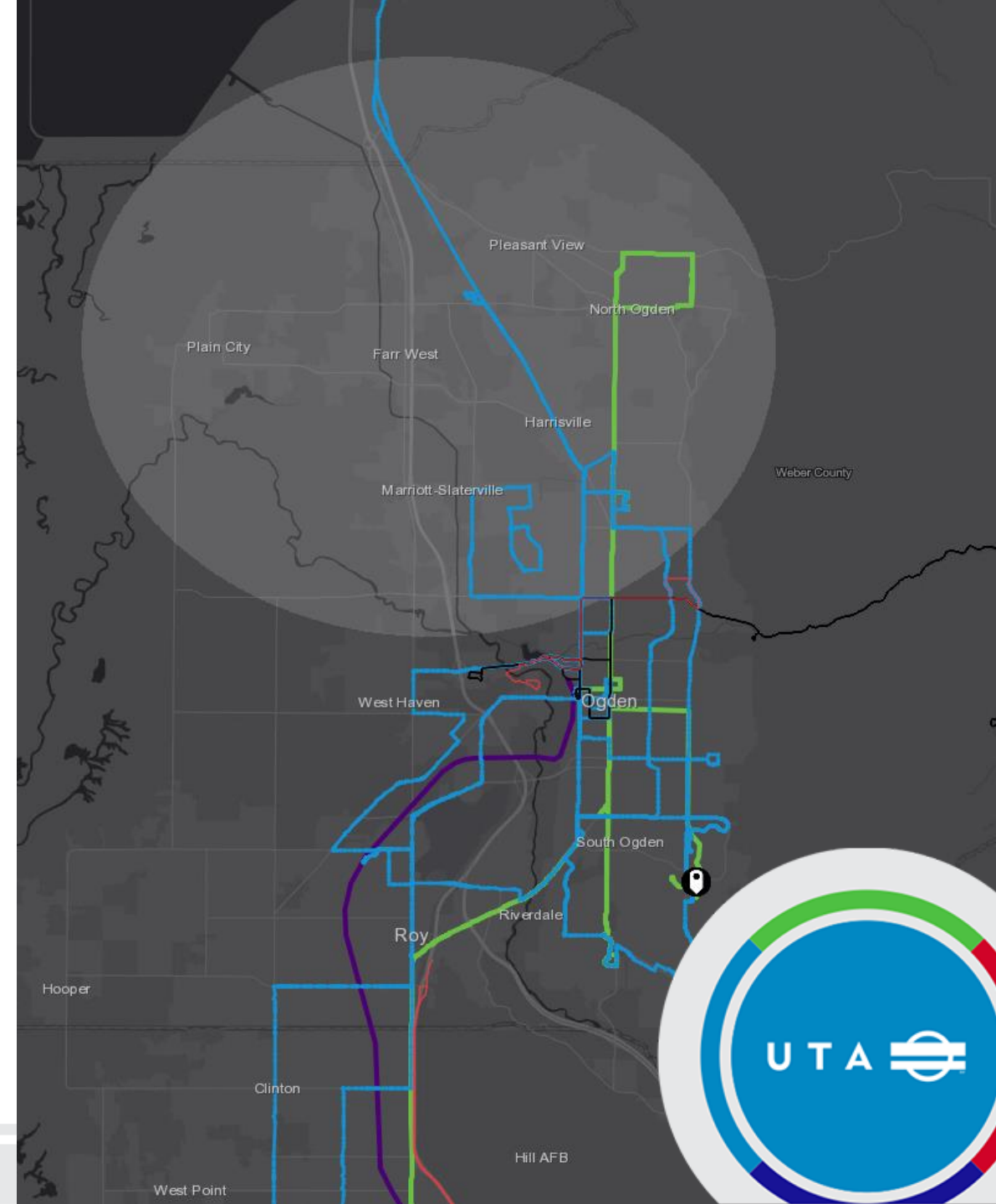
**Our region is growing rapidly. Where and how we grow has impacts on the transportation network. This plan works to address these impacts through improvements to the transit system.**

- The UTA Five-Year Service Plan presents a series of service change concepts.
- The lines on the map should be viewed as corridors to be served rather than as finalized route alignments.
- All service change concepts presented in this plan are subject to additional analysis, and public input will be considered before any change is implemented.



# Box Elder, Weber, & Davis Counties

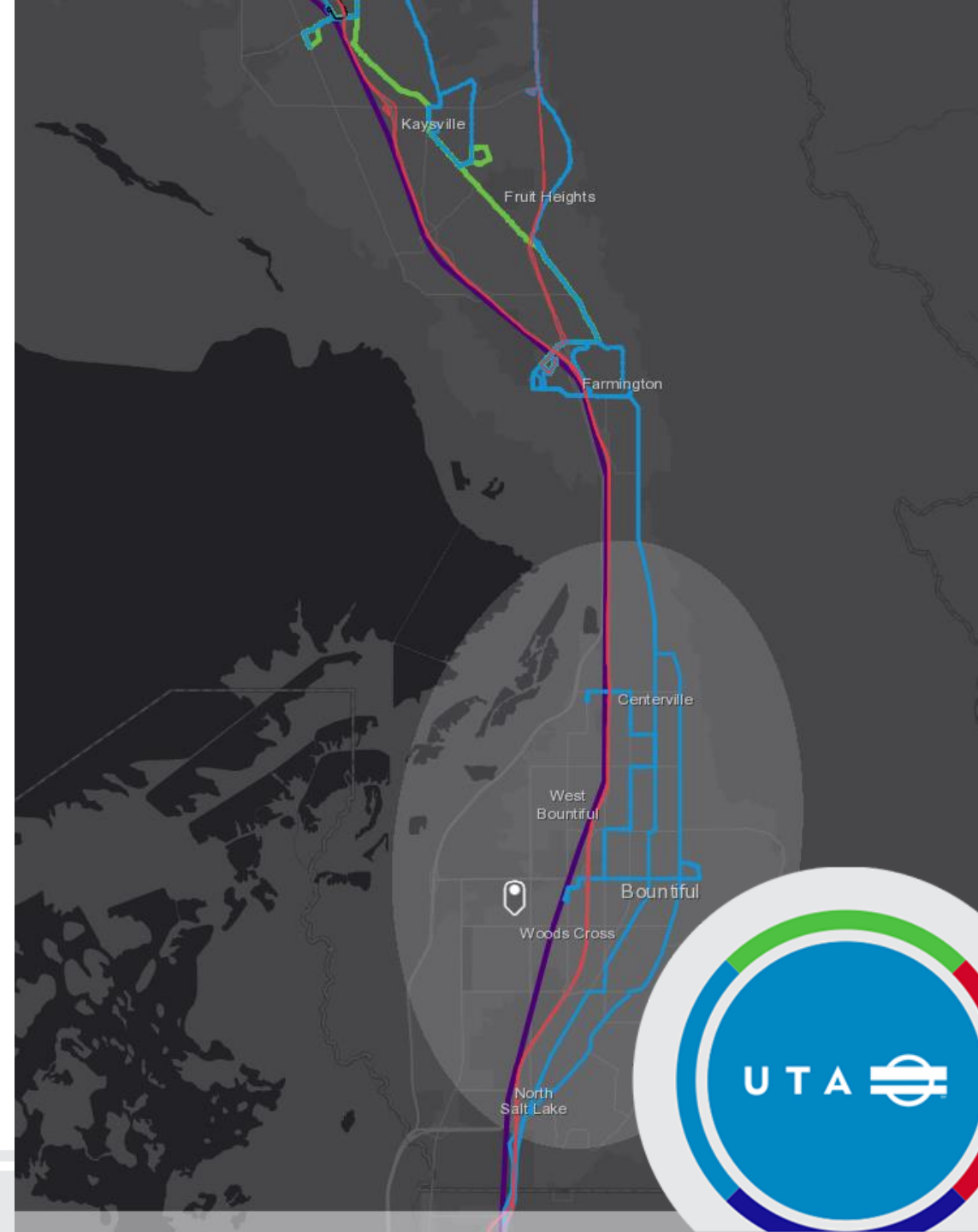
- Implement the **Ogden/WSU Bus Rapid Transit (BRT)** Line between Ogden FrontRunner Station and Weber State University
- Construct a **new transit hub** at the Dee Events Center
- Add **15-minute service on State Street** and Main Street between Farmington and Ogden
- Add bus service between **Ogden and Pleasant View FrontRunner stations**
- Improve **local bus connections** in Ogden, South Ogden, and Washington Terrace
- Streamline connections to **Roy FrontRunner Station** to reduce transfer times





# Box Elder, Weber, & Davis Counties

- Improve connections from **FrontRunner to the University of Utah and Research Park**
- Consider **innovative transit solutions** in north Weber and south Davis Counties which provide better all-day coverage and replace routes with few riders
- Adjust local routes to **prepare for future South Davis service**
- Improve **all-day service** on many routes
- Continue to **acquire right-of-way** in Box Elder County.



# Salt Lake & Tooele Counties



- Improve service on the **west side of Salt Lake County** with new connections to the airport and inland port via 3600 west, 5600 west, and 3100 south
- Improve **frequency and hours of service** on many routes
- Implement a network of high-frequency **Core Routes**
- Adjust local bus routes to **prepare for future Midvalley Connector, 5600 West, and South Davis BRT** service
- Improve connections between **Tooele County** and Salt Lake County
- Improve connections to **Rose Park and Glendale** as part of the Salt Lake City Transit Master Plan



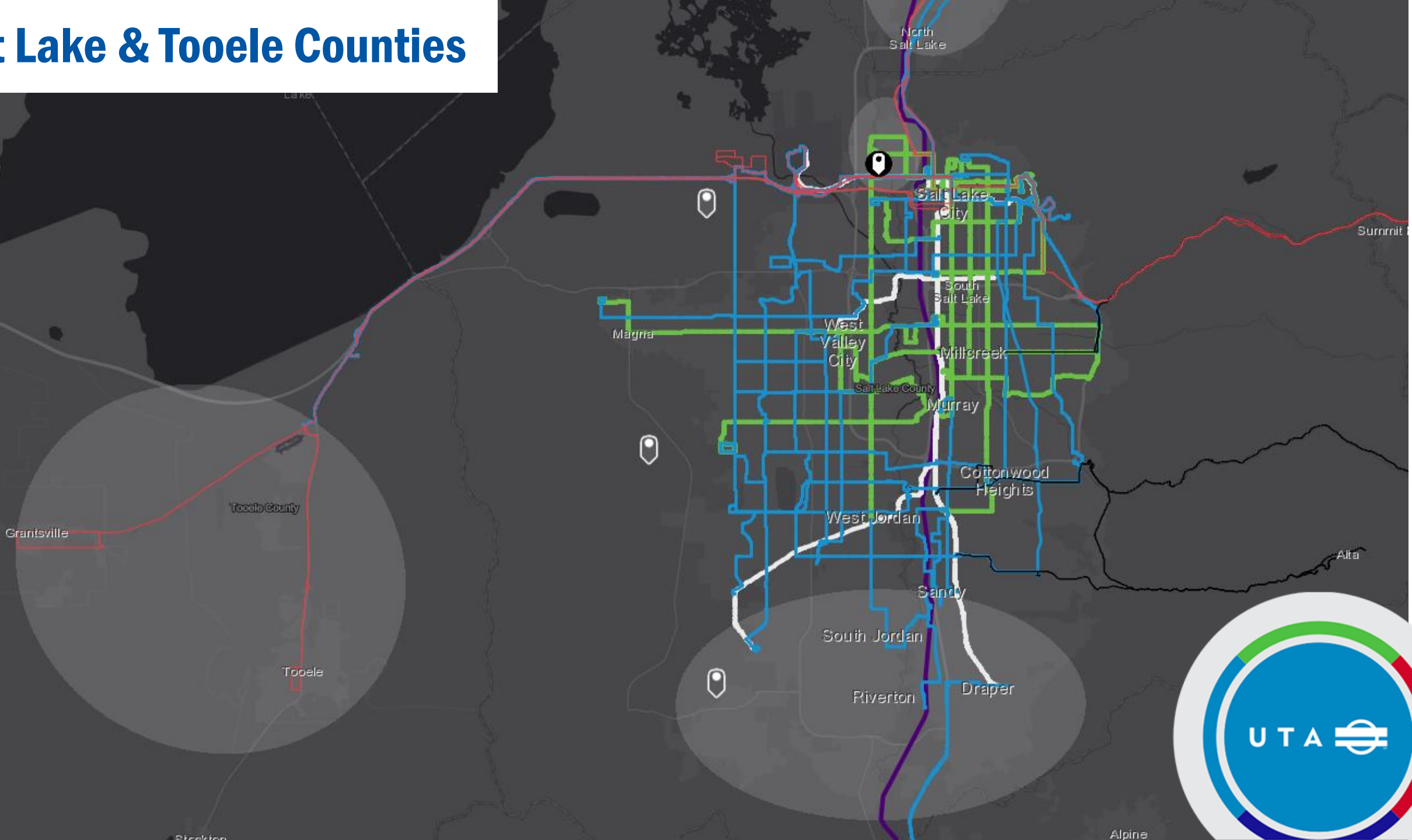
# Salt Lake & Tooele Counties



- Improve connections from **FrontRunner to the University of Utah and Research Park**
- Consider continued innovative mobility solutions like **Microtransit** in Herriman, Riverton, South Jordan, Bluffdale, and Draper in south Salt Lake County
- Consider **innovative transit solutions** to increase coverage in Tooele Valley
- Construct a new **transit hub** on the west side of SLC
- Improve **all-day service** on many routes



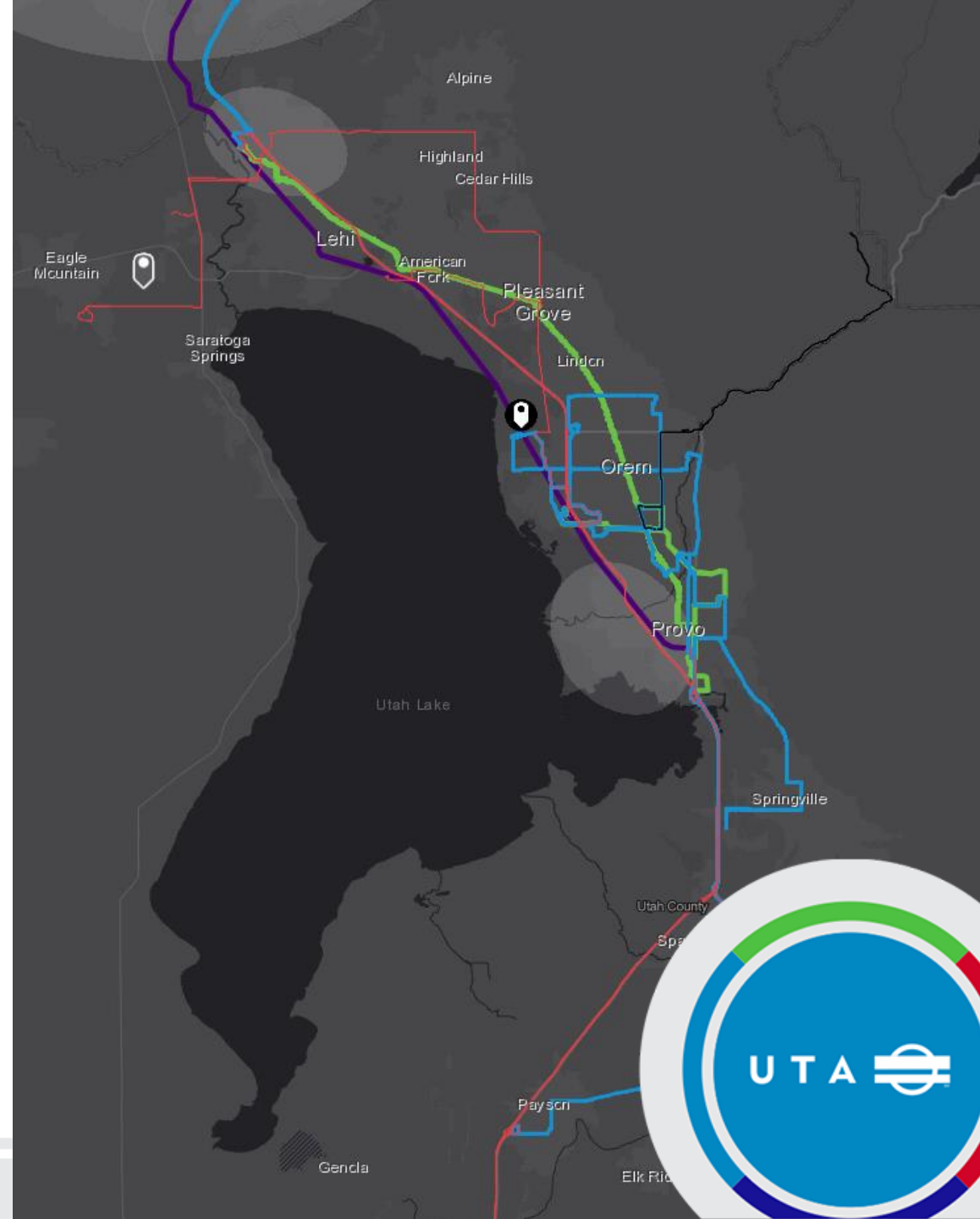
# Salt Lake & Tooele Counties





# Utah County

- Open **Vineyard FrontRunner Station**
- Adjust **local bus service** to serve Vineyard FrontRunner Station
- Improve **all-day service and overall hours of service** on many routes
- Consider **innovative mobility solutions** in west Provo and Thanksgiving Point to add better coverage and replace routes with few riders



# Further Analysis



Planning Department's new organization along with Community Engagement sets the foundation for a robust dialogue with the community to ensure that we are putting the right service in the right place.

**Specific areas of focus for community engagement and additional analysis include:**

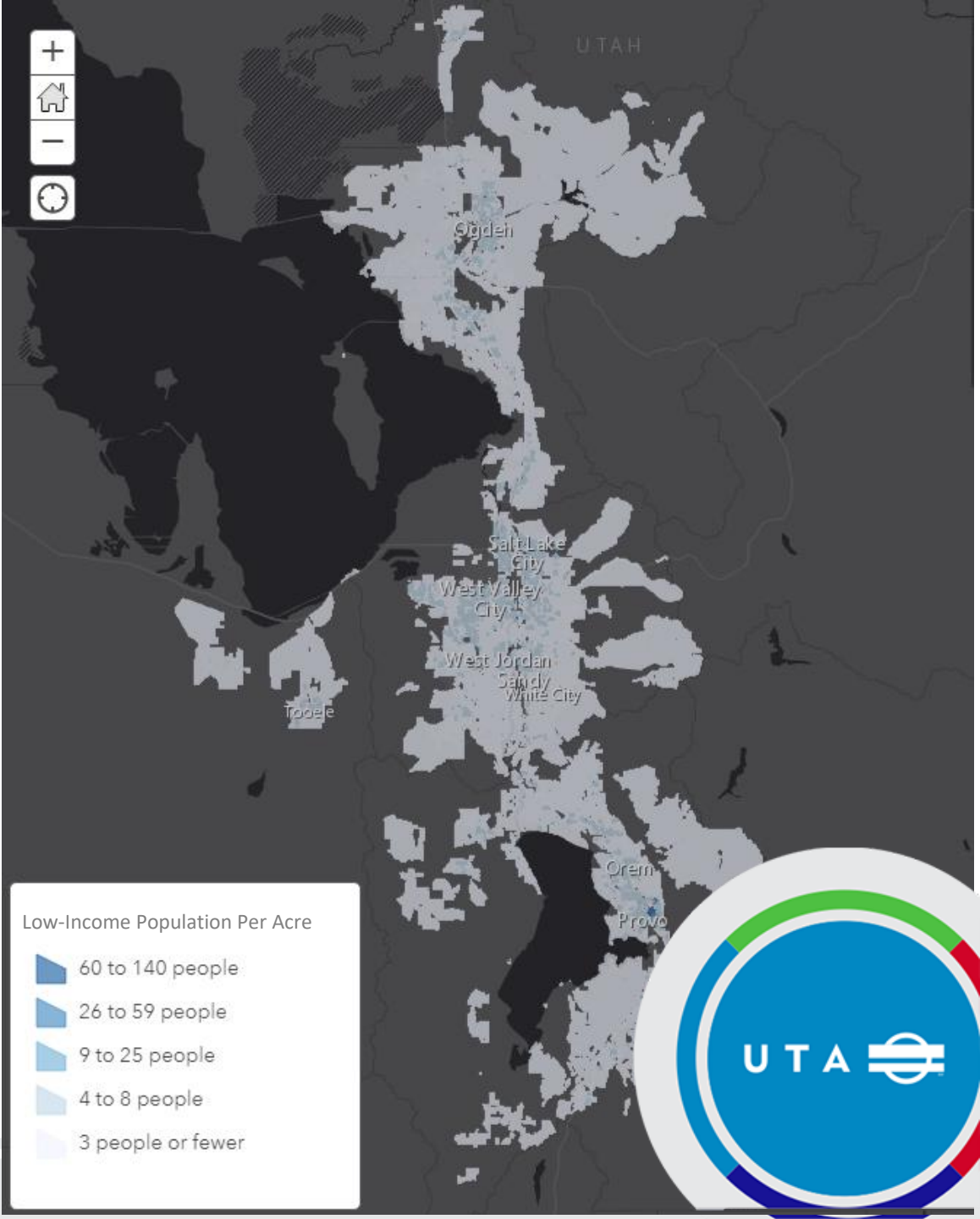
- All innovative mobility zones
- South Davis County,
- Southwest Salt Lake County
- West Bench of Salt Lake County
- Research Park
- Cottonwood Canyons
- Point of the Mountain
- Eagle Mountain/Saratoga Springs
- Central Corridor
- South Utah County

This plan will be updated to reflect the outcomes of these studies.



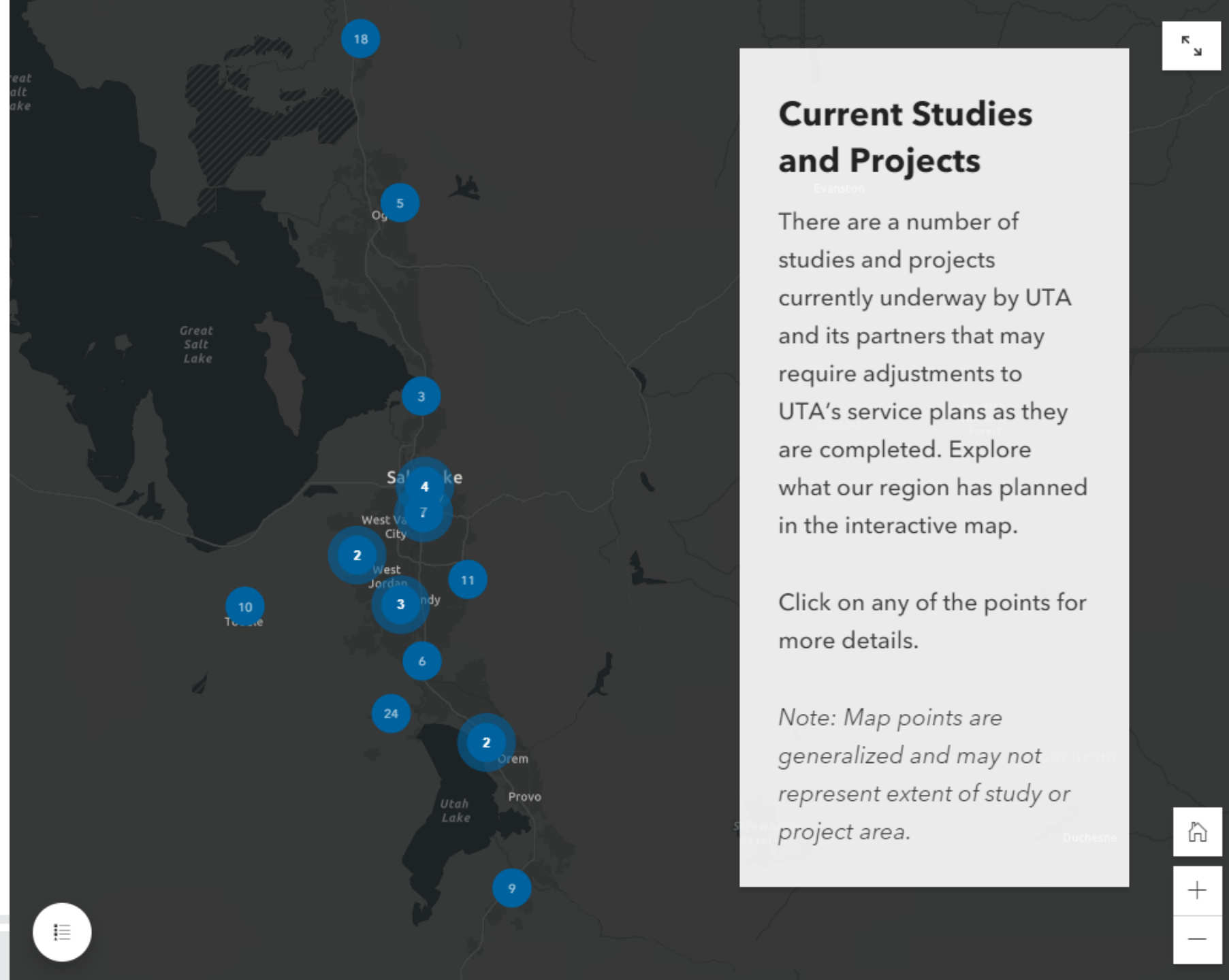
# Transportation Equity

- Conduct a series of transportation equity gap analyses
- Better engage underrepresented communities
- Identify access issues within the transit system
- Develop solutions that expand access to opportunity



# Vision

- Expanded Rail Service
- Expanded Bus Service
- A Cleaner Fleet
- Many studies and projects currently underway



# Timeline

## 2020

- Endorse Vision
- 5-Year Plan Public Comment

## 2021

- Finalize 5-Year Service Plan
- Initiate Small Area Studies

**2020**

**Today**  
Endorse Vision

**November-December**  
Public Comment

**2021**

**January-February**  
Public Comment (cont.)

**February**  
Finalize Plan

**March**  
Plan Approval

**April 2021-June 2022**  
Begin Development of  
Small Area Studies

- South Davis
- IMS Zones
- Eagle Mtn/Saratoga
- West Bench
- South Utah County
- Research Park
- Cottonwood Canyons



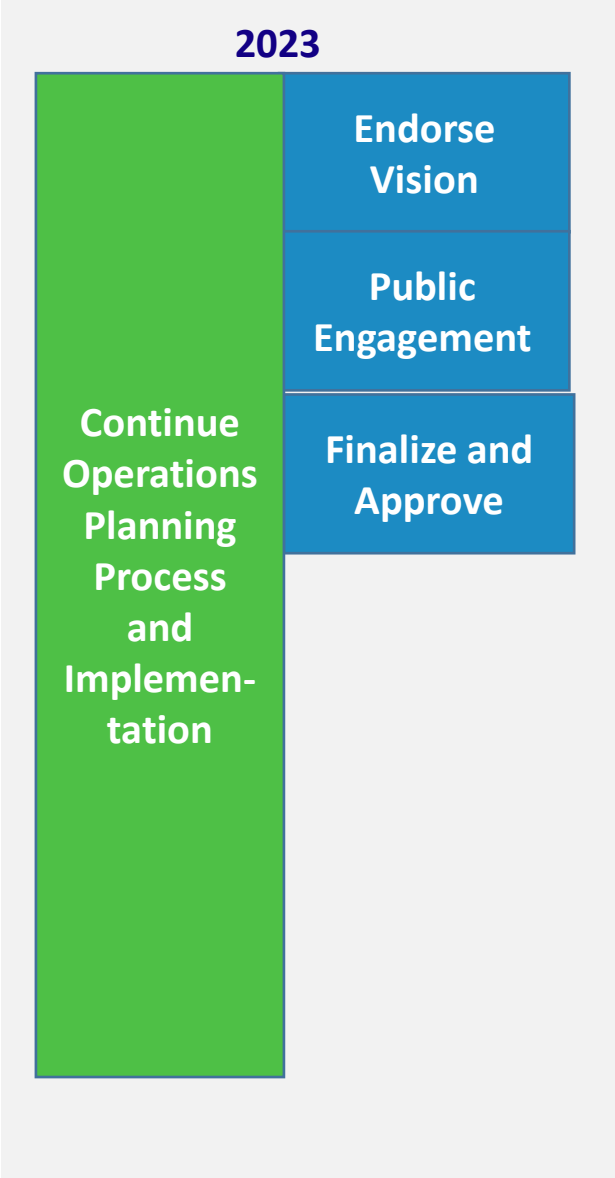
# Timeline

## 2022

- Use 5-Year Plan to Guide Operations Planning
- Complete Small Area Studies of
- Begin Update of 5-Year Plan

## 2023

- Conduct Public Engagement on Draft Updated Plan
- Finalize Updated Service Plan



# Discussion Items

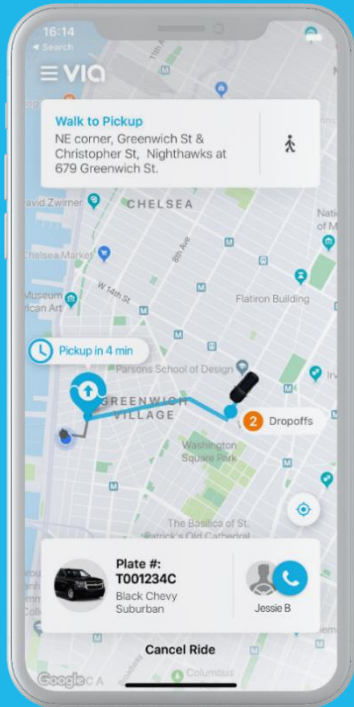


# **South Salt Lake County Microtransit Pilot Report Q3 and Survey Results**





# Pilot Goals and Objectives



Pilot and test new and emerging technologies which:

- Improve transit ridership
- Improve mobility and the customer experience
- Provide first and last mile trips to transit
- Improve operational efficiencies
- Build public support for the service

# COVID-19

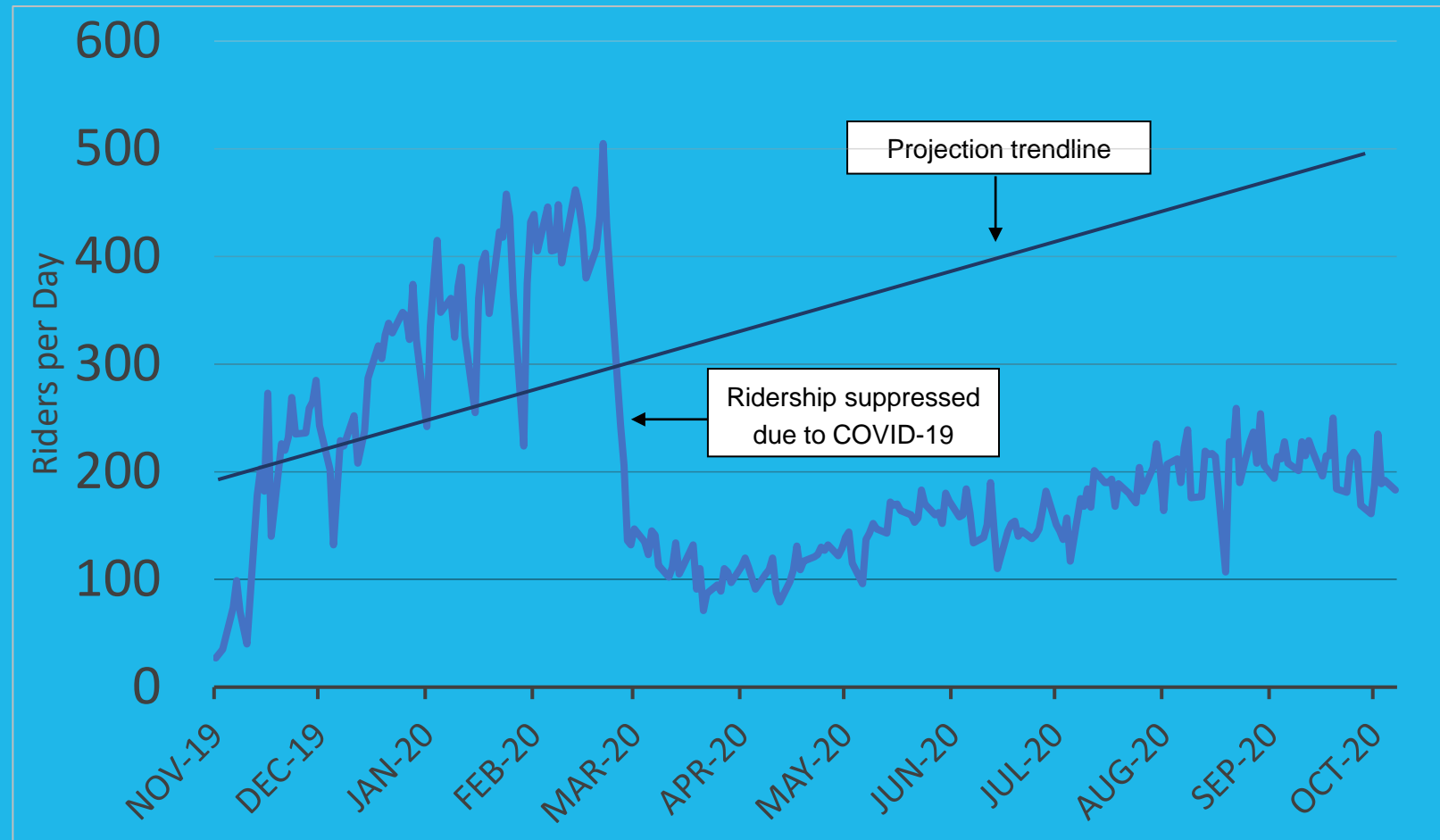
- Significant decline in ridership
- Improved cleaning and safety procedures
- Implemented quick adjustments to the service
- Suspended all marketing and promotion efforts
- New customer trends and use of the service



# Ridership and Performance

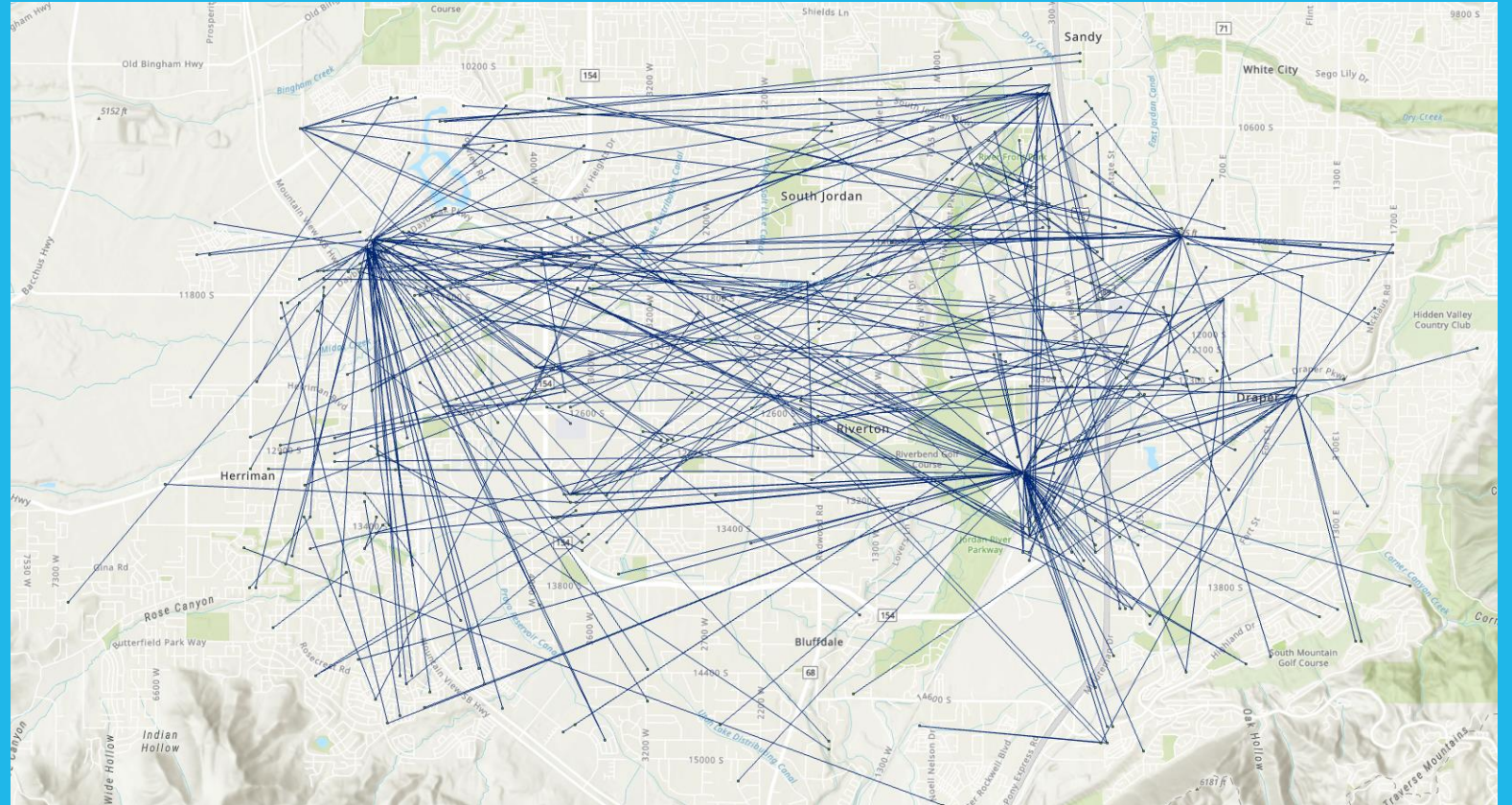
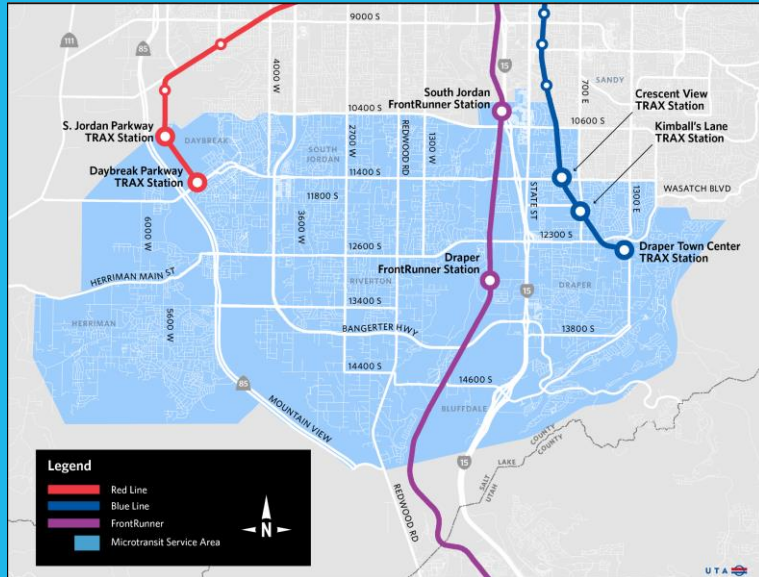
	Nov-19	Dec-19	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20	Jul-20	Aug-20	Sep-20
<b>Total Rides</b>	266	4,701	7,346	7,844	6,058	2,304	2,600	3,556	3,557	4,063	4,699
<b>% Change Total</b>			56.26%	6.78%	-22.77%	-61.97%	12.85%	36.77%	0.03%	14.23%	15.65%
<b>WAV Rides</b>	3	65	87	87	67	37	104	112	121	98	180
<b>Shared Rides</b>	8%	13%	21%	29%	23%	4%	6%	9%	9%	16%	15%
<b>FMLM Connection</b>	62%	52%	52%	54%	49%	39%	36%	35%	29%	31%	30%

# Projected Daily Ridership





# Improved Mobility



# Next Steps



- Extend the pilot through the August 2021 Change Day
- FAREPAY and Electronic Fare Validation
- Integration with the Transit App
- FMLM Paratransit connections
- Evaluate microtransit as part of UTA's Five-Year Service Plan



**UTA**  
**ON DEMAND**



# Other Business

- a. TOD Workshop Timing and Format
- b. Next Meeting: February 17, 2021 at 1:00 p.m.





**Adjourn**

