UTA

UTA Moves 2050

Utah Transit Authority
Long-Range Transit Plan
2023-2050

Adopted by UTA Board of Trustees March 13, 2024

UTA

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Additional plan details and maps available at: rideuta.com/LRTP

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Why Develop a Long-Range Plan?

Continuing investments in transit are necessary to support our region's rapid growth and expand access to schools, jobs, care centers, parks, and essential services for current and future residents.

Where and how we grow affects the transportation network. UTA is developing a Long-Range Transit Plan for the next 30 years as a vision for the future of public transportation. This plan, UTA Moves 2050, focuses on understanding and responding to the needs of the community we serve today, tomorrow, and beyond.

The Mountainland Association of Governments and the Wasatch Front Regional Council both adopted Regional Transportation Plans in 2023. UTA Moves 2050 elevates the projects proposed in these plans while also developing new projects focused on regional continuity and access.

What Can UTA Learn From Peer Agencies?

Most big agencies have a long-range transit plan that outlines the vision, priorities, and budget needs for improving regional mobility.

Five different multi-modal agencies were examined to inform the UTA Moves 2050 process. Key takeaways from the Los Angeles, Austin, Denver, Seattle, and Vancouver long-range transit plans include:

- Recommended investments have a clear connection to regional vision and goals
- The process defines the relationship between social equity, environmental considerations, and transit
- Keep recommendations at a high level, with enough detail to execute actions
- Show how investing in transit will improve mobility for the region
- Engage the public and use feedback to help prioritize investments

King County METRO

CAMPO
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

TRANSLINK

Metro®

drcog
DENVER REGIONAL COUNCIL OF GOVERNMENTS

Project Timeline

Plan Definition

Peer Review, Plan Process, Goals and Objectives

SPRING 2023

Major Outreach

UTA Staff, Stakeholders, Community

Needs Assessment

Priorities

Major Outreach

UTA Staff, Stakeholders, Community

Scenario Development and Evaluation

Evaluation Criteria

VISION DEVELOPMENT, SUMMER 2023

Financial Analysis, Vision Refinement and Implementation Plan

Including Prioritized Project List

2023 Vision

UTA Moves 2050 Plan

FALL 2023

How Does UTA Moves 2050 Help UTA Achieve Its Strategic Goals?

Build Community Support

Investments in public transit service and capital projects are made equitably. Public transit connects places of opportunity with people who rely on it.

Achieve Organizational Excellence

Riding transit is a safe and comfortable experience from door to door.

Public transit is reliable and frequent and is an affordable alternative to driving.

Move Utahns to a Better Quality of Life

Public transit is sustainable and supports a low- and no-emissions transportation system offering connections and opportunities for people to walk, roll, and bike.

Exceed Customer Expectations

Public transit service is delivered efficiently and cost-effectively.

Generate Critical Economic Return

Public transit improves access and connectivity between where people live and centers of activity, jobs, and essential services.

UTA Now: Gaps, Challenges, and Opportunities

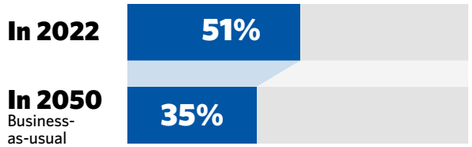
This section explains how well transit currently serves our region, where growth is expected to occur (and what this means for transit), and what the key opportunities are for UTA over the next three decades.

How Well Is Transit Serving Our Region?

Our long-term goal is to have 70% of the population within a half-mile walk of a transit service. Our weekday service network is within a half-mile walk of 62% of current residents and 75% of current jobs. However, these numbers drop to only 35% of residents and 46% of jobs in 2050, based on anticipated growth in the UTA service area, if business continues as usual. Growth patterns, where people will live and work in the future, show an increase in population and employment opportunities at the edges and outside the UTA service area.

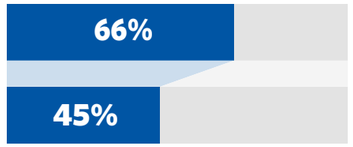
RESIDENTS

What percent of **residents** in the UTA service area live within 1/2 mile of a transit route?

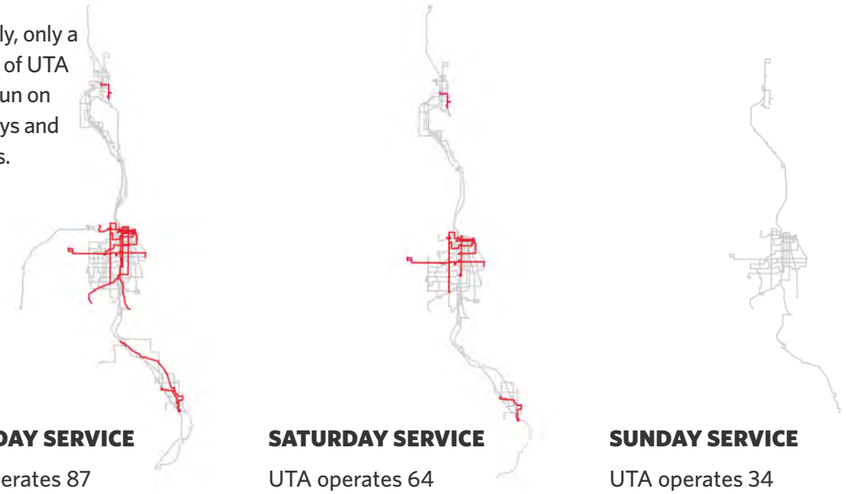


JOBS

What percent of **jobs** in the UTA service area are within 1/2 mile of a transit route?



Currently, only a fraction of UTA routes run on Saturdays and Sundays.



WEEKDAY SERVICE

UTA operates 87 routes on weekdays, with **18 frequent routes.**

SATURDAY SERVICE

UTA operates 64 routes on Saturdays, with **11 frequent routes.**

SUNDAY SERVICE

UTA operates 34 routes on Sundays, with **no frequent routes.**

Which Land Uses Support Which Types of Transit?

The amount and type of transit that is feasible along a corridor depends on which land uses are within walking distance.

- Corridors with more people, jobs, and destinations nearby can support more frequent service, including rail.
- Routes typically require strong anchors at both ends, with activity centers and density along the length of the route.
- Corridors with lower density land uses, by contrast, may only be able to sustain certain types of transit like local bus or on-demand service.
- To support any transit that runs on a fixed schedule, a corridor needs at least 15 residents per acre or 10 jobs per acre, or a combination. This is a Transit-Supportive Area.
- Innovative Mobility Zones can provide owl service (late-night service) when other transit services are not practical.

The diagram below illustrates which types of transit can be appropriate on corridors with different kinds of land uses.

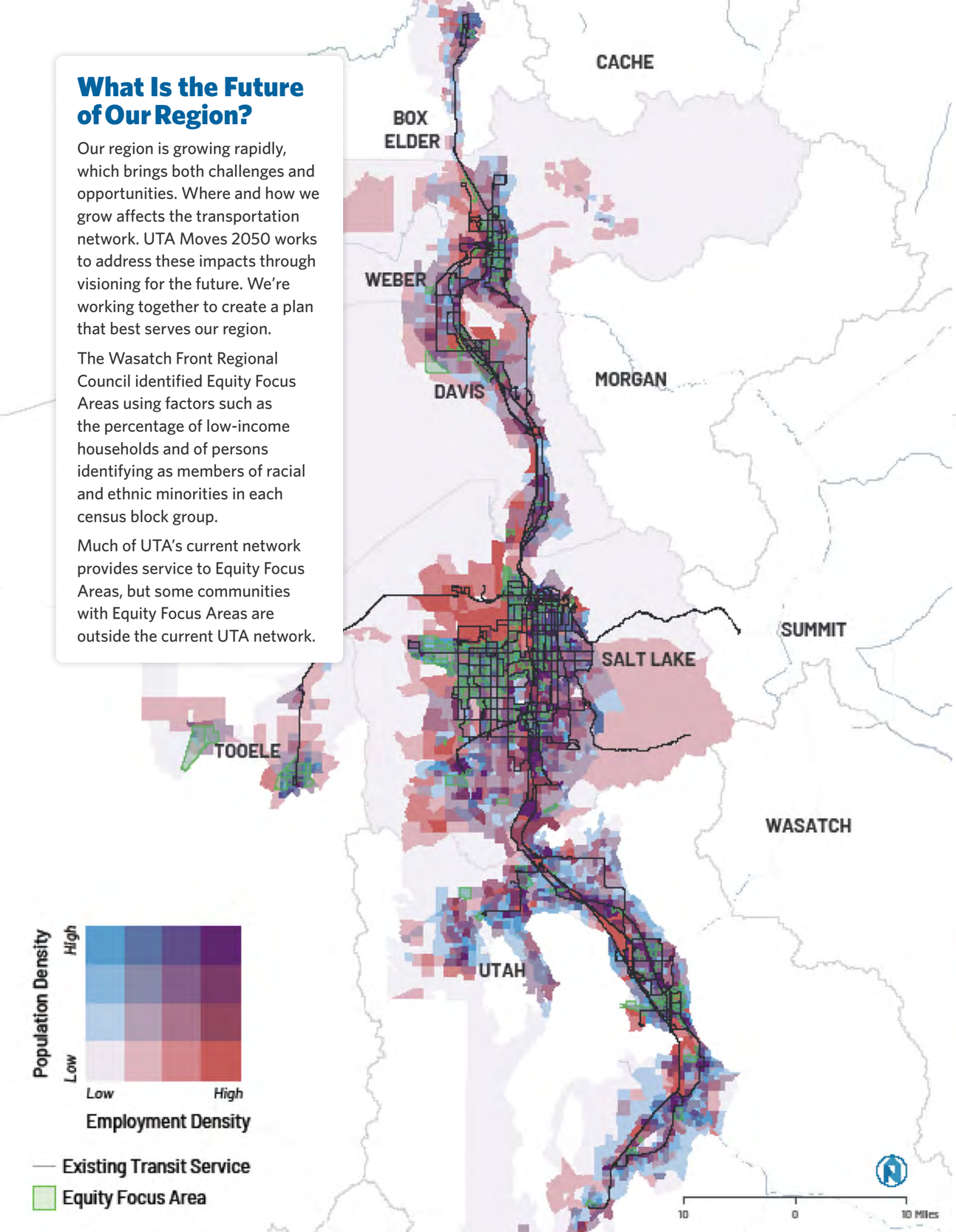
	What Is the Land Use of the Corridor?	Residents per Acre	Jobs per Acre	Appropriate Types of Transit
Transit-Supportive Area	Downtowns and High Density	>45	>25	TRAX, Rapid Bus, Enhanced Bus, Frequent Bus, Local Bus, Innovative Mobility Zone
	Urban Mixed Use	30-45	15-25	Rapid Bus, Enhanced Bus, Frequent Bus, Local Bus, Innovative Mobility Zone
	Neighborhood and Suburban Mixed Use	15-30	10-15	Local Bus, Innovative Mobility Zone
	Low Density	<15	<10	Innovative Mobility Zone

What Is the Future of Our Region?

Our region is growing rapidly, which brings both challenges and opportunities. Where and how we grow affects the transportation network. UTA Moves 2050 works to address these impacts through visioning for the future. We're working together to create a plan that best serves our region.

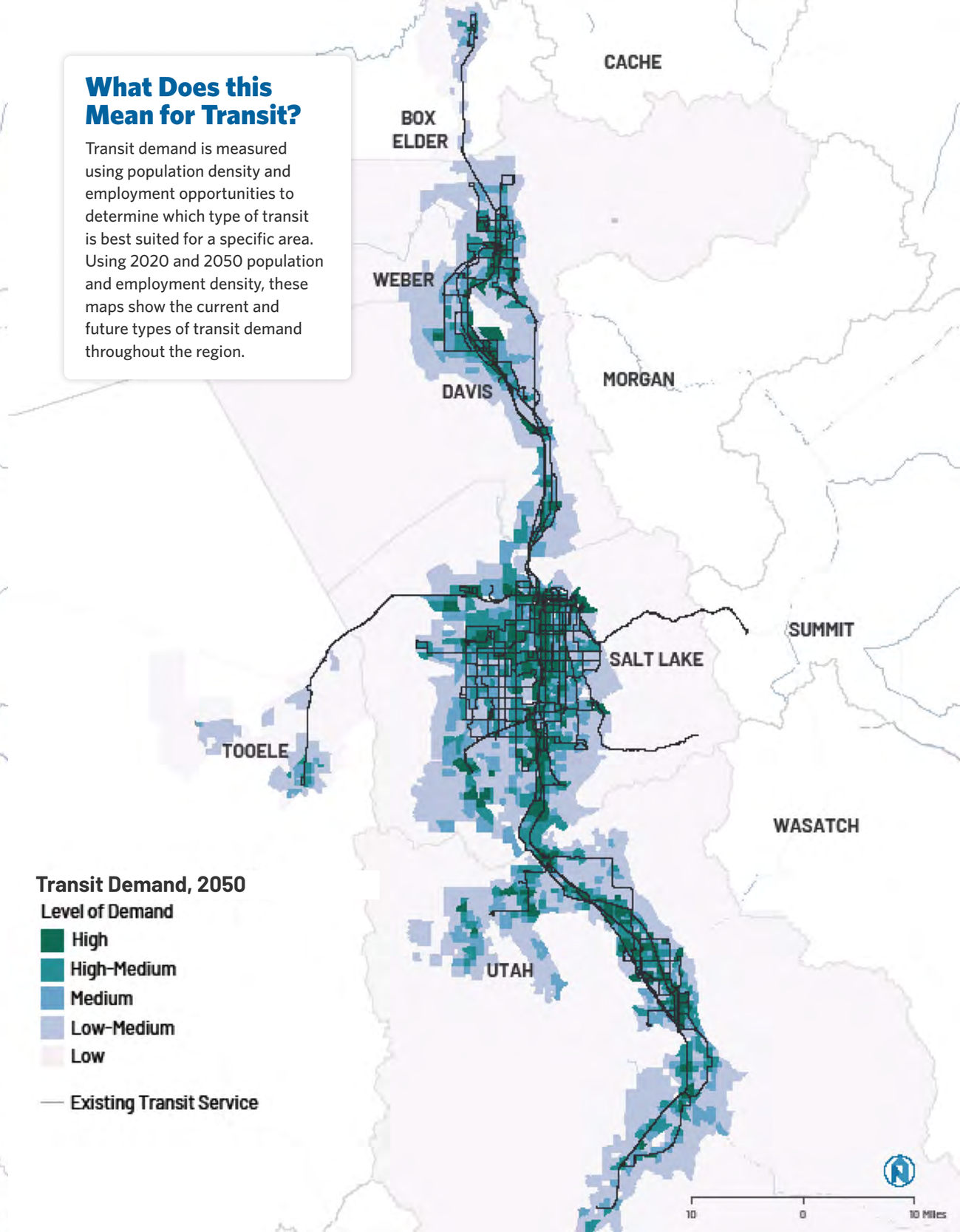
The Wasatch Front Regional Council identified Equity Focus Areas using factors such as the percentage of low-income households and of persons identifying as members of racial and ethnic minorities in each census block group.

Much of UTA's current network provides service to Equity Focus Areas, but some communities with Equity Focus Areas are outside the current UTA network.



What Does this Mean for Transit?

Transit demand is measured using population density and employment opportunities to determine which type of transit is best suited for a specific area. Using 2020 and 2050 population and employment density, these maps show the current and future types of transit demand throughout the region.



Key Opportunities

1. **GROWTH**
   Preparing to improve service to growing areas as they become transit-supportive
2. **FREQUENCY AND SPAN**
   Increasing frequency and span on popular and productive routes
3. **WEEKEND SERVICE**
   Expanding weekend service
4. **EAST-WEST SERVICE**
   Improving east-west connectivity where possible in areas with primarily north-south service
5. **TRAVEL PATTERNS**
   Adjusting service to align with changing travel patterns

Where significant growth is forecast

- Increasing service frequency and span will be critical to serving higher demand.
- Coordinating with land use planning will focus growth in Transit-Supportive Areas that are adjacent to one another rather than decentralized.

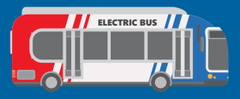
2

Investment Strategies

- Maintain Our System
- Enhance Our System
- Expand Our Frequent Service Network
- Serve Our Growth Areas

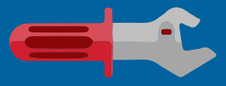
Maintain Our System

Maintain the infrastructure and human resource investments we've already made.



FLEET

Upgrade fleet to reduce emissions.



STATE OF GOOD REPAIR

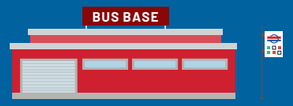
Keep equipment and facilities at high level of performance.

CORRIDORS

Retain right-of-way in the future in areas planning on transit-supportive growth

WORKFORCE

Invest in improving skills and attracting and retaining staff.



FACILITIES

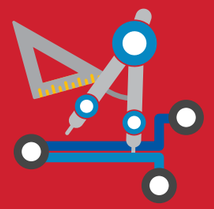
Maintain and construct facilities necessary to operate transit centers, transfer and layover locations, bases, and park-and-rides.

Enhance Our System

Improve the system by making it faster, more reliable, easier to understand, and more responsive.

INFORMATION

New types of service information and new ways to access it.



CAPITAL

Capital improvements in dense and growing areas to make service better and more reliable.

TECHNOLOGY

Commitment to improving technology for all modes of transit, particularly Paratransit and On Demand services.

RELIABILITY

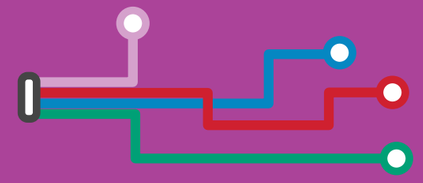
Fast and reliable service is important to existing riders and attracting new ones.

Expand Our Frequent Service Network

Make buses and trains come more often: service every 15 minutes or better makes service more attractive.

BUSES

A network of up to 45 frequent bus routes that come every 15 minutes or better, seven days a week, featuring innovations and roadway improvements to keep buses on time.



FRONTRUNNER AND TRAX

More frequent FrontRunner and added TRAX service makes transit more attractive.

Serve Our Growth Areas

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

LOCAL SERVICE

More local bus service, including more frequent service, more routes, and creative new transportation options to meet community needs and connect people to the regional transit system.

EARLIER AND LATER SERVICE

Operate earlier in the morning and later at night, seven days a week.

NEW SERVICE

Up to 25 new bus routes or Innovative Mobility Zones (IMZs) will expand to serve growing areas. IMZs can include on-demand services, bike share, or ridesharing.

3

Community Engagement

- How Did We Engage With the Community?
- Getting Online Input on the Vision Network
- What Did We Hear?

How Did We Engage With the Community?

LISTENING SESSIONS

57

57 municipalities took part in Listening Sessions at the start of the planning process. UTA asked for input on community vision, land use, and mobility goals.

VIRTUAL TOWN HALLS

2

virtual Town Halls hosted by UTA provided a brief overview of UTA Moves 2050, followed by a question-and-answer session.

PUBLIC MEETINGS

8

public meetings were throughout the region hosted by UTA. The purpose of these meetings was to inform the public about investment strategies in UTA Moves 2050 and obtain feedback on priorities.

SOCIAL MEDIA

82,810

social media impressions were received across 38 posts made by UTA on UTA Moves 2050.

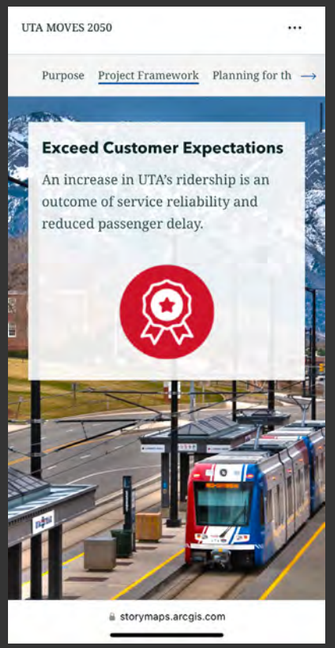
ONLINE SURVEY

1,605

respondents completed the online survey between August and October 2023. The survey was web- and map-based, enabling community members to provide comments on the Vision Network.

STORYMAP

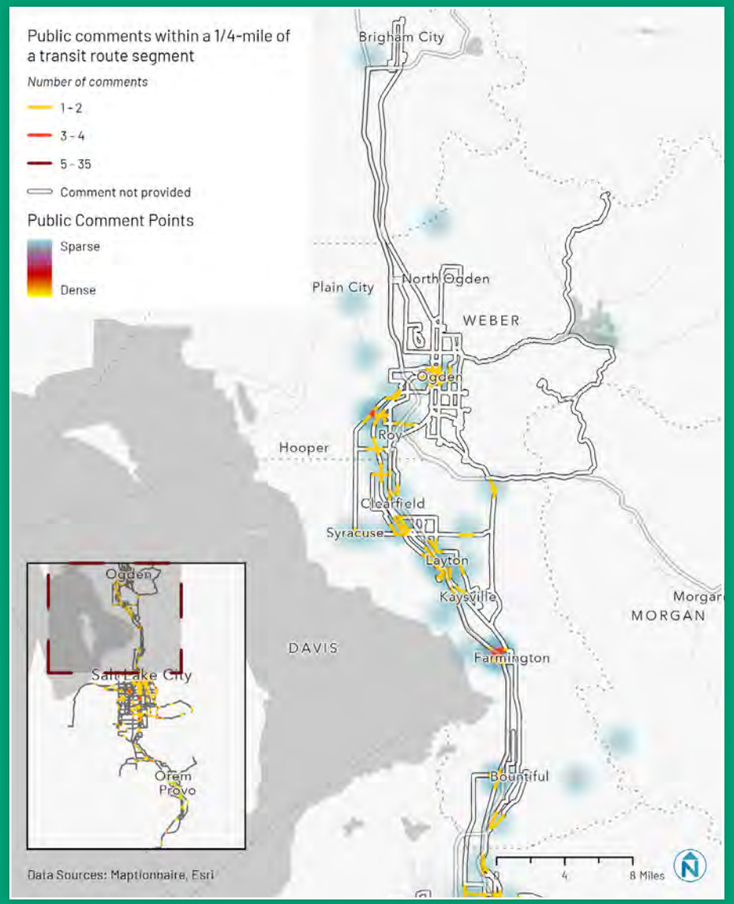
The StoryMap was an accessible, interactive document to inform the public of project findings, display the draft Vision Network, post information about upcoming outreach events throughout the region, and much more. The StoryMap contained interactive graphics, detailed demographic and transit maps, and informative text about each element of the project. As the project closed, the StoryMap was updated to show final plan outcomes and results.



Getting Online Input on the Vision Network

Public input served as a guiding factor in the development of the Vision Network.

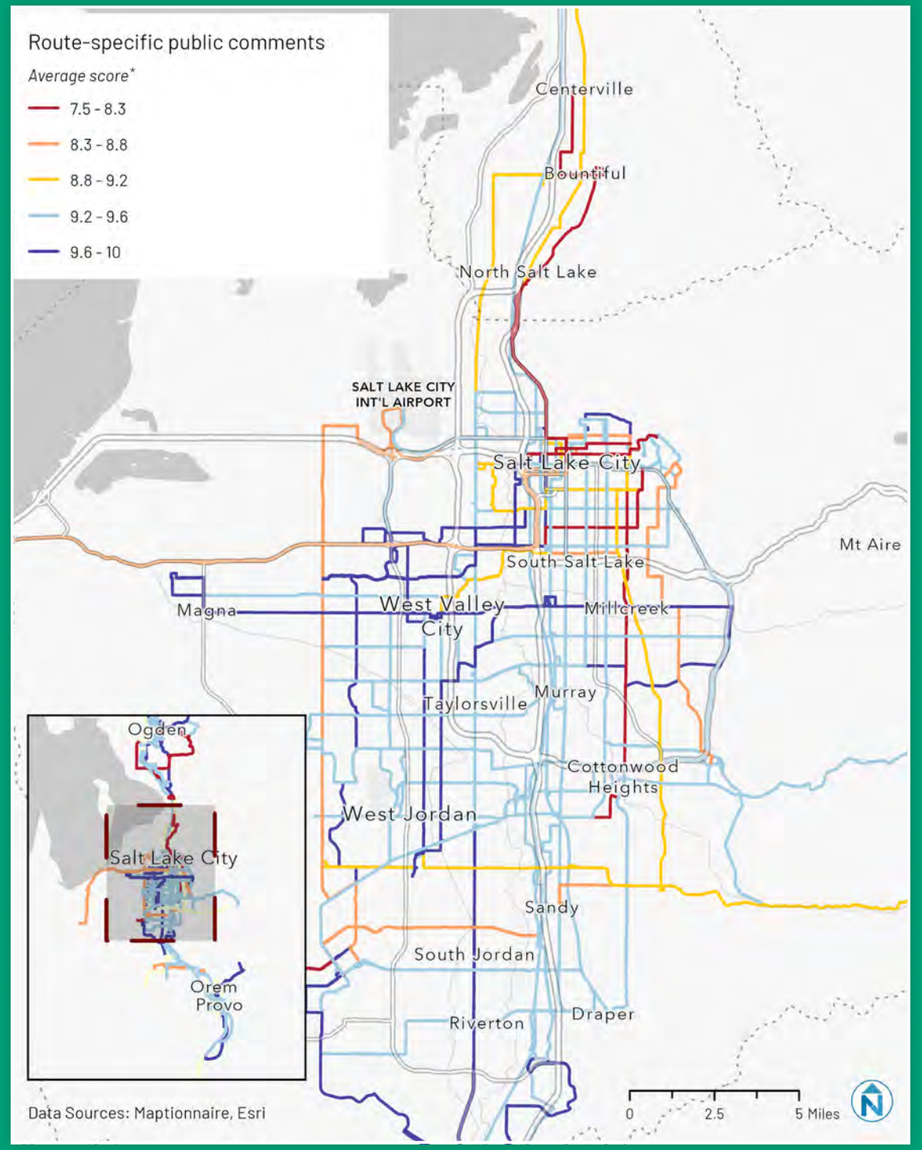
UTA Moves 2050 used Maptionnaire, an interactive mapping platform, to allow community members to comment directly on new features of the UTA Draft Vision Network, drop comments onto the map about specific places throughout the UTA region, and answer demographic questions. Each response, while anonymous, was linked to the respondent's demographic information and allowed UTA to review comments specific to historically underrepresented groups, transit-dependent groups, and more.



Location-Based Comments

Respondents were encouraged to leave comments anywhere on the map to show places they'd like to visit, places they'd like to have more frequent or later night service, or anything else they'd like UTA to know.

On the left is a heat map, highlighting areas receiving the most comments from the public.



Comments on Projects

Respondents could comment on each route proposed in UTA Moves 2050's Draft Vision Network and were asked to prioritize the creation, maintenance, or expansion of the route when they submitted a comment. The map above presents the Draft Vision Network, with routes in blue receiving the most comments from the public and routes in red receiving the fewest comments.

* Level of priority weighted by number of responses

What Did We Hear?

Everyone has unique transportation needs. Respondent priorities from both Maptionnaire and the survey varied based on income, disability, and age. The findings on this page highlight differences and similarities between categories of respondents.

What we heard from the community during this effort as well as the 2023 Five-Year Service Plan helped to inform and set priorities for the UTA Moves 2050 Vision Network.

FREQUENCY AND FRONTRUNNER

Expanding the **Frequent Service Network** and extending **FrontRunner** were the top two priorities among respondents.

FREQUENCY OVER COVERAGE

More respondents preferred **increasing frequency** at existing stops over expanding coverage.

RESPONDENTS WITH LOW INCOMES

Respondents with a **lower income** (making less than $19,000 annually) **prioritized** expanding the **Frequent Service Network.**

RIDER AND NON-RIDER RESPONSES

Between **riders and non-riders,** the rankings to **expand frequent service** are very similar. There is a slightly higher number of non-riders who rank expanding frequent service a top priority.

What About the Five-Year Service Plan?

The Five-Year Service Plan is updated every two years and serves as a dynamic guide for UTA's near-term future. For the most recent Five-Year Service Plan, adopted in 2023, UTA conducted extensive public outreach, which included a survey that gathered over 3,000 responses. The same survey was used to gather feedback for UTA Moves 2050, and combined, the two rounds of survey results reached 4,000 responses. The results from that survey and other outreach efforts guided the outreach efforts for UTA Moves 2050. Here are a few findings from the Five-Year Service Plan survey:

- Among riders, people prioritized enhanced frequency and expanded coverage to connect more jobs, services, and neighborhoods
- 48% of non-rider respondents said they don't take transit because there is no service where they live.
- When asked what they value most in transit service, respondents ranked improved frequency as the most valuable.

ACCESS AND NON-RIDERS

Non-riders want more routes, which may mean that a lack of transit access near their homes or workplaces is the reason they do not ride transit.

RESPONDENTS WITH A DISABILITY

Respondents with a **disability** indicate a strong desire for expanded **evening service, new routes,** and adding **weekend service.**

RESPONDENTS WITH HIGH INCOMES

For respondents with a household **income over $100,000** the highest priorities are expanding the **Frequent Service Network** and expanding **FrontRunner.**

4

UTA Moves 2050 Network

- Vision Network
- Financially Constrained Plan Phasing
- Plan Network
- Phase 1: 2023–2032
- Phase 2: 2033–2042
- Phase 3: 2043–2050
- Box Elder, Davis, and Weber Counties
- Salt Lake and Tooele Counties
- Utah County
- Why is Sunday Service Important?
- Corridor Preservation
- Vision Needs
- Concurrent Planning Efforts
- Community Vision Efforts

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.

The Vision Network enhances existing service while identifying key capital investments to support regional growth in the coming decades. It uses the four UTA Moves 2050 investment strategies — Maintain Our System, Enhance Our System, Expand Our Frequent Service Network, and Serve Our Growth Areas — to identify and prioritize projects throughout the UTA region.

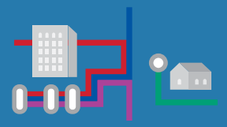
What Does the Vision Network Accomplish?

PROVIDES MORE TRANSIT

The Vision Network includes 110 routes, 49 of which operate at least every 15 minutes all day.

110
Total Routes

49
Frequent Routes



SERVES MORE PEOPLE AND JOBS

With the Vision Network, transit within half a mile would be available to 51% of people and 61% of jobs.

365K
Additional People

250K
Additional Jobs

GETS MORE RIDERS ON BOARD

The Vision Network is expected to increase ridership to over 480,000 weekday daily riders in 2050, up from 150,000 in 2019.

300K+
New riders per Weekday

What Does the Vision Network Cost?

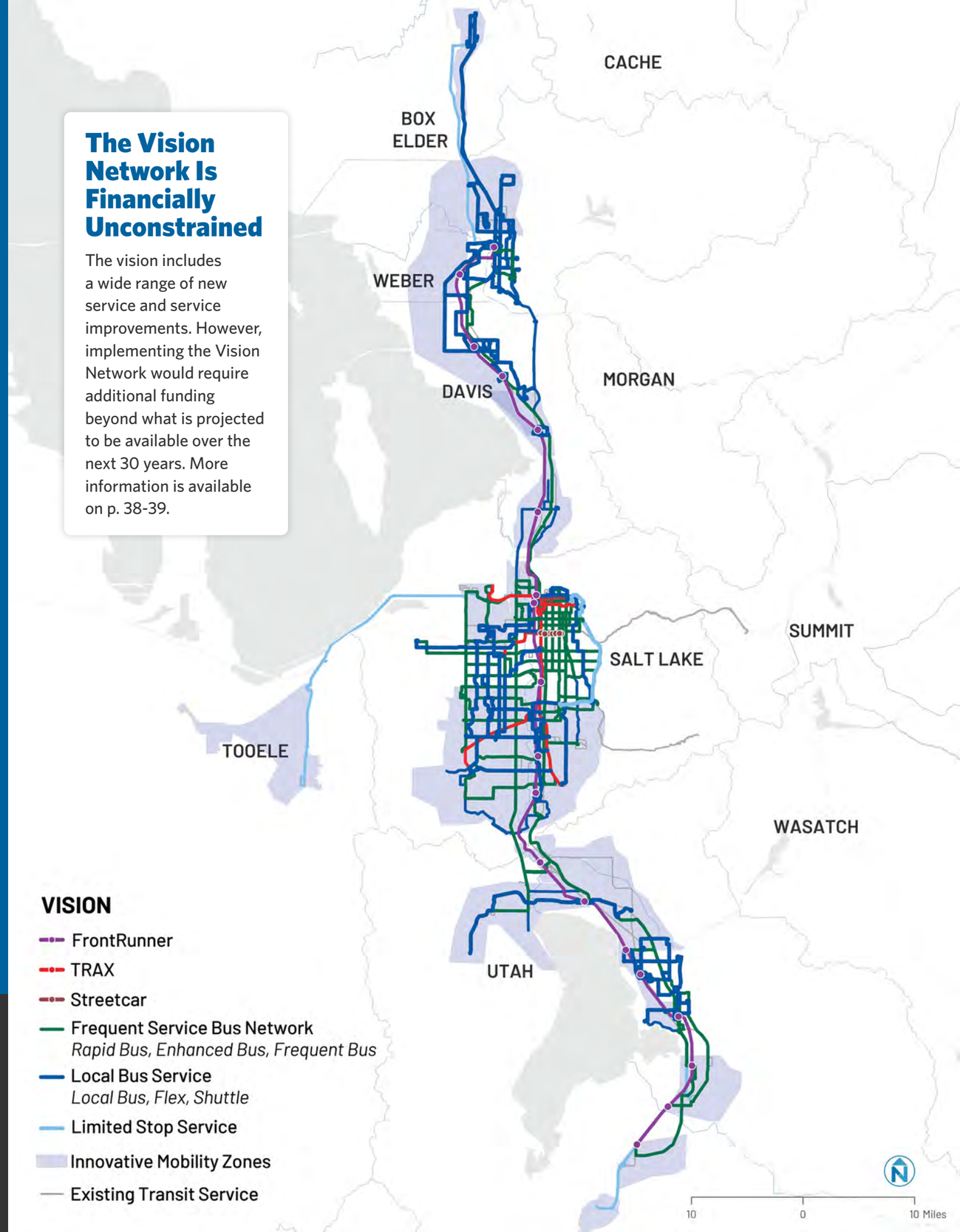
$6.7B
Capital cost[1]

$225M
Additional annual operating cost

Note: [1] The approved 2023 RTPs include approximately $4B in additional unfunded capital costs that are not shown in the LRTP Transit Vision.

The Vision Network Is Financially Unconstrained

The vision includes a wide range of new service and service improvements. However, implementing the Vision Network would require additional funding beyond what is projected to be available over the next 30 years. More information is available on p. 38-39.



What Types of Transit Does the Vision Network Recommend for Different Land Use Contexts?

UTA Moves 2050 recommends a family of transit services suitable for different levels of transit demand and land use contexts. The diagram below provides an overview of each type of transit.

Note: For every service type except FrontRunner, Limited Stop Bus, and Innovative Mobility Solutions, expanding service area coverage (or span of service) for fixed-route transit service will require additional ADA Paratransit service.

Transit services include:

- Innovative Mobility Solutions, including on-demand service, for low-density areas, or when and where other types of services are not feasible (see p. 37 for more information on Innovative Mobility Zones).
- Five categories of bus service ranging from limited stop bus, local bus, and frequent bus to Enhanced Bus and Rapid Bus service that offer a combination of very frequent service and moderate to high levels of investment in speed and reliability improvements.
- The three forms of rail present in the UTA network today: FrontRunner regional commuter rail, TRAX light rail, and S-Line streetcar.

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	Flexibile	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]									
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	
Stop/Station Amenities									

[1]Based on vehicle capacity and frequency

What Changes and Improvements Are Included in the Vision Network?

Expanding the Frequent Service Network

Currently, UTA operates 18 frequent service routes—routes with 15-minute or better service—on weekdays, 11 on Saturdays, and none on Sundays.

In the Vision Network, many local routes are upgraded to frequent service routes and new frequent routes are created to serve high density corridors.

Examples of frequent service projects include the Central Corridor bus rapid transit project around Provo, the UVX extension to Vineyard, and making TRAX more frequent in Salt Lake County.

Local Service

While some areas don't have the density to support 15-minute service, UTA is committed to improving local service by providing new areas of service and improving 60-min service to 30-min service.

FrontRunner Forward

UTA's regional commuter rail service currently provides service between Ogden and Provo.

In the Vision Network, FrontRunner runs up to every 15 minutes at peak times and runs on Sundays (contingent on double-tracking improvements) as well as extends further south to Payson to account for expected population growth and regional commuting pattern.

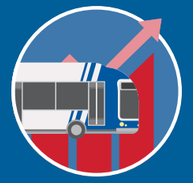
Operating Earlier In the Morning and Later at Night

Expanding hours of bus operation can provide more people with access to transit without requiring additional capital investments.

Improved Weekend Service

UTA operates 87 routes during the week, 64 routes on Saturdays, and 34 routes on Sundays.

Expanding weekend bus service can provide more people with access to transit, seven days a week, without requiring additional capital investments.



More Direct Connections and Service Expansion

UTA's current network provides excellent regional coverage.

The Vision Network builds on that system while taking into account the projected growth in both population and employment opportunities. Direct connections to Eagle Mountain, Salem, the Salt Lake City Airport, West Valley City, Hill Air Force Base, Farmington, and bi-directional limited stop service will provide access to regional destinations and support transit use within local communities.

Innovative Mobility Zones

Not every area within the UTA region can support fixed-route service due to factors like geographic hurdles or limited transit demand.

The Vision Network identifies areas with some demand that cannot support fixed-route service and proposes a series of Innovative Mobility Zones (IMZs), which could include a variety of first and last mile solutions including, but not limited to, on-demand service, autonomous shuttles on a fixed guideway, bike share, and partnerships with private Transportation Network Companies, such as Uber and Lyft. Funding could come from a variety of sources including private funding and public private partnerships.

What are Examples of Solutions for Innovative Mobility Zones?

Solutions that could be provided in Innovative Mobility Zones to improve local mobility and connections to UTA's fixed-route transit system include:

- **Mobility on demand.** UTA On Demand is a coverage-based microtransit service that uses dynamic routing (non-fixed) and flexible scheduling to help fill in transit network gaps for less populous or remote communities, or at lower demand times such as late at night. This service connects riders to fixed route transit options and other local destinations within a microtransit zone.
- **Micromobility,** which refers to a range of small, low-speed vehicles including station-based and dockless bikeshare systems, electric-assist bikeshare modes, and electric scooter (e-scooter) companies. These vehicles and services help riders connect to transit in areas that are too far reach by walking. Micromobility Hubs are locations, typically at transit stations, where several micromobility and other travel options are provided in one place.

See Innovative Mobility on the UTA website for additional and evolving information on these services.

Financially Constrained Plan Phasing

The Vision Network is financially unconstrained. Not everything proposed in the Vision Network can be implemented due to UTA's current and projected financial constraints over the next 30 years.

Financial Capacity

The 2023 adopted Regional Transportation Plans (RTP) by the Mountainland Association of Governments and Wasatch Front Regional Council based their fiscally constrained plans on future funding scenarios that include new revenue sources. UTA's financial capacity to implement the 2050 UTA Moves Vision Network builds on the RTPs' financial projections.

Implementing the UTA Moves 2050 Vision Network requires over $6.5B in capital and $225M annually in operating dollars. Existing funding outlined in the RTP suggest that the Vision Network requires an additional $46M in capital funding and an additional $60M annually in operating funding.[1] Investments in the 2050 UTA Moves Vision Network must be prioritized to determine which best meet regional mobility needs.

The table below presents capital, operating, and maintenance costs for each phase as well as the Vision Network.

Phase	Total Capital Cost	Annual Operating & Maintenance Cost
1	$2.7B	$100M
2	$2.2B	$65M
3	$1.8B	$25M
Total: Phases 1–3	**$6.7B**	**$190M**
Additional Cost to Realize Vision Network[1]	$50M	$60M

Note: Costs are in 2023$ and include both RTP projects based on RTP phasing and additional elements from UTA Moves 2050.

[1] The approved RTPs include approximately $4B in additional unfunded capital costs that are not shown in the LRTP Transit Vision.

Prioritizing UTA Moves 2050 Investments

The two RTPs provide a roadmap for which projects to prioritize based on operating and maintenance costs, projected ridership demand, and regional connectivity. The RTPs implement investments in three phases: Phase 1 (2023–2032), Phase 2 (2033–2042), and Phase 3 (2043–2050).

UTA Moves 2050 developed an evaluation process that was consistent with UTA's Strategic Goals and assessed every potential service investment. This includes investments found in the RTPs as well as local service improvements not found in the RTPs. Specific criteria included anticipated ridership, how an investment served existing destinations and high growth areas, capital and operating costs, public support, and social equity measures.

Investments ranging from High Capacity Transit to new local routes that best met the criteria were prioritized for implementation, based on costs and potential benefits. The implementation timeline is consistent with the RTP implementation phases.

Investments in the 2050 UTA Moves Vision that are not identified in one of the three phases are considered **unfunded** and a post-2050 implementation timeline is assumed unless additional funding becomes available.

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 resources UTA projects to be available.

The Plan Network prioritizes the most effective investments to both enhance existing service and advance key capital investments to support regional growth in the coming decades. The Plan Network is designed to be implemented in three phases, with the highest priority projects implemented in Phase 1.

What Does the Plan Network Accomplish?

PROVIDES MORE TRANSIT

The Plan Network includes nearly 100 routes[1] with over half operating at least every 15 minutes all day.

100
Total Routes[1]

50+
Frequent Routes

INCREASES THE NUMBER OF PEOPLE AND JOBS WITHIN HALF A MILE OF TRANSIT

People

Any Transit	2022	1.3M	
	Plan Network	**1.8M**	**+470K**
Frequent Transit	2022	530K	
	Plan Network	**1.2M**	**+650K**

Jobs

Any Transit	2022	1.0M	
	Plan Network	**1.3M**	**+320K**
Frequent Transit	2022	520K	
	Plan Network	**960K**	**+440K**

What Does the Plan Network Cost?

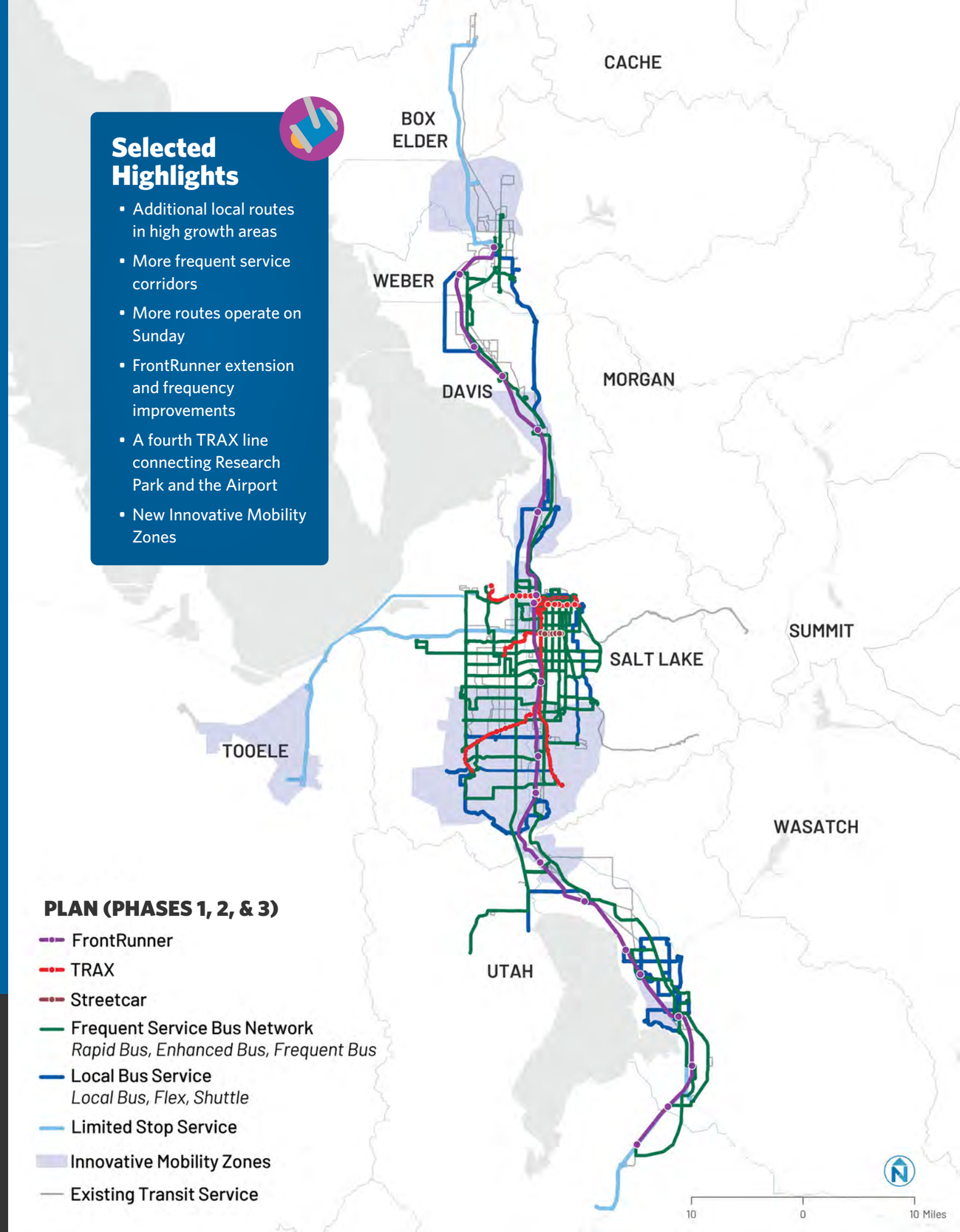
$6.7B
Capital cost[2]

$190M
Additional annual operating cost

Note: [1] Including Innovative Mobility Zones. [2] Capital projects such as transit centers, hubs, vehicle upgrades, double tracking, and maintenance facilities are all essential to accommodate future growth. The 2050 Plan Network assumes the supporting capital projects found in the Regional RTP's are funded.

Selected Highlights

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



Phase 1: 2023–2032

To be implemented in the first ten years of UTA Moves 2050, Phase 1 is an ambitious expansion of FrontRunner and bus service across the UTA service area, including on weekends.

Over 20 Enhanced Bus and Rapid Bus lines, six new Innovative Mobility Zones, seven-day FrontRunner service,[1] extended FrontRunner service south to Payson, and expanded Sunday service on all routes will build out a network of frequent rail and bus service in the region. Frequent transit will be accessible within a half mile for more than 270,000 people and nearly 190,000 jobs, compared to today.

HOW MUCH DOES PHASE 1 COST?[2]

$2.7B
Total capital cost

$100M
Additional annual operating cost

What's Included in Phase 1?

28
total routes with frequent service (including 3 new frequent bus routes)

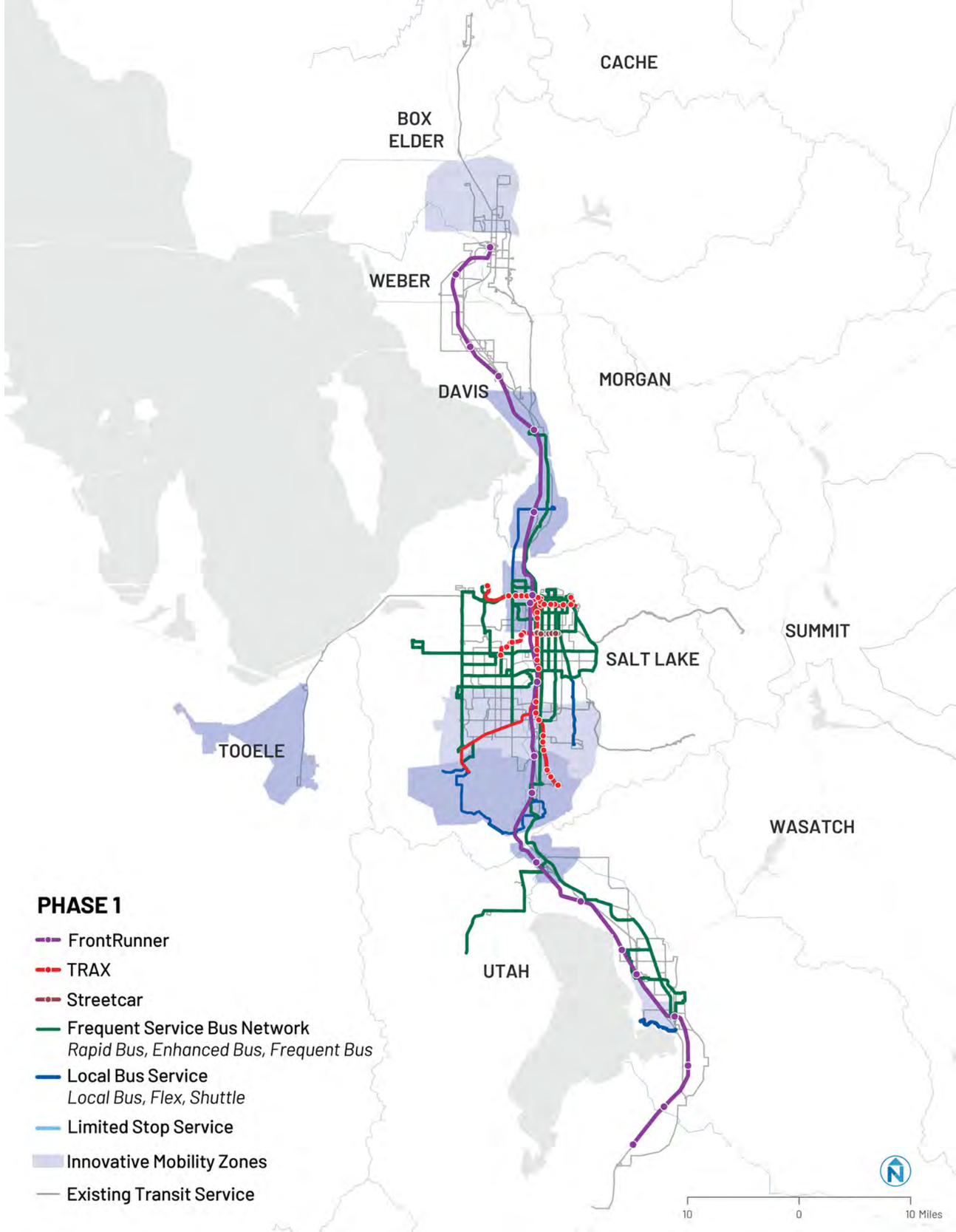
21
new Rapid Bus (3) and Enhanced Bus (18) routes

16
new routes, major route extensions, or new Innovative Mobility Zones

Selected Highlights

- FrontRunner service on Sundays and 15-minute peak service on weekdays
- FrontRunner extended to Payson
- Sunday service upgraded to at least Saturday service levels on all routes
- Upgraded Rapid Bus, Enhanced Bus, and frequent service corridors
- New Innovative Mobility Zones in Farmington and north Utah County
- TRAX improvements in Downtown Salt Lake City

[1] 15-minute and Sunday FrontRunner service contingent on double-tracking.



Phase 2: 2033–2042

The second phase of UTA Moves 2050 includes additional FrontRunner, TRAX, and bus network improvements and one additional Innovative Mobility Zone.

Continued improvements to FrontRunner, initial implementation of the Orange Line TRAX, and bus corridor upgrades like the Central Corridor Rapid Bus in Utah County will strengthen and expand the region's rail and bus network backbone. Frequent transit will be accessible within a half mile of an additional nearly 500,000 people and nearly 350,000 jobs, compared to today.

HOW MUCH DOES PHASE 2 COST?[1]

$2.2B
Total capital cost

$65M
Additional annual operating cost

What's Included in Phase 2?

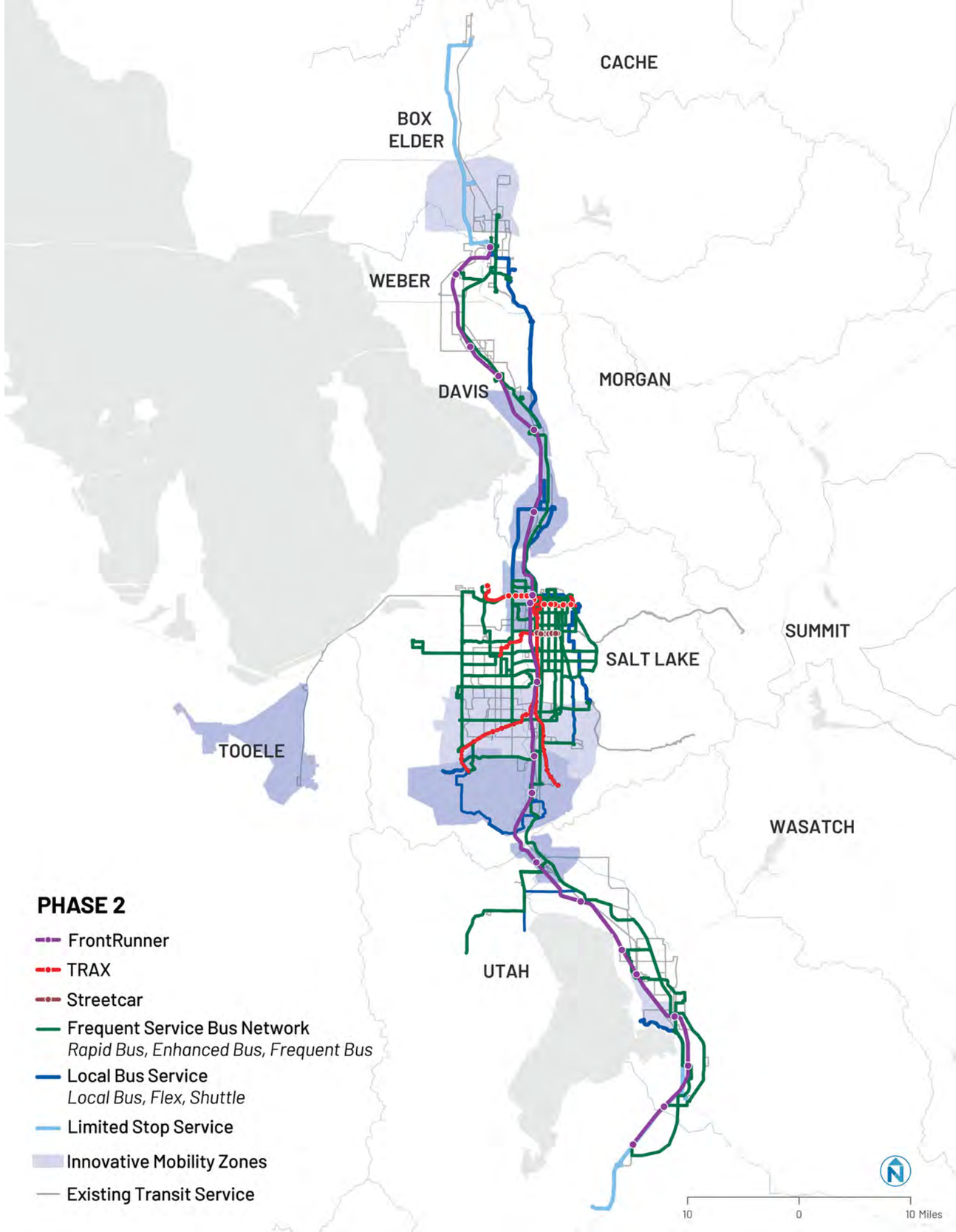
46
total routes with frequent service (including 1 new frequent bus route)

13
new Rapid Bus (2) and Enhanced Bus (11) routes

5
new routes, major route extensions, or new Innovative Mobility Zones

Selected Highlights

- Orange Line TRAX reconfiguration between Salt Lake Central and Research Park
- Realignment of Green and Blue TRAX Lines
- Upgraded Rapid Bus, Enhanced Bus, and frequent service corridors
- Two upgraded limited stop services



Phase 3: 2043–2050

The third phase of the cost-constrained UTA Moves 2050 Vision continues to improve service, building towards UTA's strategic plan goals of generating economic growth, supporting local communities, and improving quality of life.

Additional frequent service and local routes will provide transit access for more people and jobs, including in growing areas that can support transit in later years of the plan. By 2050, the UTA service area will have many new routes bringing frequent transit within a half mile of an additional over 560,000 people and over 380,000 jobs, compared to today.

HOW MUCH DOES PHASE 3 COST?[1]

$1.7B
Total capital cost

$25M
Additional annual operating cost

What's Included in Phase 3?

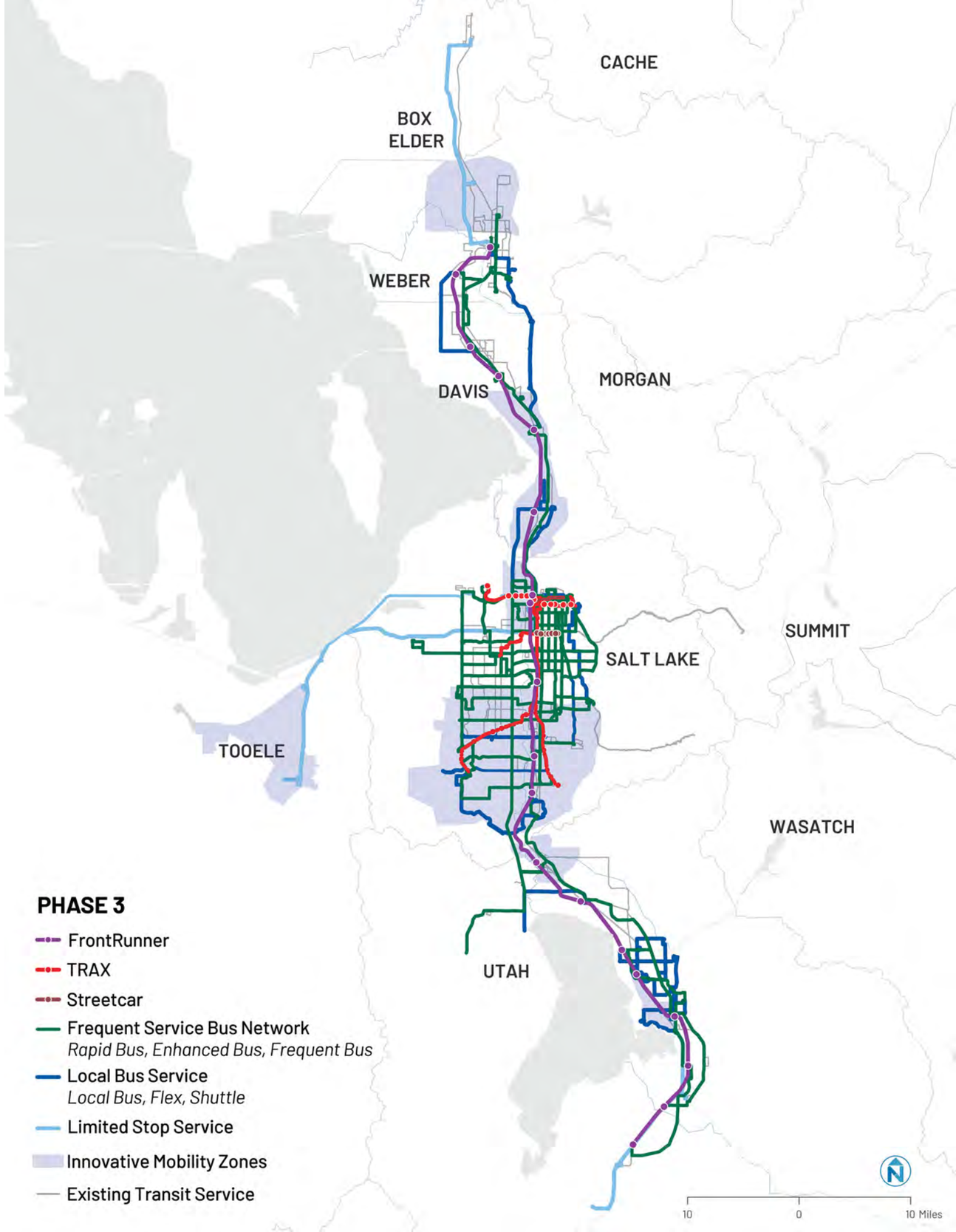
52
total routes with frequent service (including 1 new frequent bus route)

4
new Enhanced Bus routes

3
new routes, major route extensions, or new Innovative Mobility Zones

Selected Highlights

- Orange Line TRAX reconfiguration between the Airport and Salt Lake Central
- New frequent and local services including in Weber/Davis Counties and southern Salt Lake County
- Additional connection between Salt Lake and Utah Counties in the Redwood Road corridor
- One upgraded limited stop service



Box Elder, Weber, and Davis Counties

The cost-constrained UTA Moves 2050 Vision will improve regional connections, provide more people and jobs with access to frequent transit service, and grow ridership.

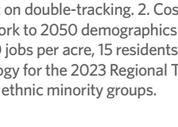
FrontRunner will run seven days a week,[1] with peak service every 15 minutes. New or upgraded bus routes will give more people access to seven-day a week frequent service. Approximately 70% of Transit-Supportive Areas will have access to fixed-route service within a ½ mile walk, including 87% within Equity Focus Areas.[5]

WHAT DO PROJECTS COST IN THESE COUNTIES?[2]

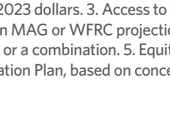
$1.6B
Total capital cost

$35M
Additional annual operating cost

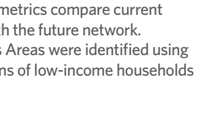
What's Included in These Counties?



6
total routes with frequent service (0 new frequent bus routes)



5
new Enhanced Bus routes



7
new routes, major route extensions, or new Innovative Mobility Zones

How Does This Benefit Box Elder, Weber, and Davis Counties?

150K
additional residents[3]

95K
additional jobs[3]

within 1/2 mile of a frequent UTA route

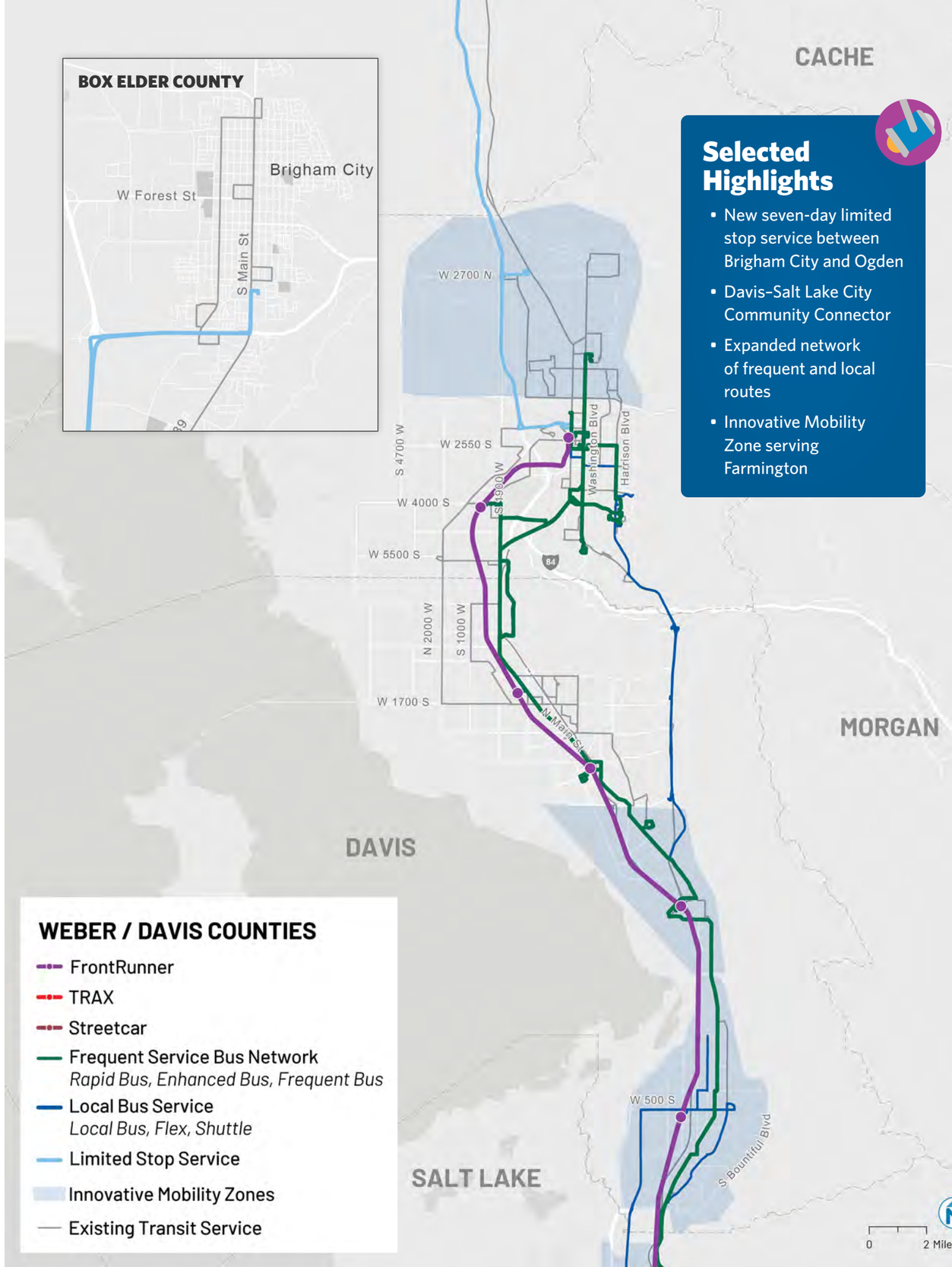
48%
of residents

69%
of areas that can support transit[4]

82%
of Equity Focus Areas[5] that can support transit

within 1/2 mile of any UTA route

Notes: 1. Sunday FrontRunner service contingent on double-tracking. 2. Costs are in 2023 dollars. 3. Access to transit metrics compare current demographics with the current (Fall 2023) network to 2050 demographics (based on MAG or WFRC projections) with the future network. 4. Areas that can support transit have at least 10 jobs per acre, 15 residents per acre, or a combination. 5. Equity Focus Areas were identified using the Wasatch Front Regional Council's methodology for the 2023 Regional Transportation Plan, based on concentrations of low-income households and people identifying as members of racial and ethnic minority groups.



Selected Highlights

- New seven-day limited stop service between Brigham City and Ogden
- Davis–Salt Lake City Community Connector
- Expanded network of frequent and local routes
- Innovative Mobility Zone serving Farmington

Salt Lake and Tooele Counties

The cost-constrained UTA Moves 2050 Vision will expand the network of high-quality bus and rail service to make transit faster and more accessible including on weekends.

FrontRunner and TRAX enhancements, along with upgrading bus lines to Rapid Bus, Enhanced Bus, and frequent service, will strengthen the transit grid throughout the county. Service between Tooele and downtown Salt Lake City will be upgraded to operate seven days a week, starting earlier and ending later. Nearly 75% of Transit-Supportive Areas will have access to fixed-route service within ½ mile, including nearly 85% within Equity Focus Areas.[5]

WHAT DO PROJECTS COST IN THESE COUNTIES?[1]

$3.0B
Total capital cost

$140M
Additional annual operating cost

What's Included in These Counties?

40
total routes with frequent service (including 4 new frequent bus routes)

28
new Rapid Bus (3) and Enhanced Bus (25) routes

14
new routes, major route extensions, or new Innovative Mobility Zones

How Does This Benefit Salt Lake and Tooele Counties?

480K
additional residents[2]

330K
additional jobs[2]

62%
of residents

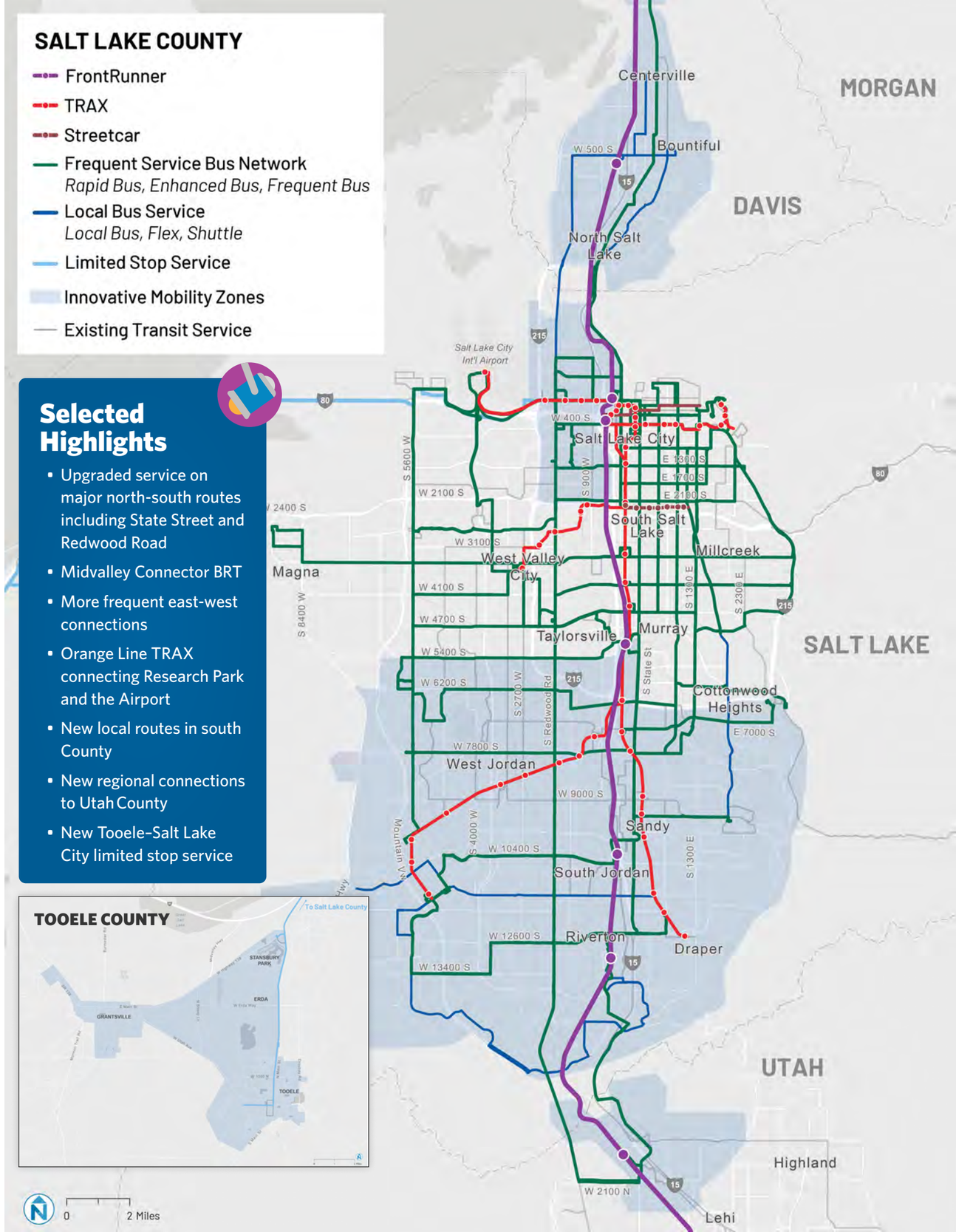
73%
of areas that can support transit[3]

89%
of Equity Focus Areas[4] that can support transit

within 1/2 mile of a frequent UTA route

within 1/2 mile of any UTA route

Notes: 1. Costs are in 2023 dollars. 2. Access to transit metrics compare current demographics with the current (Fall 2023) network to 2050 demographics (based on MAG or WFRC projections) with the future network. 3. Areas that can support transit have at least 10 jobs per acre, 15 residents per acre, or a combination. 4. Equity Focus Areas were identified using the Wasatch Front Regional Council's methodology for the 2023 Regional Transportation Plan, based on concentrations of low-income households and people identifying as members of racial and ethnic minority groups.



Utah County

The cost-constrained UTA Moves 2050 Vision provides FrontRunner service seven days a week,[1] up to every 15 minutes during peak hours, and new or upgraded frequent bus service.

New or upgraded bus routes will give more people access to seven-day frequent service, including to growing parts of the county. Approximately 55% of Transit-Supportive Areas will have access to fixed-route transit service within a ½ mile, including over 80% of Equity Focus Areas.[5]

WHAT DO PROJECTS COST IN THIS COUNTY?[2]

$1.9B
Total capital cost

$45M
Additional annual operating cost

What's Included in This County?

9
total routes with frequent service (including 2 new frequent bus routes)

5
new Rapid Bus (3) and Enhanced Bus (2) routes

5
new routes, major route extensions, or new Innovative Mobility Zones

How Does This Benefit Utah County?

180K
additional residents[3]

110K
additional jobs[3]

32%
of residents

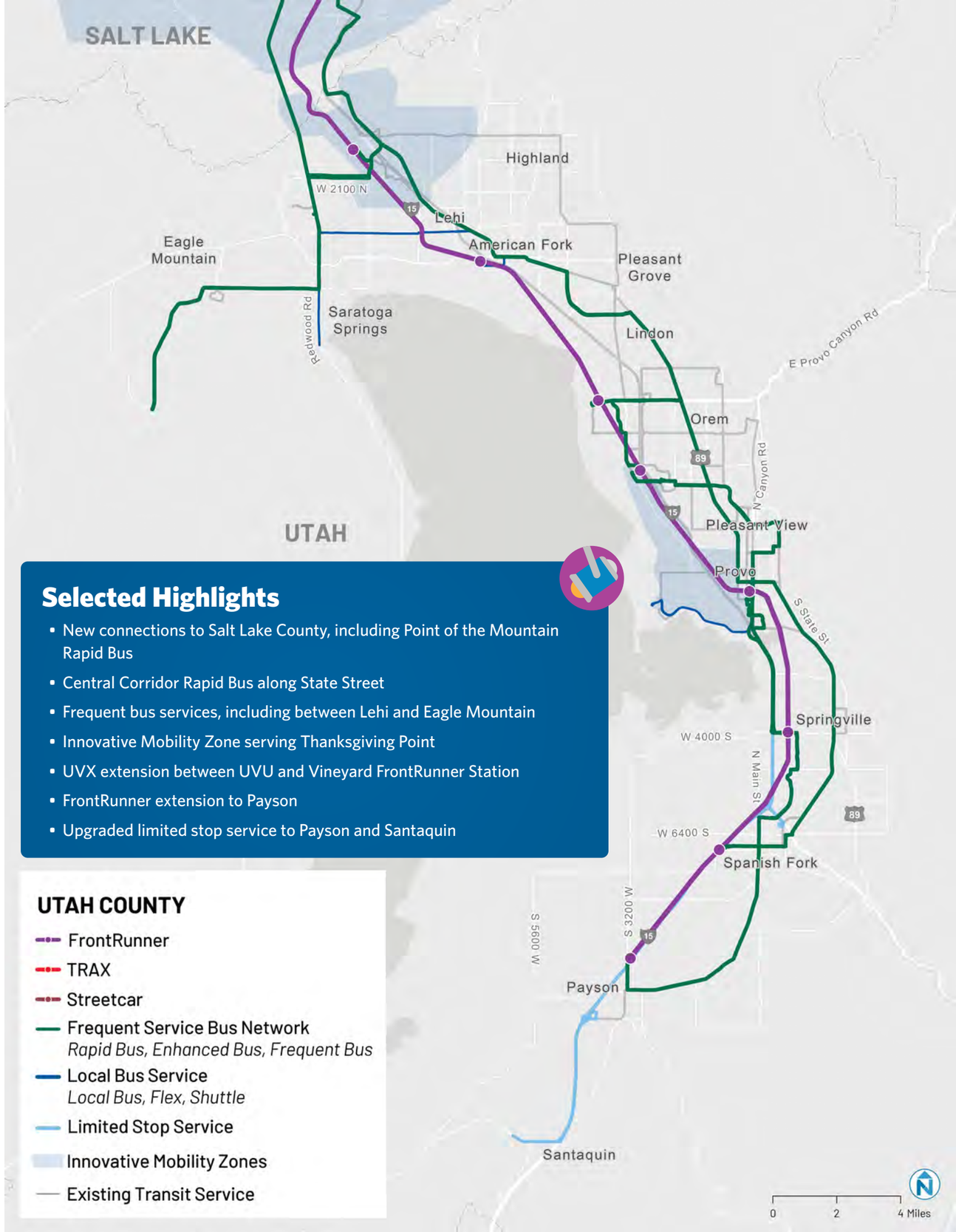
55%
of areas that can support transit[4]

80%
of Equity Focus Areas[5] that can support transit

within 1/2 mile of a frequent UTA route

within 1/2 mile of any UTA route

Notes: 1. Sunday FrontRunner service contingent on double-tracking. 2. Costs are in 2023 dollars. 3. Access to transit metrics compare current demographics with the current (Fall 2023) network to 2050 demographics (based on MAG or WFRC projections) with the future network. 4. Areas that can support transit have at least 10 jobs per acre, 15 residents per acre, or a combination. 5. Equity Focus Areas were identified using the Wasatch Front Regional Council's methodology for the 2023 Regional Transportation Plan, based on concentrations of low-income households and people identifying as members of racial and ethnic minority groups.



Selected Highlights

- New connections to Salt Lake County, including Point of the Mountain Rapid Bus
- Central Corridor Rapid Bus along State Street
- Frequent bus services, including between Lehi and Eagle Mountain
- Innovative Mobility Zone serving Thanksgiving Point
- UVX extension between UVU and Vineyard FrontRunner Station
- FrontRunner extension to Payson
- Upgraded limited stop service to Payson and Santaquin

UTAH COUNTY

- FrontRunner
- TRAX
- Streetcar
- Frequent Service Bus Network
  Rapid Bus, Enhanced Bus, Frequent Bus
- Local Bus Service
  Local Bus, Flex, Shuttle
- Limited Stop Service
- Innovative Mobility Zones
- Existing Transit Service

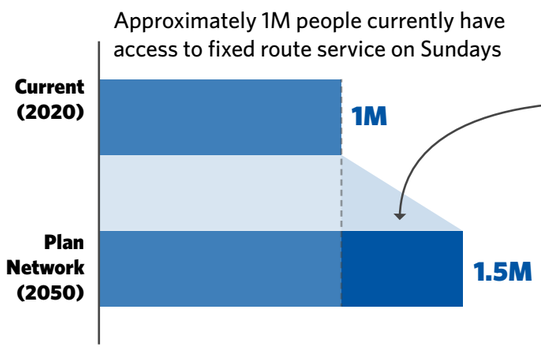
Why Is Sunday Service Important?

The demand for transit doesn't disappear on Sundays. For riders who have non-traditional working schedules, have lower incomes, or have a disability, providing consistent service throughout the week and weekend means improving access and ensuring equitable outcomes.

Providing systemwide Sunday service at Saturday service levels would cost roughly $9M annually, which is approximately the same cost as creating four new routes that run every 30 minutes.

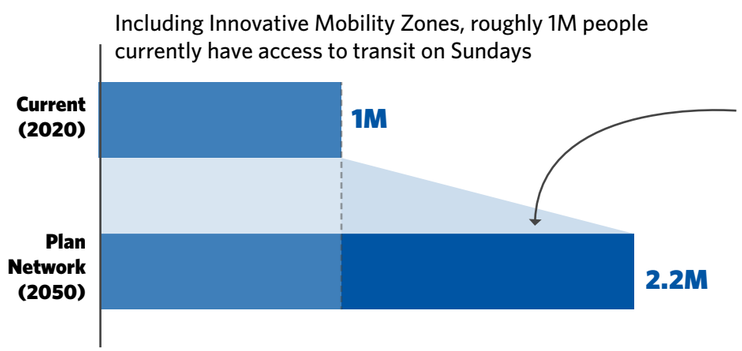
How Many People Could Benefit from Sunday Service?

UTA FIXED ROUTE SERVICE



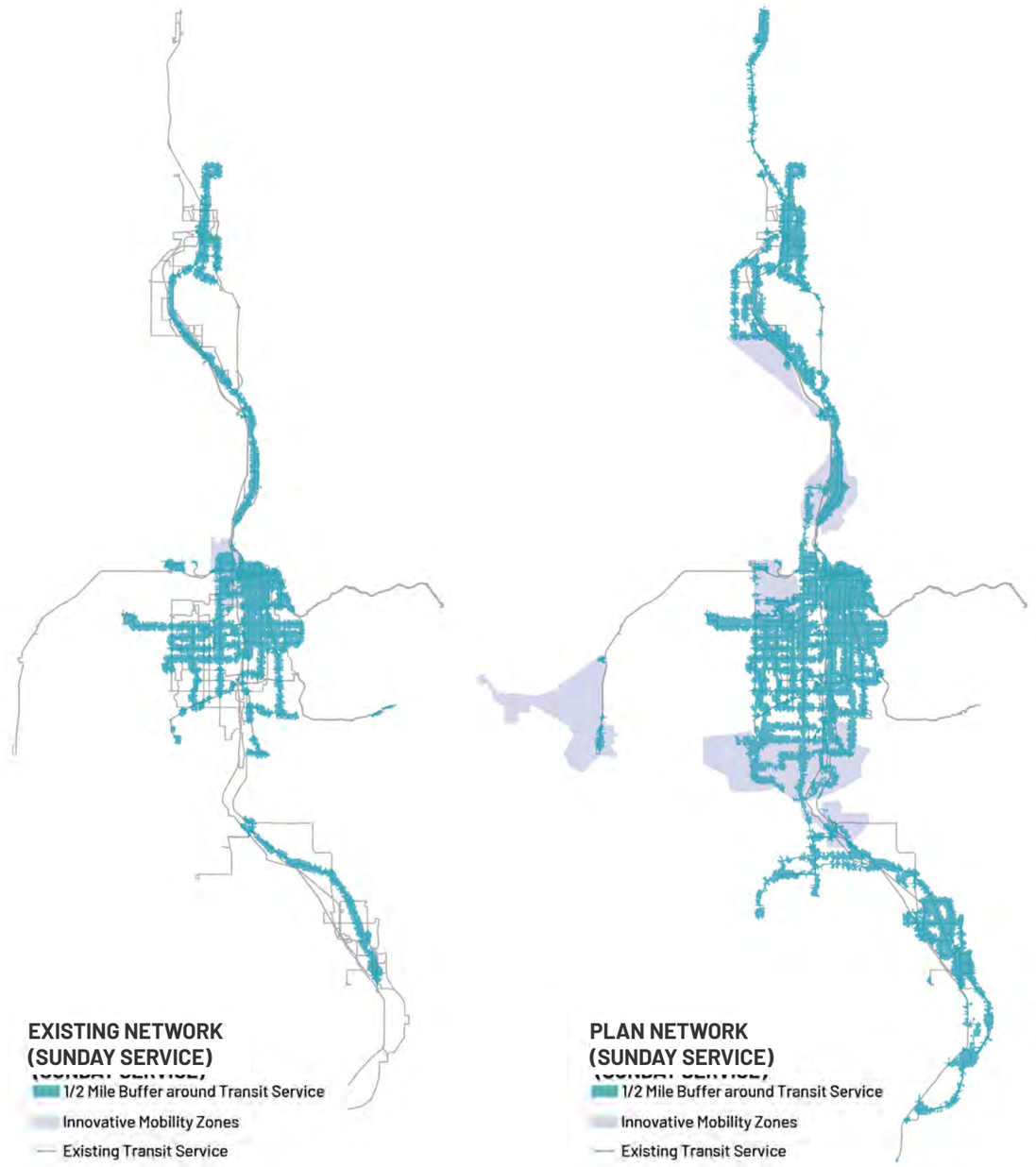
500,000
additional people would have access with the Plan Network (2050)

UTA FIXED ROUTE SERVICE AND INNOVATIVE MOBILITY ZONES



1.2M
additional people would have access with the Plan Network (2050) including new IMZs from the Plan Network

The maps below show differences in access between existing Sunday service and the Plan Network Sunday service throughout the UTA service area. The blue shading represents half-mile walking distance from transit stops.



Corridor Preservation

UTA is forward-thinking in its approach to anticipating regional needs far into the future. By procuring right-of-way (or "preserving a corridor") in growing communities, UTA is positioned to build or improve transit options efficiently when the time is right

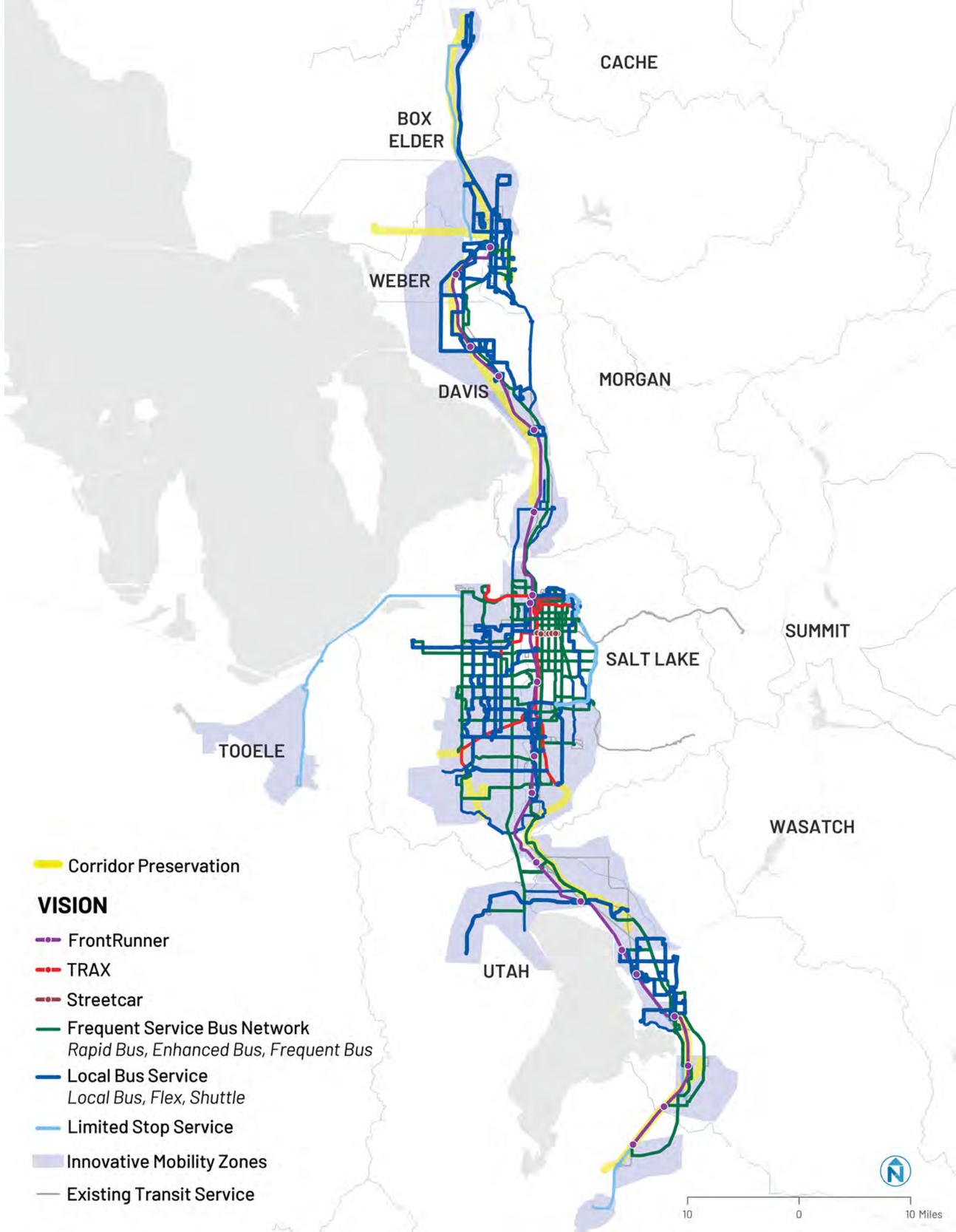
Corridor Preservation refers to the right-of-way owned by UTA. The corridors shown on the map in yellow are preserved for UTA use, whether that be light rail (TRAX), regional commuter rail (FrontRunner), or other mobility enhancements. UTA can use these corridors to best serve communities via transit for years to come by preserving right-of-way throughout the region. UTA will also need to acquire space to accommodate double-tracking for the existing FrontRunner system and expanded maintenance facilities for new or expanded services.

Key Areas of Current Corridor Preservation Owned By UTA:

- Ogden Bus Rapid Transit Corridor
- UVX Bus Rapid Transit Corridor
- FrontRunner North Extension Corridor, including:
  - Weber County: 1200 North to Box Elder County Line
  - Box Elder County: Weber County Line to Brigham City
- FrontRunner Corridor
- Denver & Rio Grande Western Trail Corridor
- TRAX Blue Corridor
- TRAX Red Corridor
- TRAX Green Corridor
- Downtown Streetcar Corridor
- Tintic Industrial Corridor
- Sharp Sub Corridor
- Bingham Industrial Lead Corridor
- Draper to Pleasant Grove Corridor
- Sharp-Tintic Connection Corridor

Key Areas of Future Corridor Preservation To Be Acquired By UTA:

- Pleasant View to Brigham City Corridor from 300 North, Brigham City to Weber County Line
- Pleasant View to Brigham City Corridor from Box Elder County Line to Ogden FrontRunner Station
- Mid-Jordan Extension Corridor from Daybreak Parkway TRAX Station to 12600 South and Bangerter Highway
- Transit Extension to University Corridor from 13200 South to Real Vista Drive
- West Weber Rail Corridor from 8300 West to Ogden FrontRunner Station



Vision Needs

The implementation of the UTA Moves 2050 Plan Network will make strides to address the greatest needs within the UTA service area.

The map on the adjacent page highlights the parts of the Vision Network that are not possible with existing funding. Most of these lines are existing routes where additional frequency or span improvements are not recommended in the Plan Network. These Vision Network improvements would address additional needs after the three phases of the Plan Network are implemented. They could be prioritized if additional funding becomes available.

The completion of all projects identified in the UTA Moves 2050 Vision Network is important to address the unmet transit demand throughout the UTA service area.

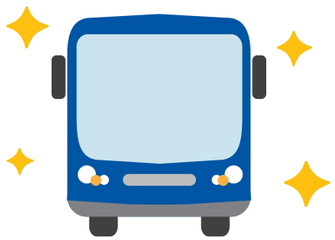
Remaining UTA Moves 2050 Vision Network Improvements

2

new Frequent Bus routes

8

new or extended Local Bus routes, including 1 new Limited Stop route

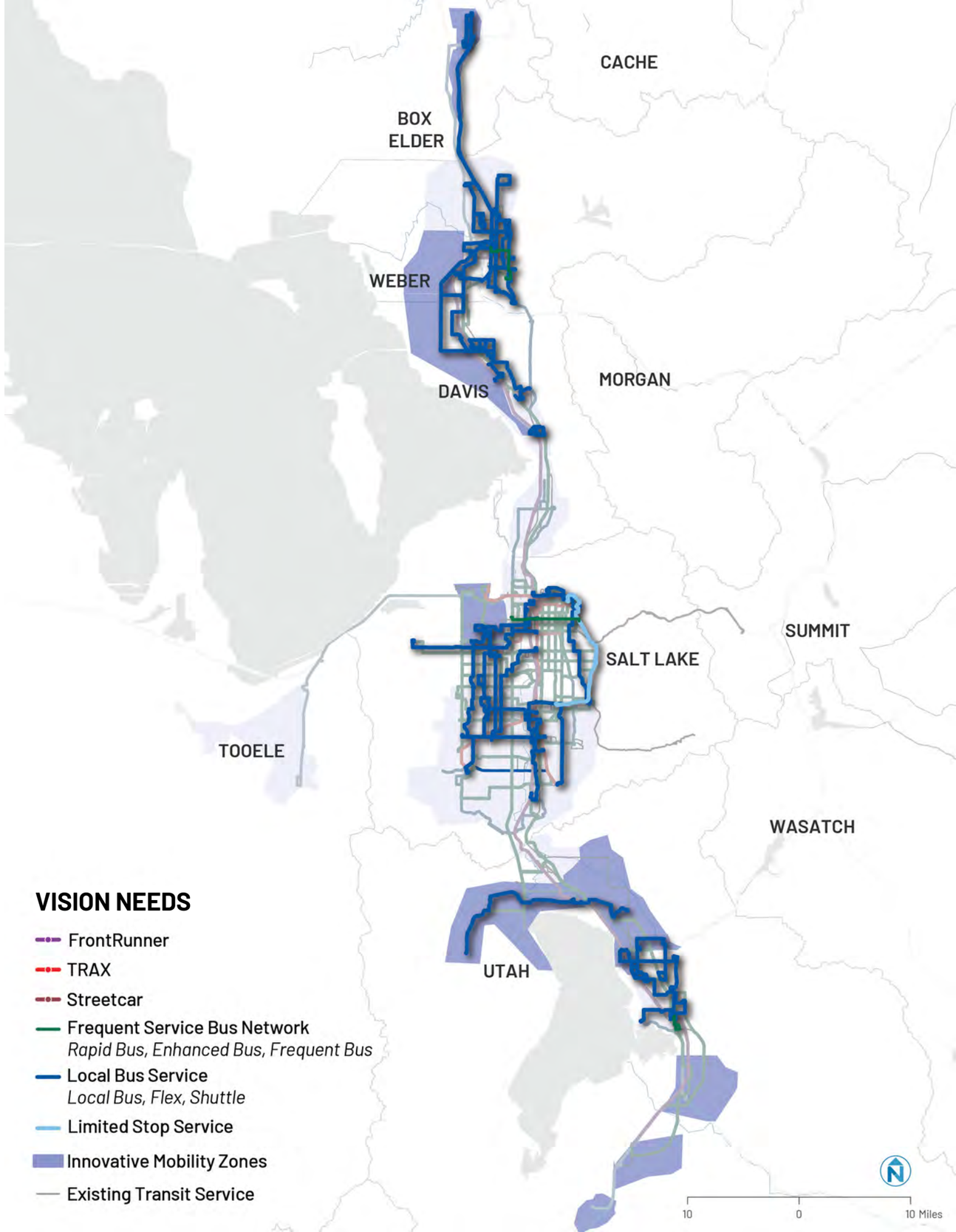


30+

routes that could see improvements in frequency or span

10

new Innovative Mobility Zones



Concurrent Planning Efforts

Point of the Mountain

The purpose of the Point of the Mountain (POM) Transit project is to improve mobility between southern Salt Lake County and northern Utah County, provide transit connections, support economic development, and meet growth-related transportation needs.

FrontRunner Forward

To accommodate Utah's growing population and the need for additional mobility options, UDOT and UTA are working to enhance the FrontRunner system. The FrontRunner Forward Project is determining strategic double track segments throughout the existing FrontRunner corridor to increase frequency, reliability, and travel time of FrontRunner.

Little Cottonwood Canyon EIS

UDOT released the Record of Decision (ROD) for the Little Cottonwood Canyon Environmental Impact Study (EIS) on July 12, 2023. The ROD is the final step in the EIS process and selects Gondola Alternative B, with phased implementation of Enhanced Bus Service Alternative components. UTA Moves 2050 does not make recommendations regarding Little Cottonwood Canyon transit service.

Statewide Transit Connections

UTA is collaborating with UDOT, Utah's Urban & Rural Specialized Transportation Association (URSTA), and other partners on ways to improve statewide transit connections, including a UDOT-led Intercity Bus Study.

Ski Service

UTA assesses service levels and routes on an annual basis. UTA Moves 2050 does not make recommendations on ski service.

Community Vision Efforts

Areas throughout the UTA region have visions specific to their communities. Some of these planning efforts include:

Rio Grande Plan

The Rio Grande Plan (RGP), a citizen-generated concept, proposes to realign heavy freight rail (Union Pacific), regional commuter rail (FrontRunner), and Amtrak rail under 500 West, by way of a "train box." The centerpiece of The RGP is the historic Rio Grande Depot, which is proposed to be restored and repurposed to become the hub of transit in the city and region. This new depot would accommodate Union Pacific, UTA FrontRunner, Amtrak, as well regional rail services such as TRAX light rail.

Light Rail

Community-led efforts for new light rail service include possible extensions of the Red Line south from Daybreak and light rail in Utah County.

Additional Transit Improvements

UTA recognizes that not all community vision elements are currently accounted for in the UTA Moves 2050 Plan. UTA will continue to work with transportation partners and the communities we serve to explore additional transit options for potential inclusion in future plan updates.

5

What Is Needed to Realize the UTA Moves Vision?

- Workforce
- Transit-Supportive Land Use Context
- Next Steps

Workforce

The future of UTA staff and workforce pipeline is critical to the long-term success of the agency.

What Will It Look Like?

- Improving staff retention and reducing turnover boosts morale, increases productivity and efficiency, and saves resources used by the People Office for the hiring and onboarding process.
- Attracting top, diverse talent for all positions and levels of UTA that reflects the residents of the Wasatch Front and their values. Implement excellent safety and customer service practices.
- Implementation of excellent safety and customer service practices.

What Will It Take?

- Achieving the aspirations and goals of the LRTP will require a larger investment in UTA's workforce to support the growing needs of the service area. Addressing driver shortages, creating sustainable work, and retaining employees is a priority for UTA. As part of continued efforts to recruit, hire and train operators, UTA will be continually monitoring and updating processes, implementing best practices, and identifying opportunities to improve.
- Evaluating work practices directly impacting operators and maintenance staff (i.e. shifts structure, overtime requirements, etc.)
- Successful employers in today's job market foster a workforce culture that provides pathways and opportunities for growth while celebrating diversity and excellence. The broad range of career opportunities within UTA support diverse skillsets and experiences represented by Utahns throughout the greater Wasatch Front.
- Continued development of partnerships with local community-based organizations, institutions, and higher education providers to develop , ways to support hiring and retention efforts.

Transit-Supportive Land Use Context

Success of UTA Moves 2050 will require more than high-quality transit service. This includes several important factors outside of UTA's control, known as the 6 Ds: density, diversity, design, distance, destination accessibility, and demand management.

What Will It Look Like?

DENSITY

Concentrating and intensifying activities near transit stations makes frequent transit possible; land use density is strongly related to transit demand.

DIVERSITY OF LAND USES

A mix of pedestrian-friendly uses create active streets that invite people to walk and take transit for more trips, and enables people to do more without a car.

DESIGN OF THE BUILT ENVIRONMENT

Pedestrian-friendly communities enable people of all ages and abilities to walk and roll to access transit and other destinations.

DISTANCE TO TRANSIT

A grid of well-connected streets with short blocks makes it easier and faster to access transit from places where people live, work, shop, and play.

DESTINATION ACCESSIBILITY

Aligning major destinations along reasonably direct corridors allows frequent transit lines to serve land uses efficiently.

DEMAND MANAGEMENT

Attractive alternatives encourage people to use transit, walk, and bike for more trips.

Next Steps

UTA Moves 2050 is the first long-range transit plan that UTA has undertaken. UTA plans to update the plan every four years; it will inform the ongoing Regional Transportation Plan (RTP) processes by WFRC and MAG. Funding priorities may be updated as part of the update process.

UTA Moves 2050 funding levels are consistent with the adopted 2023 RTPs, which assume continued increases in local funding. Updates to UTA Moves 2050 priorities and projects may be necessary as funding assumptions change.

UTA Moves 2050 incorporated public outreach in determining investment priorities. Continued public feedback should continue to inform which projects are implemented first.

UTA Moves 2050 Appendices: