

February 2024

UTA Moves 2050

Long Range Transit Plan 2023 - 2050

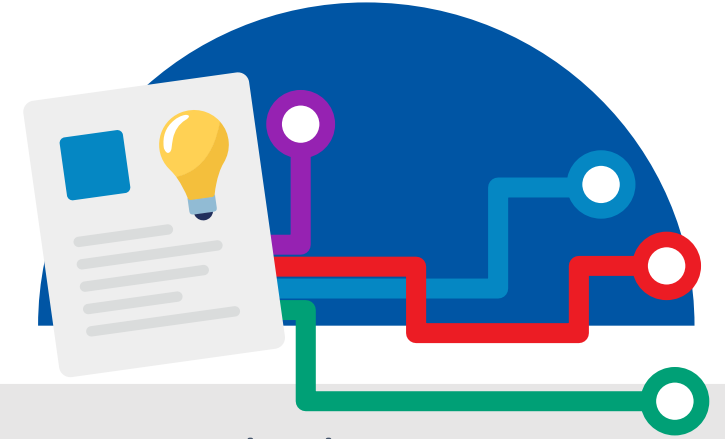


What is the UTA Long Range Transit Plan UTA Moves 2050?



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**

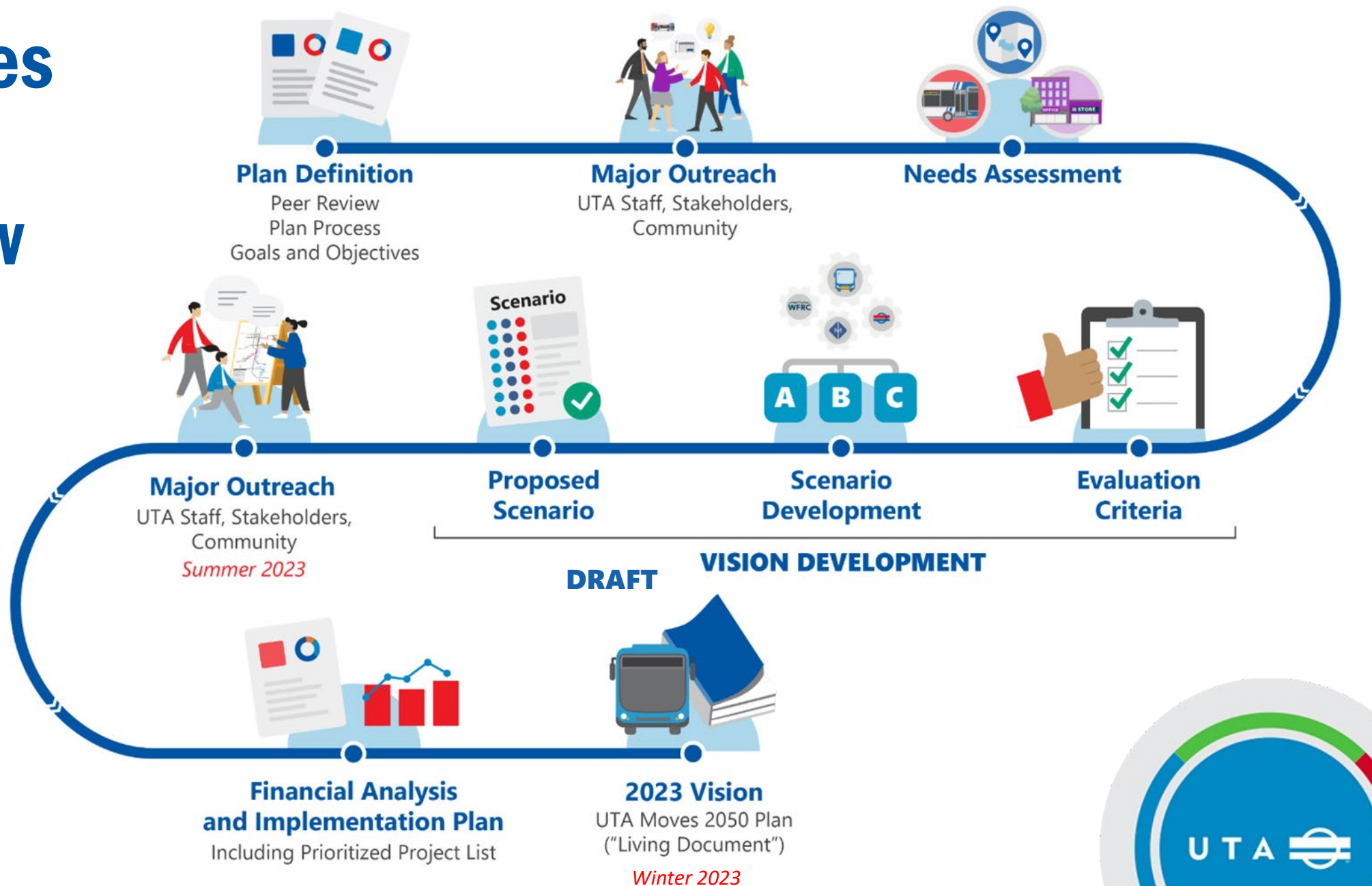


Thinking Big

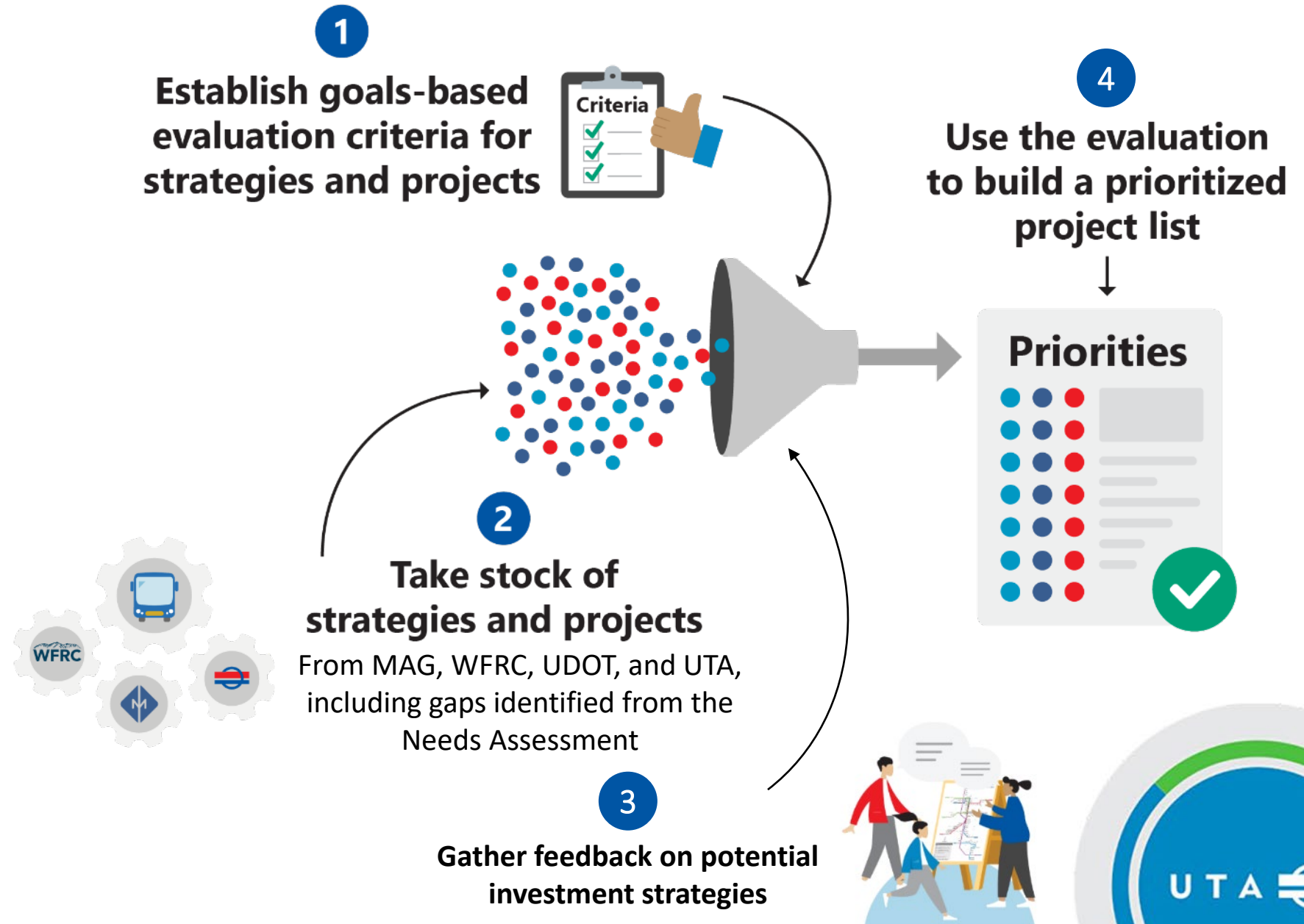
It will result in a vision for the future of public transportation—***considering all ideas, not restricted by funding***



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



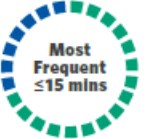
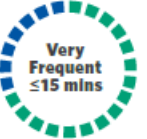
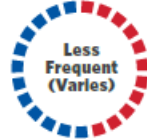
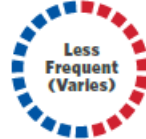
Generating Critical Economic Return

- 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	 15	 10	 8	 6	 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 station amenities	 Full station amenities	 Full station amenities	 Full station amenities	 Full station amenities	 Basic stop amenities	 Basic stop amenities	 Basic stop amenities	 Basic stop 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



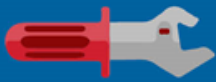
Four Investment Strategies

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?**



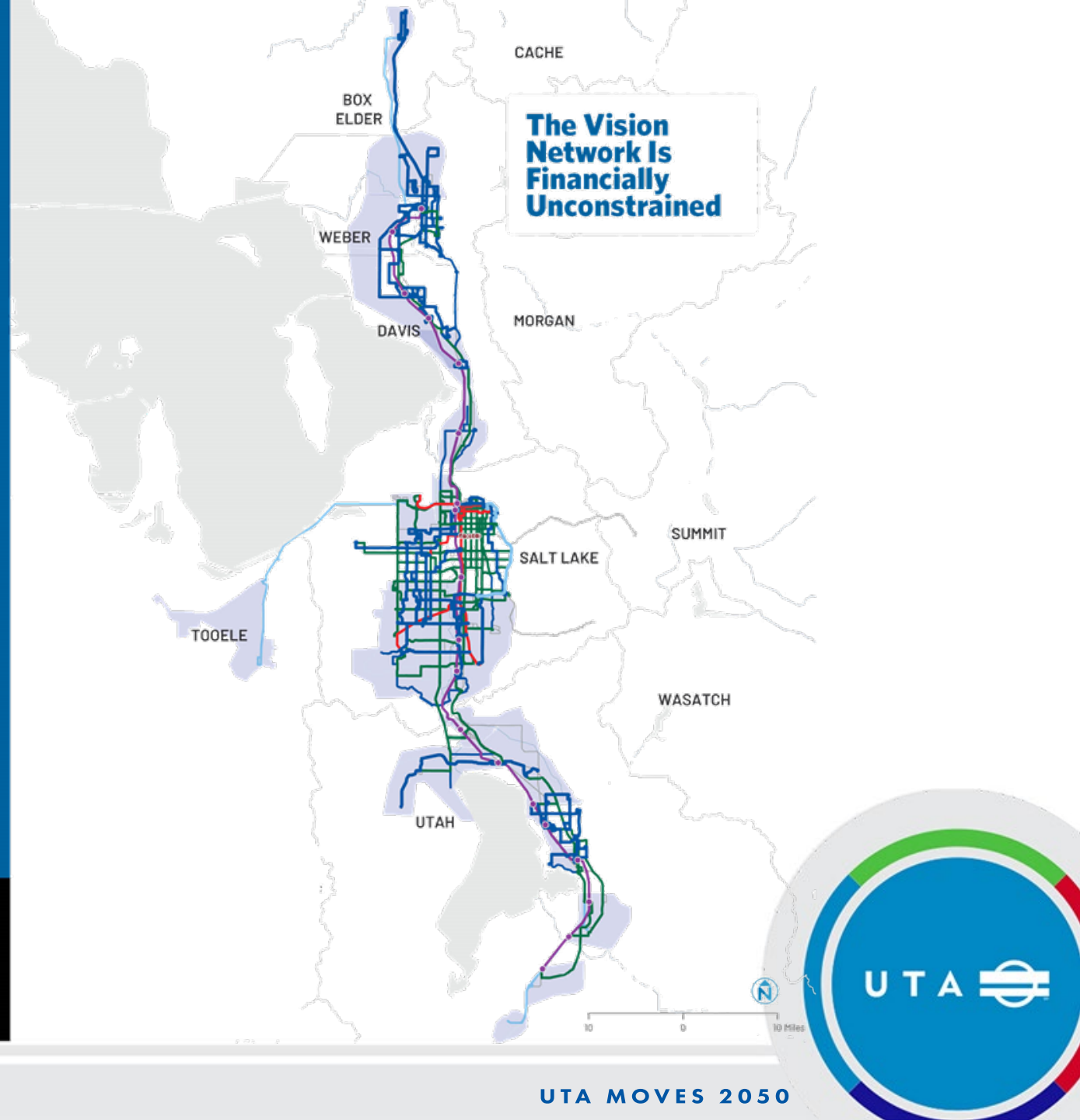
\$6.7B

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



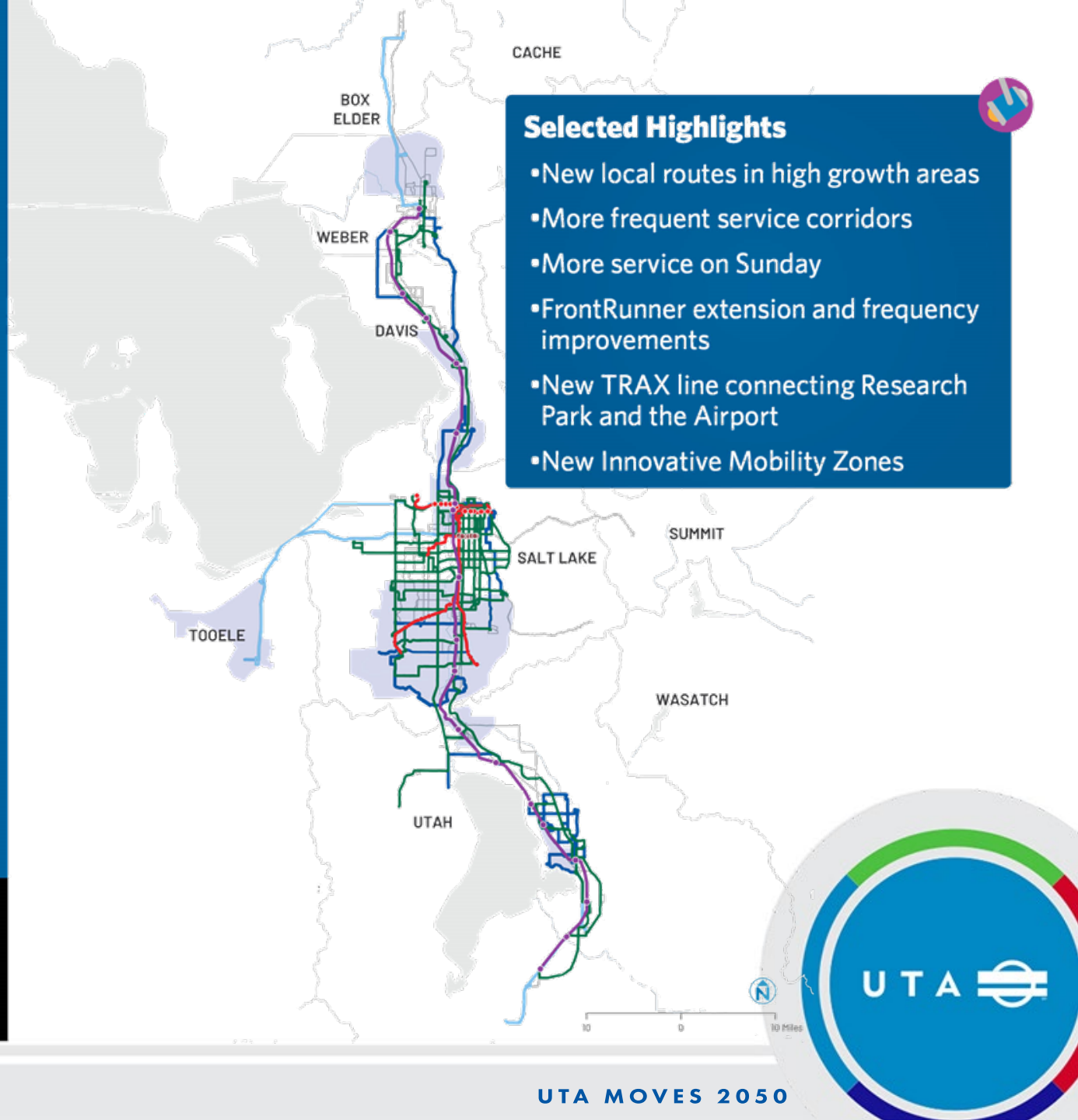
**What Does
the Plan Network
Cost?**



\$6.7B
Capital
cost



\$190M
Additional
annual
operating cost



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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