

February 2024

UTA Moves 2050

Long Range Transit Plan 2023 - 2050



What is the UTA Long Range Transit Plan UTA Moves 2050?



Responding to Needs

UTA is developing a 30-year Long Range Transit Plan focused on understanding and planning for the **future needs of the communities we serve**

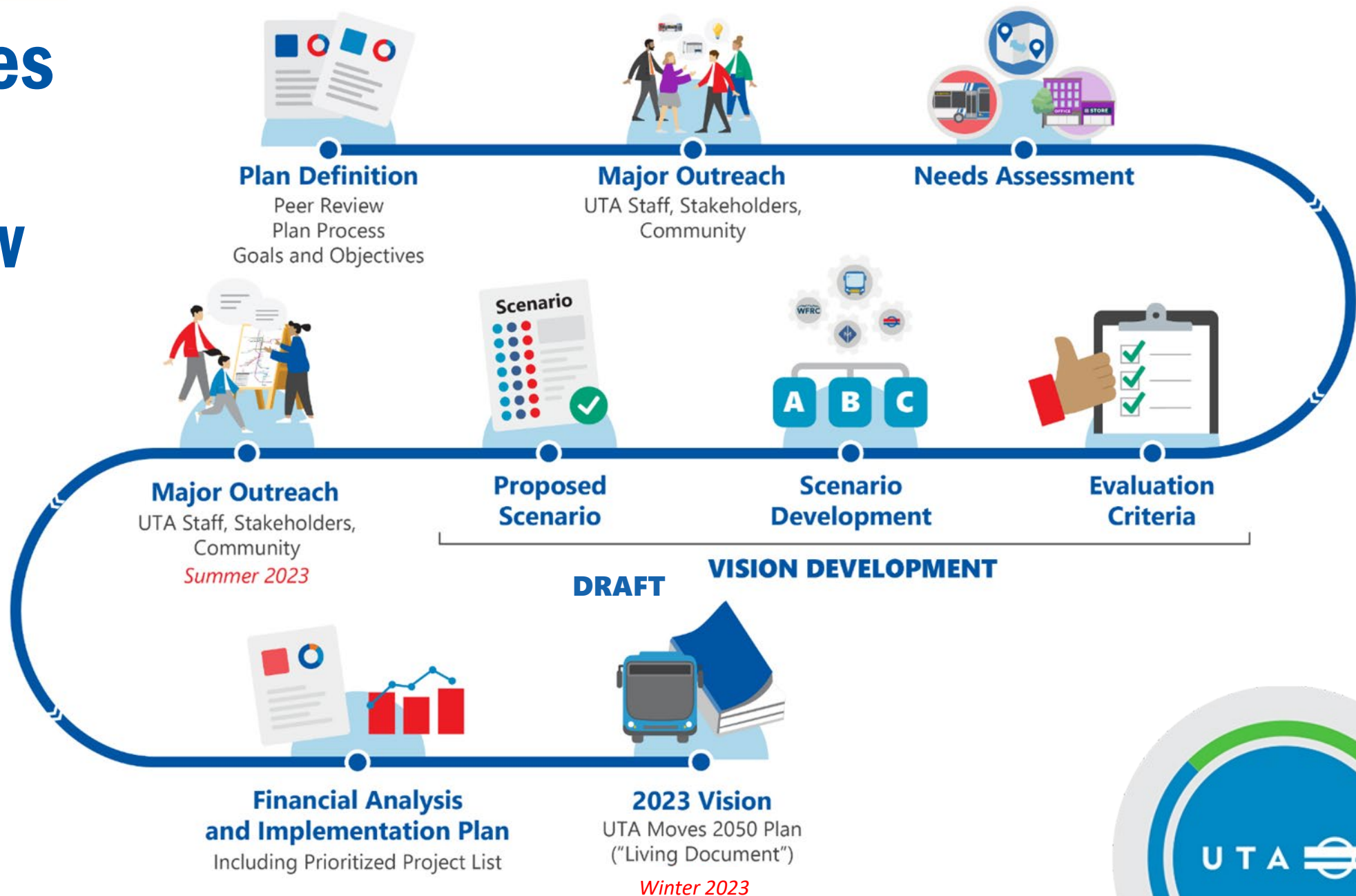


Thinking Big

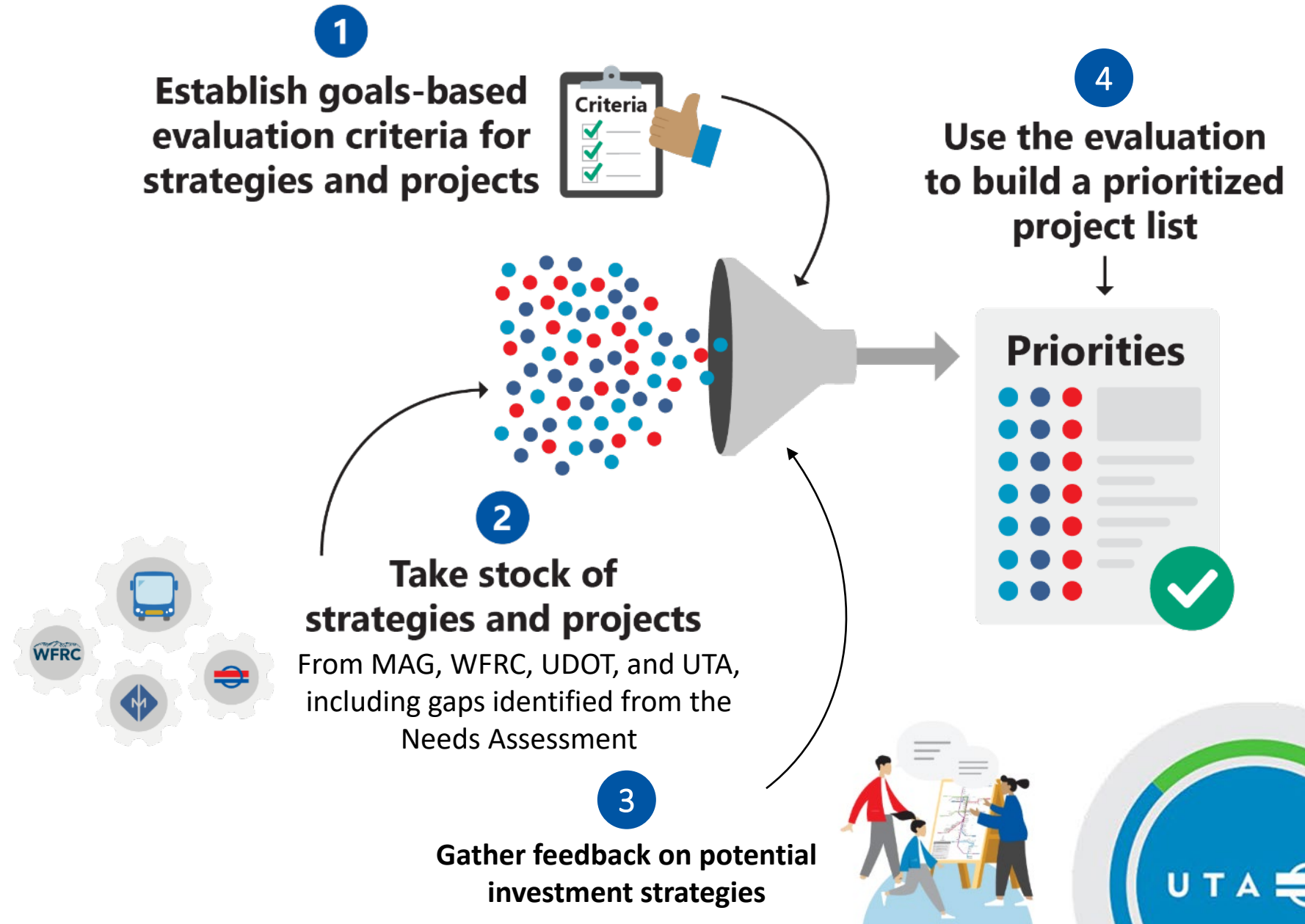
It will result in a vision for the future of public transportation—***considering all ideas, not restricted by funding***



UTA Moves 2050: Overview



Plan Vision Development



Evaluation Goals Tied to UTA Strategic Plan Goals



Moving Utahns to a Better Quality of Life

- Air quality
- Access to transit



Exceeding Customer Expectations

- Ridership
- Increased frequency & span
- Travel time improvements



Achieving Organizational Excellence

- Cost-Effectiveness



Building Community Support

- Access to communities with high need



Generating Critical Economic Return

- Serving future transit-supportive land use
- Improved access to jobs & essential services



Coordinate Investment Strategy to Growth

Frequent Service Network 15 minute or better all-day service including weekends

| Service Type | Regional Rail (FrontRunner) | Light Rail (TRAX) | Streetcar (S-Line) | Rapid Bus | Enhanced Bus | Frequent Bus | Local Bus | Limited Stop Bus | Innovative Mobility Solutions |
|----------------------------------|-------------------------------------|---|--------------------------|-------------------------------------|-------------------------------------|--|------------------------------------|--|---|
| Frequency | Frequent (Peak Hours) 30 mins | Most Frequent <=15 mins | Frequent 15 mins | Very Frequent <=15 mins | Frequent 15 mins | Frequent 15 mins | Less Frequent (Varies) | Less Frequent (Varies) | On-Demand (varies) |
| Corridor Investment | Highest Permanence | Highest Permanence | High Permanence | Moderate to High Permanence | Moderate Permanence | Corridor Commitment, Maintains Flexibility | Flexible | Flexible | Most Flexible |
| Market Demand / Activity Density | Connects urban and suburban centers | Serves high volume corridors and connects centers | Serves dense urban areas | Serves medium-high volume corridors | Serves medium-high volume corridors | Serves medium volume corridors | Serves low-medium volume corridors | Bidirectional all-day limited stop service | Serves low density areas or operates at lower-demand times (such as late night) |
| Passenger Capacity ¹ | 15 | 12 | 8 | 6 | 5 | 4 | 3 | 2 | 1 |
| Transit Access Shed | 5+ Miles | 1/2 to 1+ Mile | 1/3 Mile | 1/2 Mile | 1/4 to 1/2 Mile | 1/4 Mile | 1/4 Mile | 1/4 Mile | 1/4 Mile |
| Stop/Station Amenities | Full amenities | Full amenities | Full amenities | Full amenities | Full amenities | Basic amenities | Basic amenities | Basic amenities | Basic amenities |

¹Based on vehicle capacity and frequency

Additional service in these modes anticipated to require additional supporting paratransit commitment



How Did We Engage With the Community?

- **57 Listening Sessions** with municipal staff across UTA service area
- **1 Virtual Town Hall Kick-off**
- **8 Public Meetings (1 virtual)** across UTA service area
- **38 Social media posts** gathering over 82,000 impressions
- **2 Online engagements, including survey data** gathering over 5,000 responses
- **30+ Stakeholder Presentations**



What Did We Hear?

- **Frequency** is a priority
- **FrontRunner** improvements and extensions
- **Expanded coverage** & new routes
- **Geographic & route-specific feedback** from across service area with over 1,600 unique responses



Four Investment Strategies

Maintain Our System

Maintain infrastructure and human resource investments.



FLEET



STATE OF GOOD REPAIR



CORRIDOR PRESERVATION



WORKFORCE



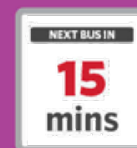
FACILITIES

Expand Our Frequent Service Network

Service every 15 minutes or better makes service more attractive.



FREQUENT BUSES



FRONTRUNNER AND TRAX

Enhance Our System

Make the system faster, more reliable, easier to understand, and more responsive.



INFO



CAPITAL



TECH



ON TIME

Serve Our Growth Areas

Expand service to areas that will see new transit-oriented development or activity.



LOCAL SERVICE



EARLIER AND LATER SERVICE



NEW SERVICE

Vision Network

The UTA Moves 2050 Vision Network is designed to provide more service, more choices, and an easy-to-use system over the next 30 years. It is financially unconstrained, meaning not everything in this network can be realized under current future funding assumptions.

What Does the Vision Network Accomplish?



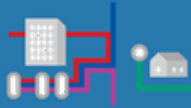
**PROVIDES
MORE
TRANSIT**

110

Total Routes

49

Frequent
Routes



**SERVES
MORE
PEOPLE
AND JOBS**

+365K
People

+250K
Jobs



**GETS
MORE
RIDERS ON
BOARD**

300K+
New
riders per
Weekday



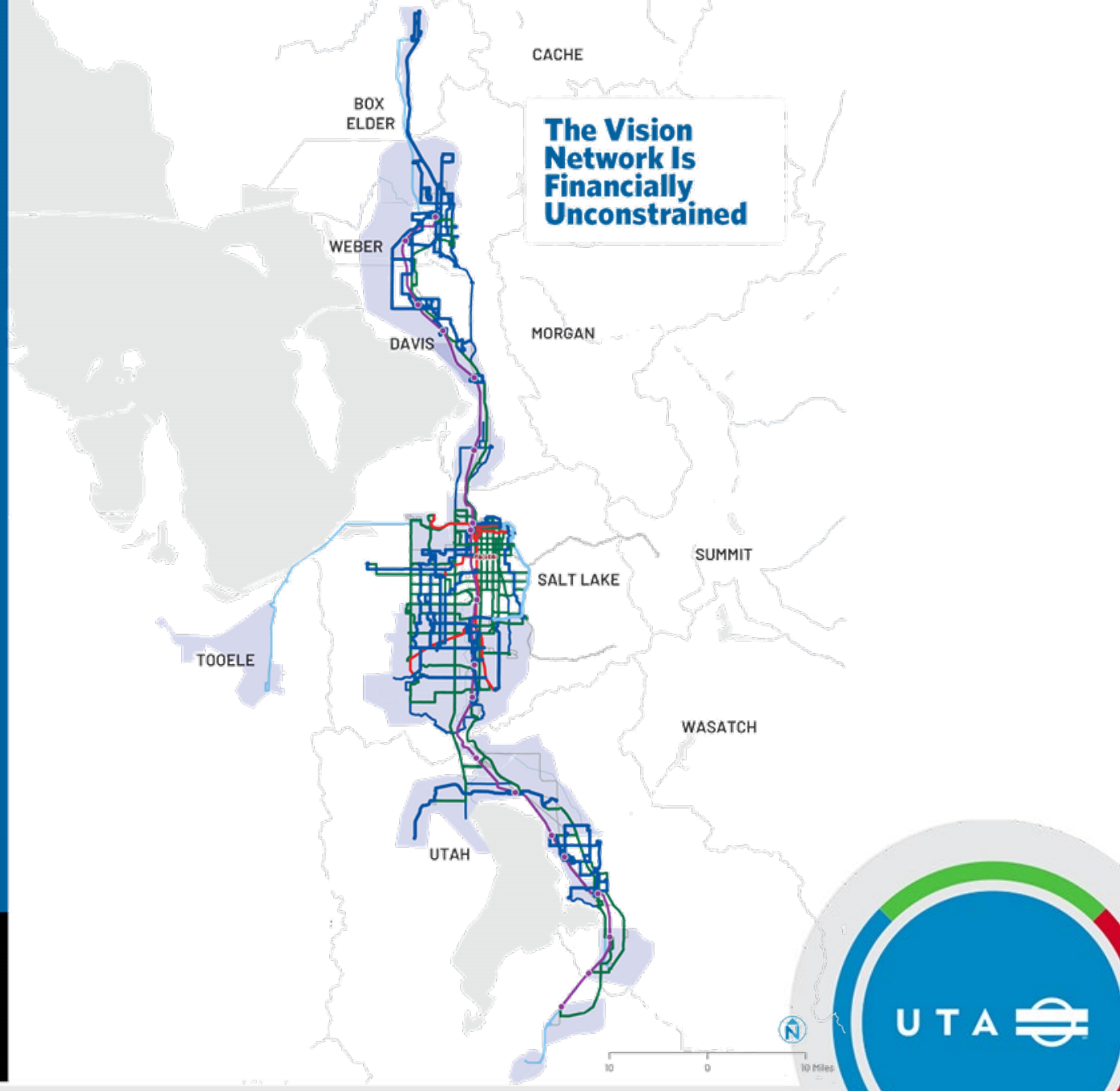
**What Does
the Vision
Network Cost?**



\$6.7B
Capital
cost



\$225M
Additional
annual
operating cost



Plan Network

The UTA Moves 2050 Plan Network is financially constrained. It is designed to provide more service, more choices, and an easy-to-use system over the next 30 years, within the funding assumptions developed in conjunction with regional partners.

What Does the Plan Network Accomplish?



PROVIDES MORE TRANSIT

100
Total Routes
50+
Frequent Routes

PUTS MORE PEOPLE AND JOBS WITHIN 1/2 MILE OF TRANSIT

PEOPLE

+470K Near Any Transit
+650K Near Frequent Transit



JOBS

+320K Near Any Transit
+440K Near Frequent Transit



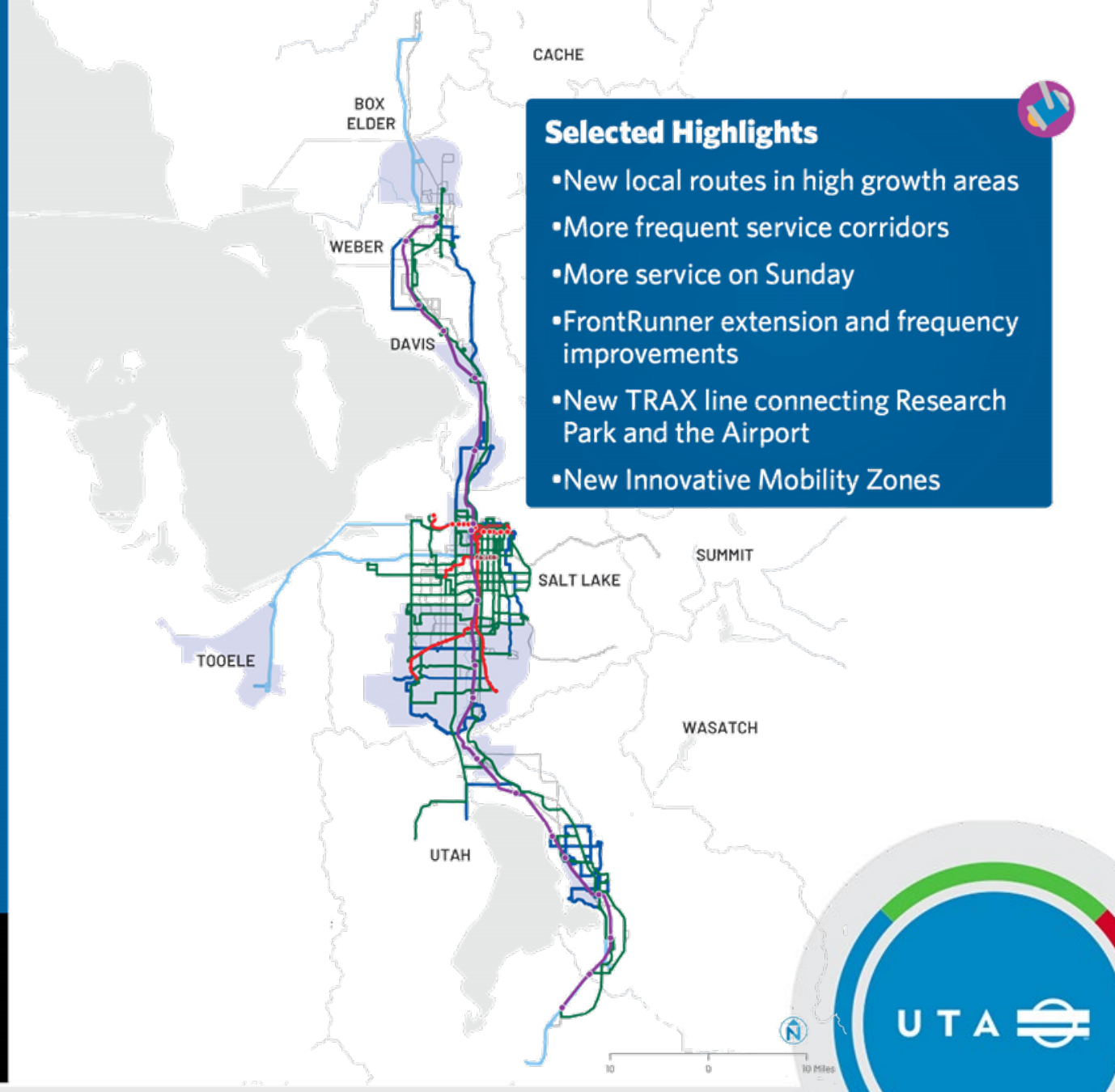
What Does the Plan Network Cost?



\$6.7B
Capital cost



\$190M
Additional annual operating cost



Selected Highlights

- New local routes in high growth areas
- More frequent service corridors
- More service on Sunday
- FrontRunner extension and frequency improvements
- New TRAX line connecting Research Park and the Airport
- New Innovative Mobility Zones

UTA

Concurrent Plans and Community Vision Elements

Including, but not limited to:

Concurrent Efforts:

- Point of the Mountain
- FrontRunner Forward
- LCC EIS
- Seasonal service (ski bus)
- Statewide Transit Connections

Community Vision Elements:

- Rio Grande Plan
- Possible Future Light Rail Extensions
- Additional Transit Service & Projects



UTA Moves 2050 Next Steps

- The LRTP becomes an ongoing UTA program
- LRTP is incorporated into regional planning processes
- Updates to financial assumptions
- Ongoing public engagement
- Next plan update occurs in sync with RTPs - 2027



Thank You!



<https://rideUTA.com/LRTP>

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