

# Transit Options and Timeline

In December 2020, City Council supported approving the latest addenda to the ILA with UTA via straw poll. Council wished to discuss *Trips to Transit* and other aspects of the Funding Our Future Transit Critical Need area in early 2021. Due to numerous reasons, there are cost savings of approximately \$1,000,000\* which the Council will allocate as they see fit. Below is an overview of the options and tentative timeline for Council's consideration.



**FUNDING  
OUR FUTURE**

## ***Trips to Transit (T2T)***

The proposal with UTA is to launch a 12-month microtransit pilot, T2T, in the Rose Park neighborhood. This proposal is intended to support the strategic objectives of Salt Lake City as defined in the 2017 Transit Master Plan while providing more transit options during the COVID-19 pandemic.

## **Try UTA on Demand by Via Today!**

Try UTA on Demand by Via and get your first two rides FREE! Use promo code: **RIDEVIA** in the Via app. Here's how it works:



Download the Via app



Request a ride - we'll pick you up



Get in and go!



The regular adult one-way fare is only **\$2.50**, so grab your friends and take a ride!

## **Options for Cost Savings**

**1**

Full amount for  
*Trips to Transit*

**\$1,000,000**

**2**

Full amount for  
Rainy Day Fund

**\$1,000,000**

**3**

Split between Option 1  
and Option 2

**Trips to Transit: \$800,000**  
**Rainy Day: \$200,000**

Budget numbers have been rounded for simplicity\*



BUS  
STOP



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## T2T Full Service Area: Rose Park, Poplar Grove, & Glendale

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A 12-month pilot for this full service area would cost **\$1,827,000** assuming a gas fleet.

A 12-month pilot for this full service area would cost **\$1,874,000** assuming a mixed gas and electric fleet.

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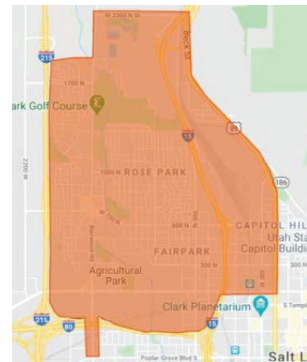
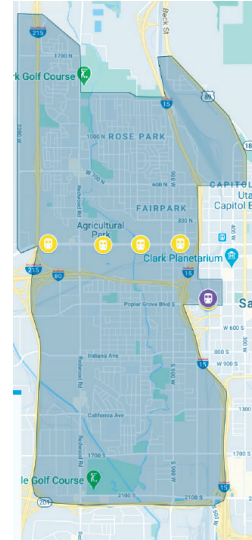
## T2T Reduced Service Area: Rose Park & Poplar Grove to End of Line (400 South Redwood)

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A 12-month pilot for this reduced service area would cost **\$1,284,000** assuming a gas fleet.

A 12-month pilot for this reduced service area would cost **\$1,317,200** assuming a mixed gas and electric fleet.

This is the minimum service required to get 1000 North for a reasonable cost and for UTA to free up resources to pay for 600 North.



# Timeline for Next Steps

## 2021 - 2022

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**January** – Adopt Amendment 2.1 and Addendum 3  
**Later January** – BA7, Council to appropriate cost savings based on preferences

**Spring** – UTA to resolicit for on-demand provider; UTA, SLC to work out conditions of subcontract; capital improvements in preparation for 600 North/500 East and 1000 North/South Temple routes

**May** – Addendum 4 to Council for mobilization and Addendum 5 for continuation of routes 2, 9, and 21

**June** – Fund additional Trips to Transit funds? Fund mobilization for 1000 North/South Temple in 2022?

**August** – Launch Trips to Transit (if UTA awards new contract to Via, the current provider)  
If not Via, staff will work to launch T2T ASAP

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**April** – Finalize service plans for August expansion; this will include service upgrades on several Transit Master Plan routes funded by UTA as part of the 5-Year Service Plan, including 600 North/500 East; continue capital improvements to bus stops and access to stops

**May** – Addendum 6 for new FTN Routes

**June** – Council to determine whether to fund service on 1000 North/South Temple

