

UTA Moves 2050 – Long Range Transit Plan (LRTP)



December 2023

UTA Moves 2050

Long Range Transit Plan 2023 - 2050

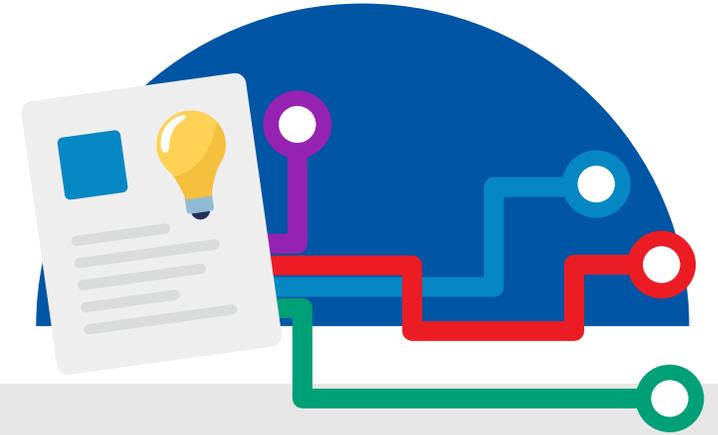


What is the UTA Long Range Transit Plan UTA Moves 2050?



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

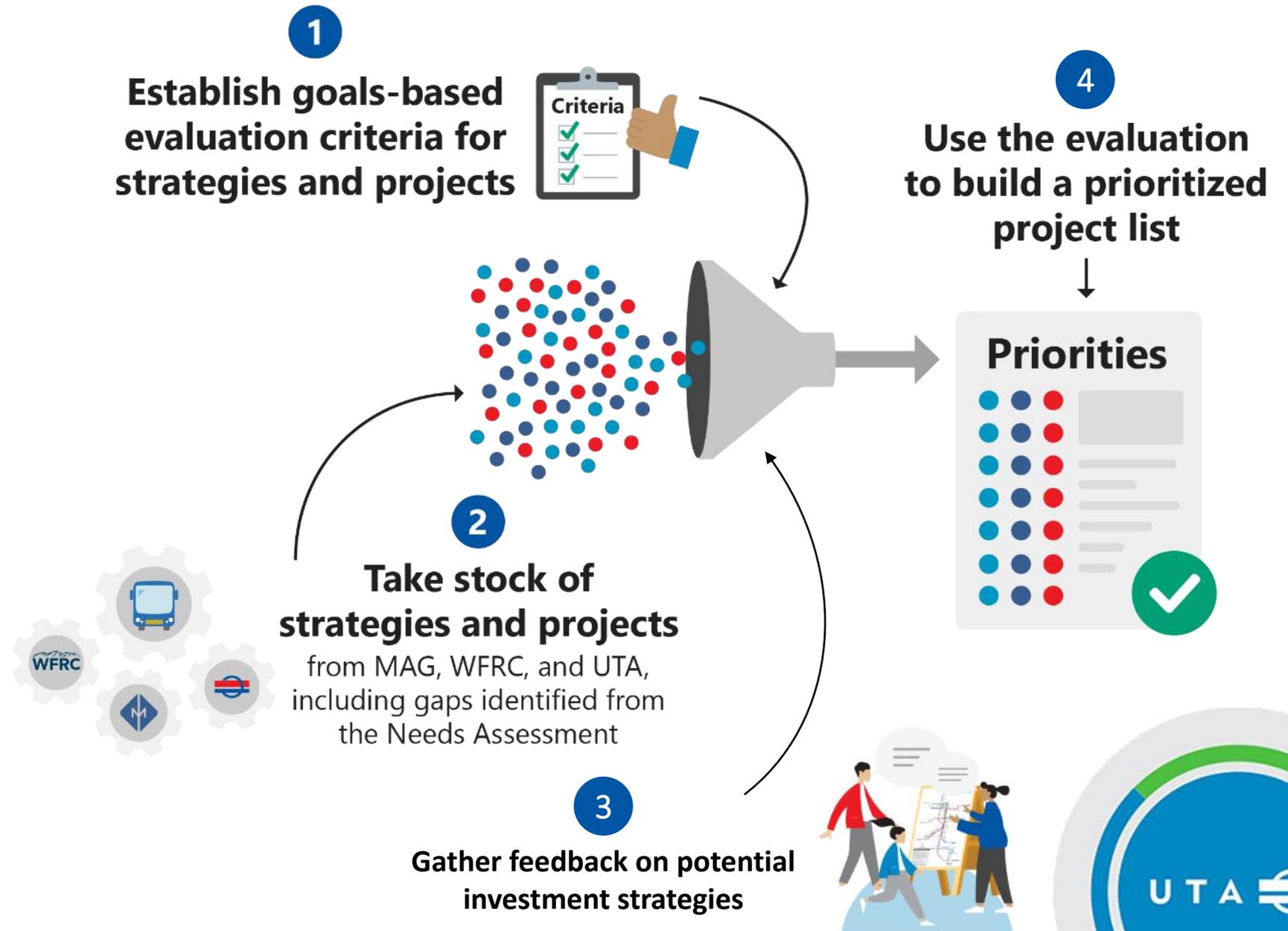
It will result in a vision for the future of public transportation—***considering all ideas, not restricted by funding***



UTA Moves 2050: Overview



Plan Vision Development



Coordinate Investment Strategy to Growth

	Frequent Service Network (15 minute or better all-day service including weekends)								
Mode	 FrontRunner (Regional Rail)	 TRAX (LRT)	 S-Line (Streetcar)	 RapidBus	 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 to medium volume corridors	 Bidirectional, all-day freeway-based service	 Serves low density areas or operates at lower-demand times (such as late night)
Passenger Capacity ¹	 10	 10	 5	 5	 5	 3	 2	 2	 1
Transit Access Shed	 5+ Miles	 1/2 to 1+ Mile	 1/3 Mile	 1/2 Mile	 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 station amenities	 Basic station amenities	 Basic station amenities	 Basic station amenities

1. Based on vehicle capacity and frequency

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



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



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



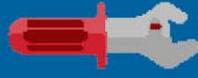
Four Investment Strategies

Maintain Our System

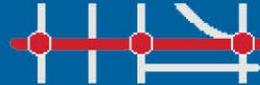
Maintain the infrastructure and human resource investments we've already made.



FLEET



STATE OF GOOD REPAIR



CORRIDORS



WORKFORCE



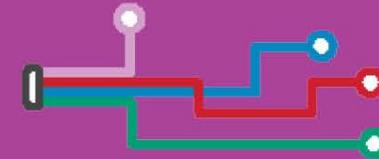
FACILITIES

Expand Our Frequent Service Network

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



FREQUENT BUSES



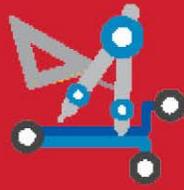
FRONTRUNNER AND TRAX

Enhance Our System

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



INFORMATION



CAPITAL



TECHNOLOGY



RELIABILITY

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.

What Does the Vision Network Accomplish?



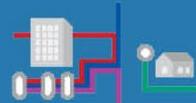
PROVIDES MORE TRANSIT

110

Total Routes

49

Frequent Routes



SERVES MORE PEOPLE AND JOBS

365K

Additional People

250K

Additional Jobs

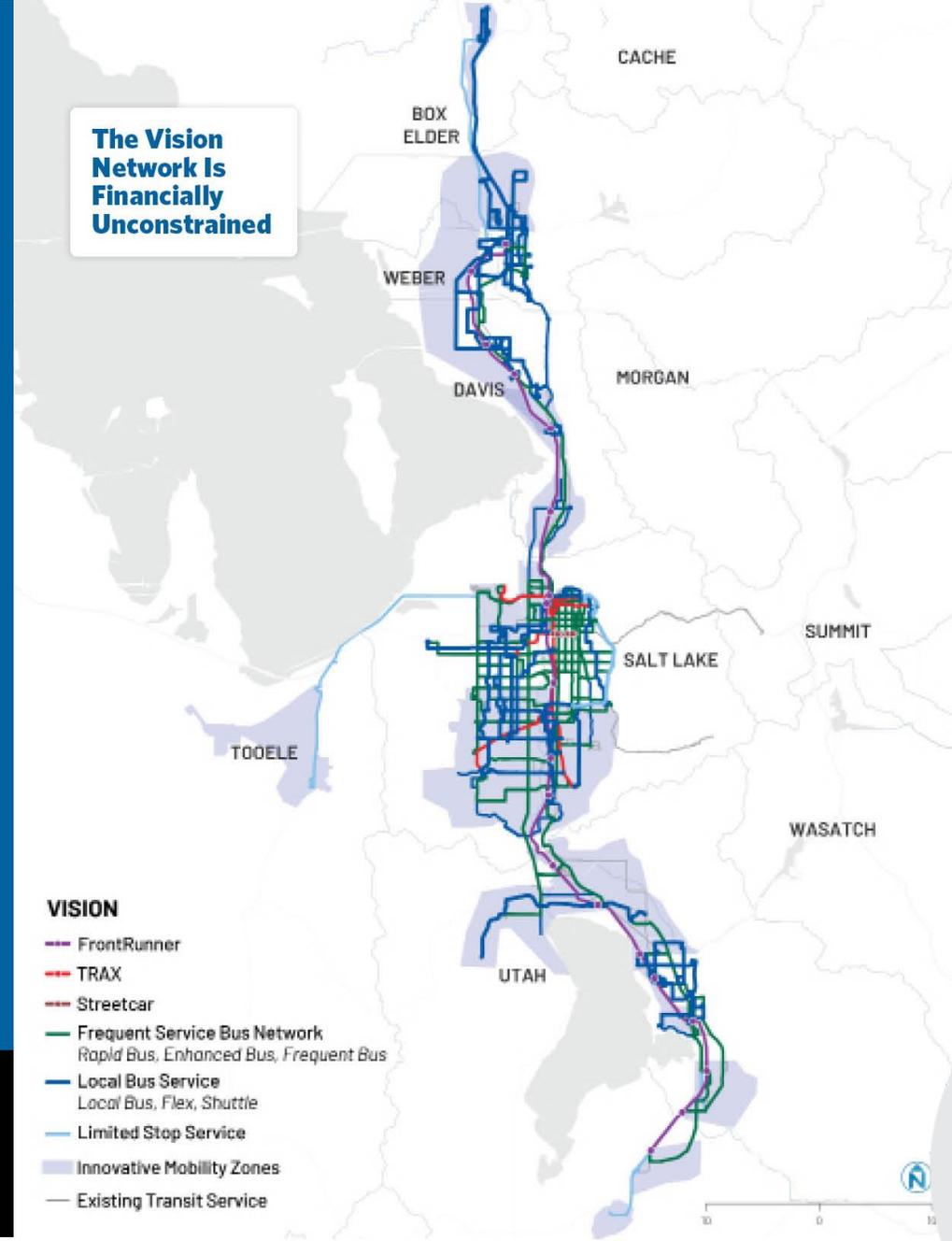


GETS MORE RIDERS ON BOARD

300K+

New riders per Weekday

The Vision Network Is Financially Unconstrained



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 resources UTA projects to be available.

What Does the Plan Network Accomplish?



PROVIDES MORE TRANSIT

100
Total Routes*

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

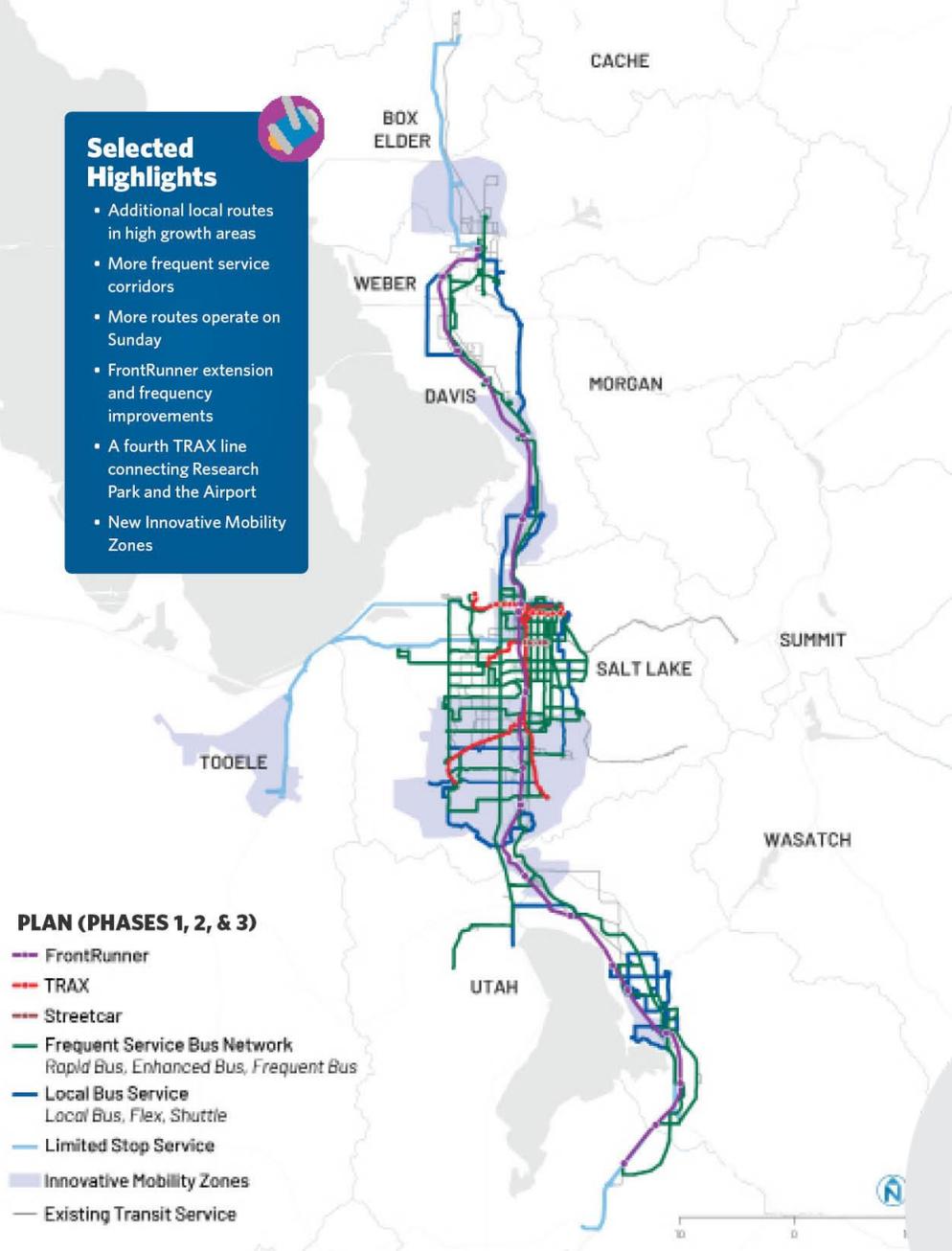
Jobs

Any Transit
2022 1.0M
Plan Network 1.3M +320K

Frequent Transit
2022 520K
Plan Network 960K +440K

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



PLAN (PHASES 1, 2, & 3)

- 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

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



Questions & Discussion



<https://rideUTA.com/LRTP>

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