

**RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH TRANSIT
AUTHORITY APPROVING THE PROPOSED
30-YEAR LONG RANGE TRANSIT PLAN**

R2024-3-02

March 13, 2024

WHEREAS, the Utah Transit Authority (the “Authority”) is a large public transit district organized under the laws of the State of Utah and created to transact and exercise all of the powers provided for in the Utah Limited Purpose Local Government Entities – Special Districts Act and the Utah Public Transit District Act; and

WHEREAS, the Authority has developed a Thirty-Year Long Range Transit Plan referred to as “UTA Moves 2050” (the “LRTP”) which serves as a complementary planning process to the Regional Transportation Plans and aligns with UTA’s 2030 Strategic Plan. The LRTP includes all aspects of local and regional transit service delivery across the UTA service area.

WHEREAS, the Authority submitted its proposed LRTP to the Local Advisory Council in AR2024-02-01, which the Council approved and recommended approval by the Board of Trustees (“Board”) at its February 21, 2024 meeting; and

WHEREAS, the Board has reviewed the Authority’s proposed Long Range Transit Plan and believes it is in the best interest of the Authority and all constituents to approve the LRTP.

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Utah Transit Authority:

1. That the proposed Long Range Transit Plan also known as “UTA Moves 2050”, attached hereto as Exhibit A, is hereby approved.
2. That the Board hereby ratifies any and all actions taken by the Authority, including those taken by the Executive Director and staff, that are necessary to give effect to this Resolution.
3. That the corporate seal be attached hereto.

Approved and adopted this 13th day of March 2024.

DocuSigned by:

Carlton Christensen

86E38485ACBE4D0...

Carlton Christensen, Chair
Board of Trustees

ATTEST:

DocuSigned by:

[Signature]

8D8A6B67F3AA459...

Secretary of the Authority



Approved As To Form:

DocuSigned by:

David Wilkins

0F6F046DE4724A2...

Legal Counsel

Exhibit A

2023-2050 Long-Range Transit Plan



UTA Moves 2050

**Utah Transit Authority
Long-Range Transit Plan
2023-2050**

December 2023





UTA PROJECT TEAM

Alex Beim
 Dede Murray
 Megan Waters
 Jem Locquiao
 Joey Alsop
 Janelle Robertson
 Hal Johnson
 Jacob Ekker
 Catherine Bhaskar
 Brad Parkin
 Leo Masic
 Marcus Bennett
 Kayla Kinkead
 Clint Campbell
 Maria Vyas (Fehr & Peers)

UTA POLICY COMMITTEE

Alisha Garrett
 Cheryl Beveridge
 Kimberly Shanklin
 Mary Deloretto
 Nichol Bourdeaux
 Viola Miller
 Daniel Hofer
 Dave Hancock
 Kevin Anderson
 Kyle Brimley
 Paul Drake
 Russ Fox
 Sheldon Shaw
 Shule Bishop
 Tracy Young
 Jaron Robertson
 Andres Colman
 Camille Glenn
 Mary DeLaMare-Schaefer
 Zachary Thomas
 Dave Beecher
 Pam Thrasher
 Stacey Palacios
 Troy Bingham

UTA BOARD OF DIRECTORS

Carlton Christensen,
 Board Chair,
 Representing Salt Lake County
 Beth Holbrook,
 Representing Davis, Weber, and Box Elder Counties
 Jeff Acerson,
 Representing Tooele and Utah Counties

UTA EXECUTIVE DIRECTOR

Jay Fox

REGIONAL PARTNERS

Wasatch Front Regional Council (WFRC)
 Mountainland Association of Governments (MAG)
 Utah Department of Transportation (UDOT)

CONSULTANT TEAM

Nelson\Nygaard
 Parametrix

Contents

Setting the Stage 5
 Why Develop a Long Range Plan? 6
 What Can UTA Learn From Peer Agencies? 7
 Project Timeline..... 8
 How Does UTA Moves 2050 Help UTA Achieve Its Strategic Goals? 10
 UTA Now: Gaps, Challenges, and Opportunities 12
 Key Opportunities 16

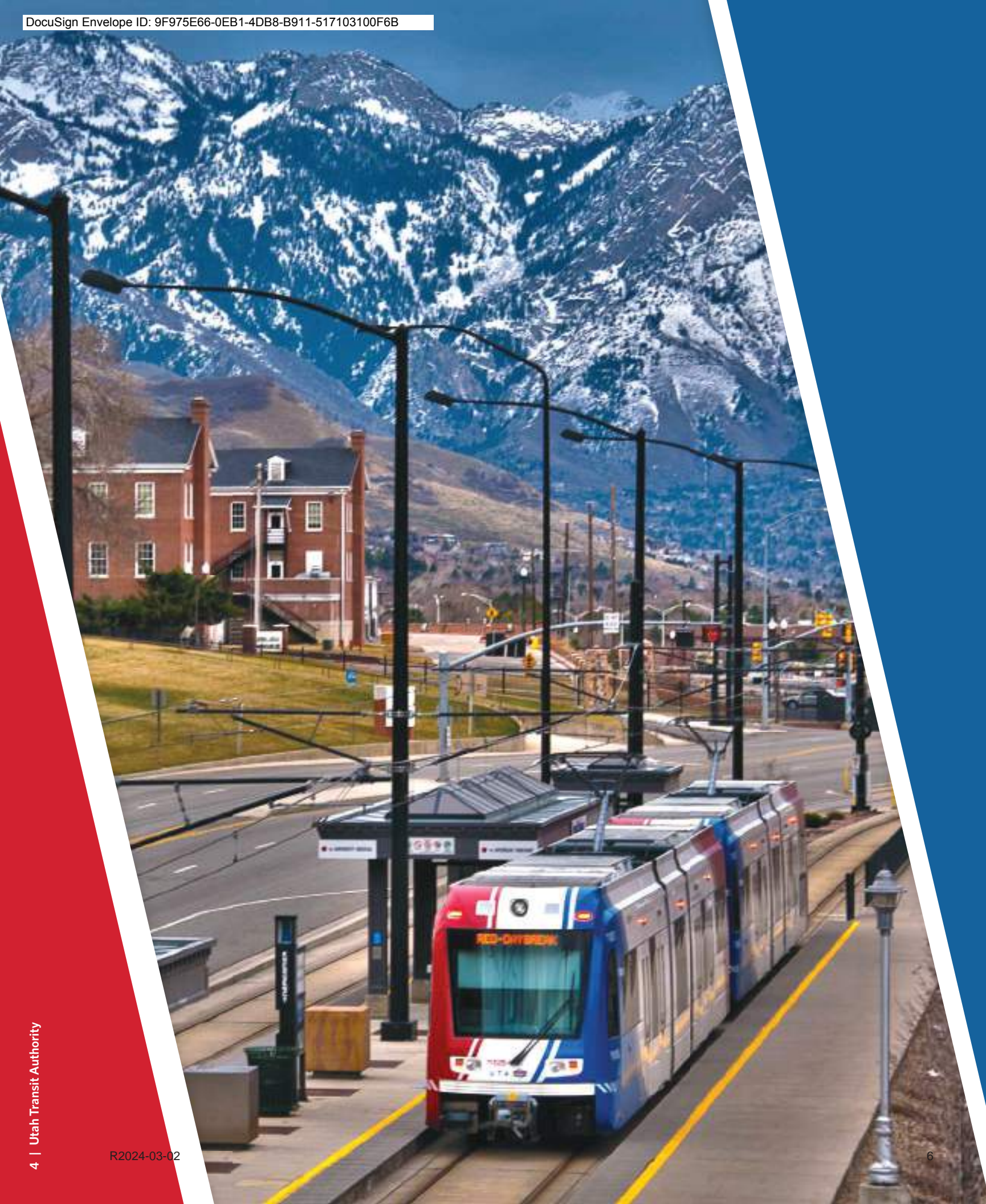
Investment Strategies 19
 Maintain Our System 20
 Enhance Our System 20
 Expand Our Frequent Service Network 21
 Serve Our Growth Areas..... 21

Community Engagement..... 23
 How Did We Engage With the Community? 24
 Getting Online Input on the Vision Network 26
 What Did We Hear? 28

UTA Moves 2050 Network 31
 Vision Network 32
 Financially Constrained Plan Phasing 38
 Plan Network..... 40
 Phase 1: 2023-2032..... 42
 Phase 2: 2033-2042..... 44
 Phase 3: 2043-2050 46
 Box Elder, Weber, and Davis Counties..... 48
 Salt Lake and Tooele Counties..... 50
 Utah County 52
 Why Is Sunday Service Important? 54
 Corridor Preservation 56
 Vision Needs 58
 Concurrent Planning Efforts 60
 Community Vision Efforts 61

What Is Needed to Realize the UTA Moves Vision? 63
 Workforce 64
 Transit-Supportive Land Use Context 66
 Next Steps..... 67

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



1

Setting the Stage

- Why Develop a Long-Range Plan?
- What Can UTA Learn From Peer Agencies
- Project Timeline
- How Does UTA Moves 2050 Help UTA Reach Its Strategic Goals?
- UTA Now: Gaps, Challenges, and Opportunities
- Key Opportunities

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?

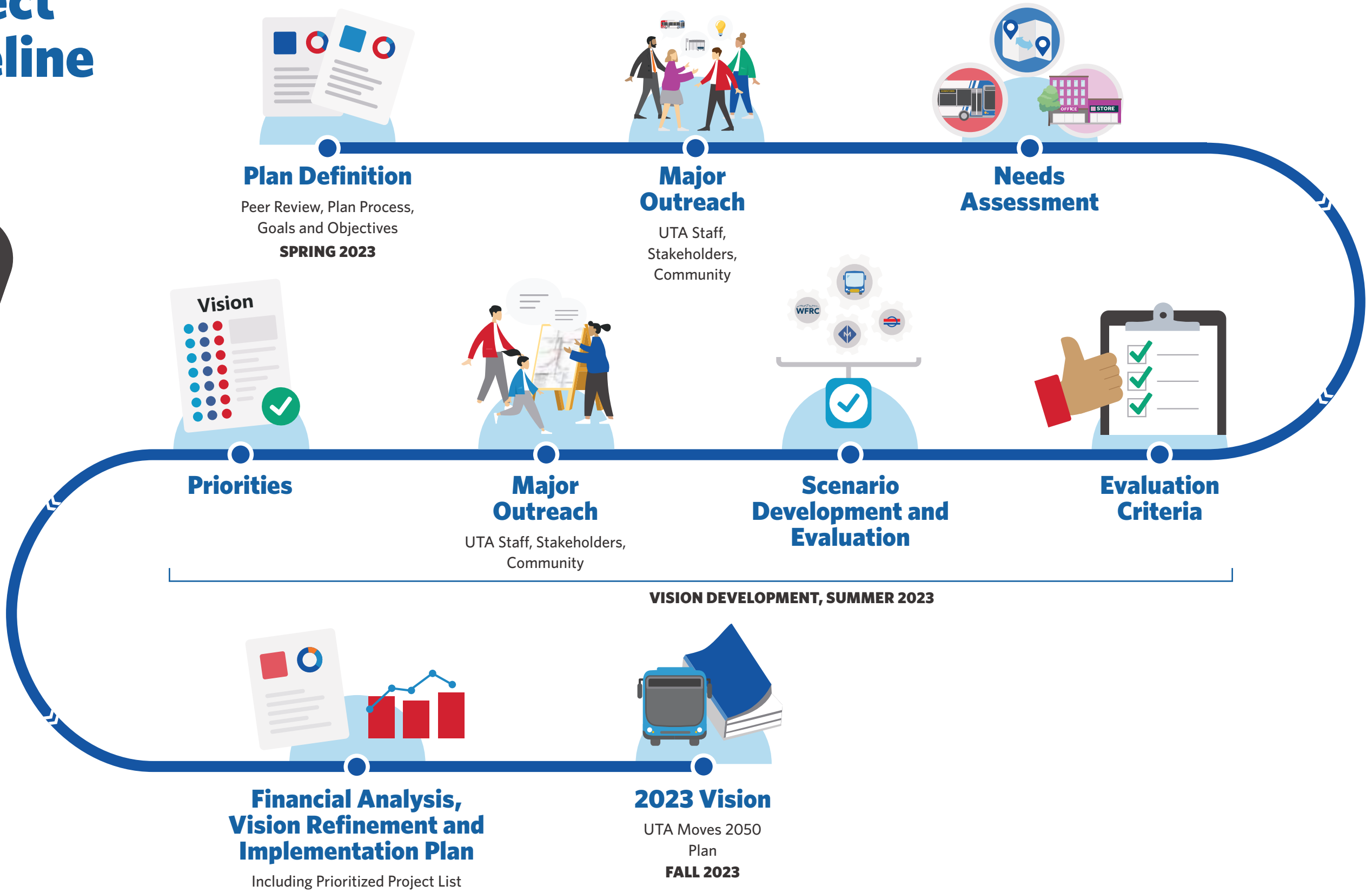
Most big agencies have a long-range transit plan that outlines the vision, priorities, and budget needs for improving regional mobility.

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



Project Timeline



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

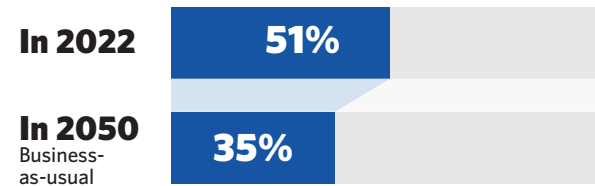
This section explains how well transit currently serves our region, where growth is expected to occur (and what this means for transit), and what the key opportunities are for UTA over the next three decades.

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.

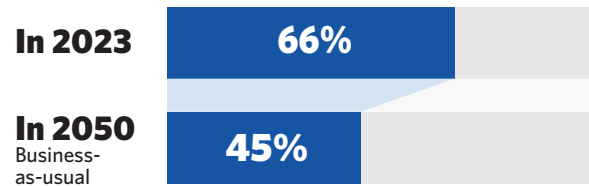
RESIDENTS

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.

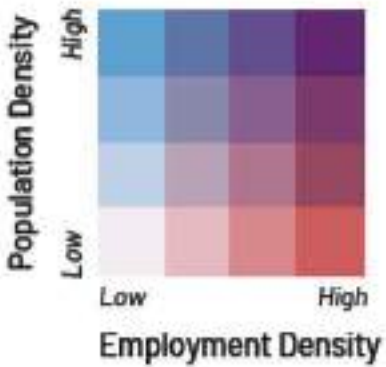
	What Is the Land Use of the Corridor?	Residents per Acre	Jobs per Acre	Appropriate Types of Transit
Transit-Supportive Area	Downtowns and High Density	>45	>25	TRAX, Rapid Bus, Enhanced Bus, Frequent Bus, Local Bus, Innovative Mobility Zone
	Urban Mixed Use	30-45	15-25	Rapid Bus, Enhanced Bus, Frequent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

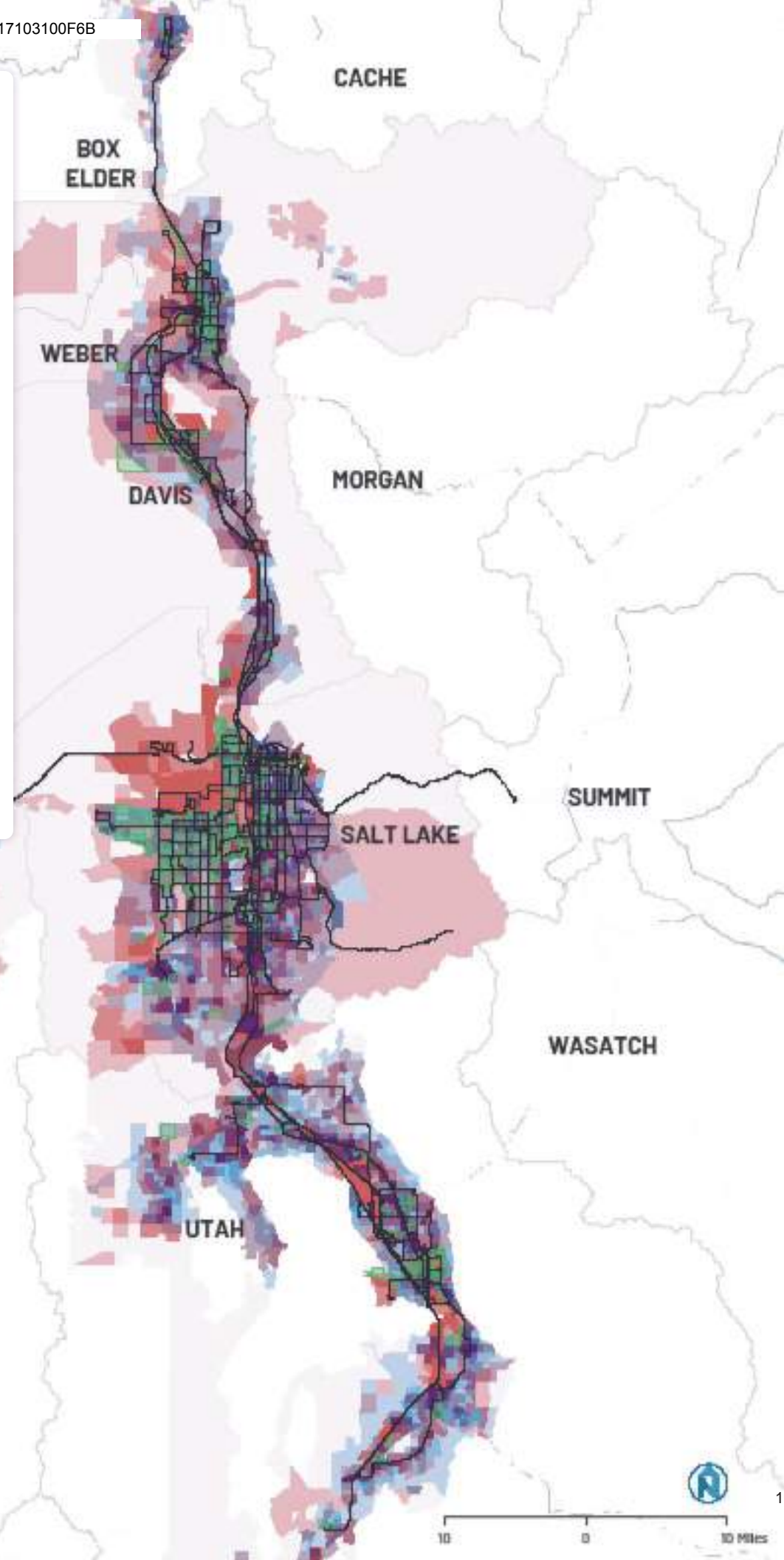
Our region is growing rapidly, which brings both challenges and opportunities. Where and how we grow affects the transportation network. UTA Moves 2050 works to address these impacts through visioning for the future. We're working together to create a plan that best serves our region.

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.



— Existing Transit Service
 R2024-03-02
 ■ Equity Focus Area



What Does this Mean for Transit?

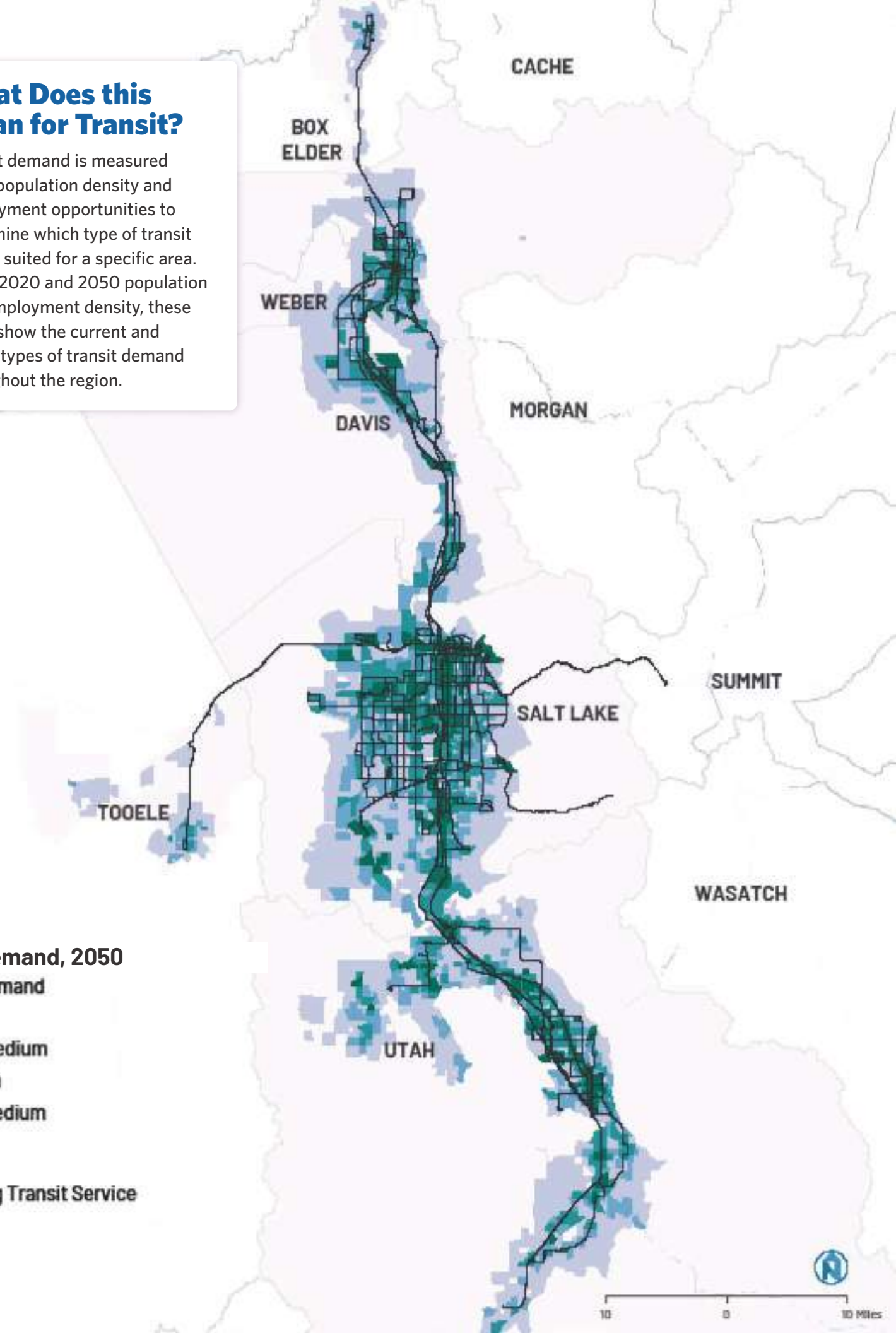
Transit demand is measured using population density and employment opportunities to determine which type of transit is best suited for a specific area. Using 2020 and 2050 population and employment density, these maps show the current and future types of transit demand throughout the region.

Transit Demand, 2050

Level of Demand

- High
- High-Medium
- Medium
- Low-Medium
- Low

— Existing Transit Service



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.



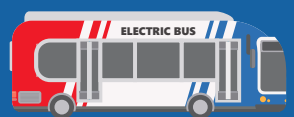
2

Investment Strategies

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

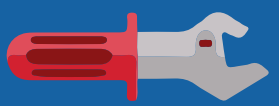
Maintain Our System

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.



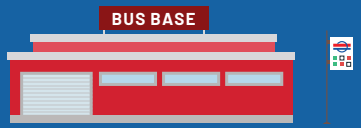
CORRIDORS

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.

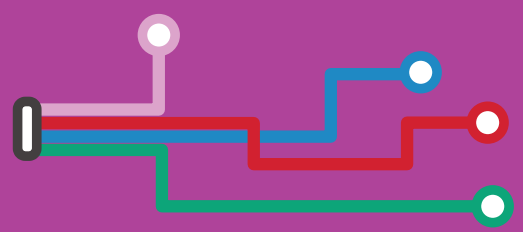
Expand Our Frequent Service Network

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.

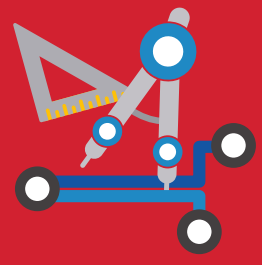
Enhance Our System

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 OnDemand services.



RELIABILITY

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

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

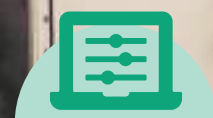
public meetings were throughout the region hosted by UTA. The purpose of these meetings was to inform the public about investment strategies in UTA Moves 2050 and obtain feedback on priorities.



SOCIAL MEDIA

82,810

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



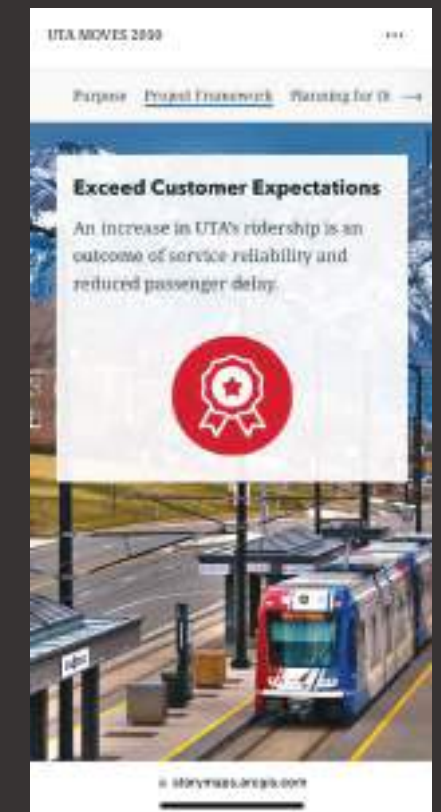
ONLINE SURVEY

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

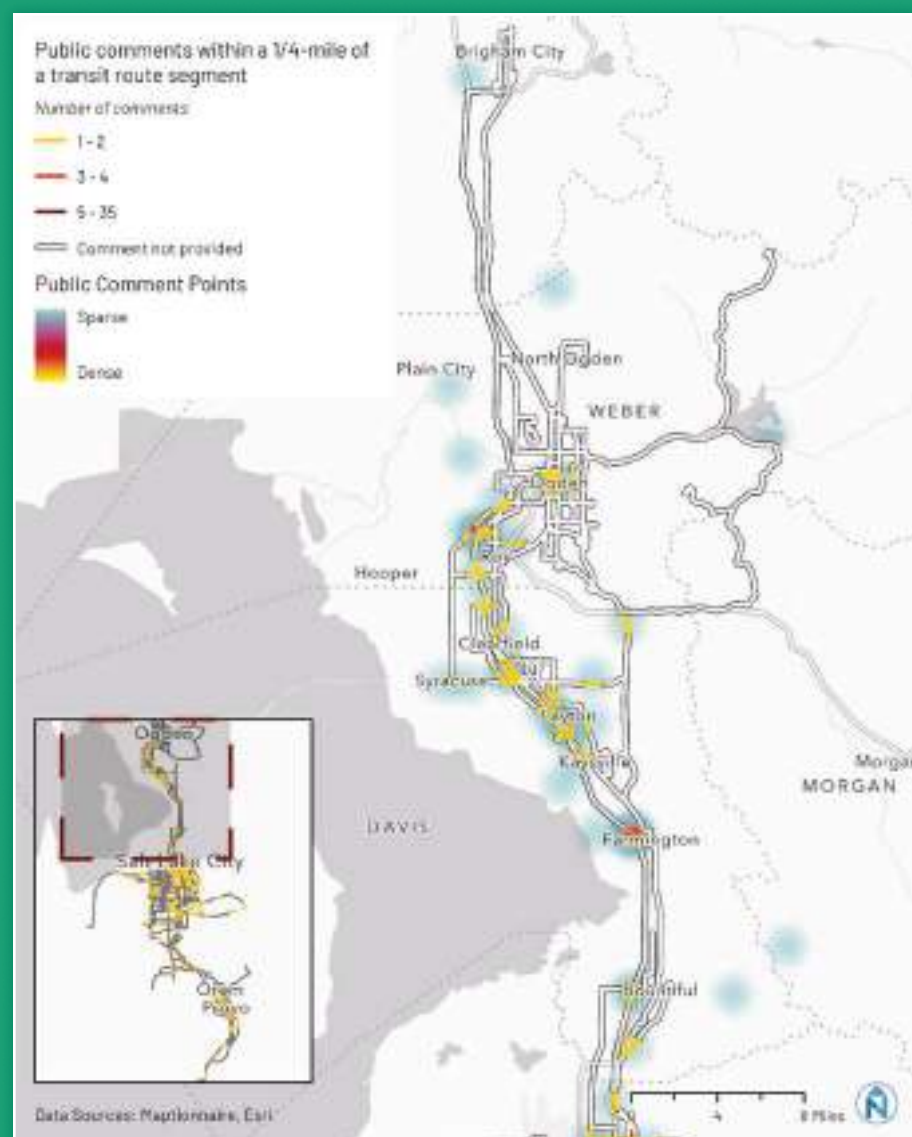
The StoryMap was an accessible, interactive document to inform the public of project findings, display the draft Vision Network, post information about upcoming outreach events throughout the region, and much more. The StoryMap contained interactive graphics, detailed demographic and transit maps, and 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.

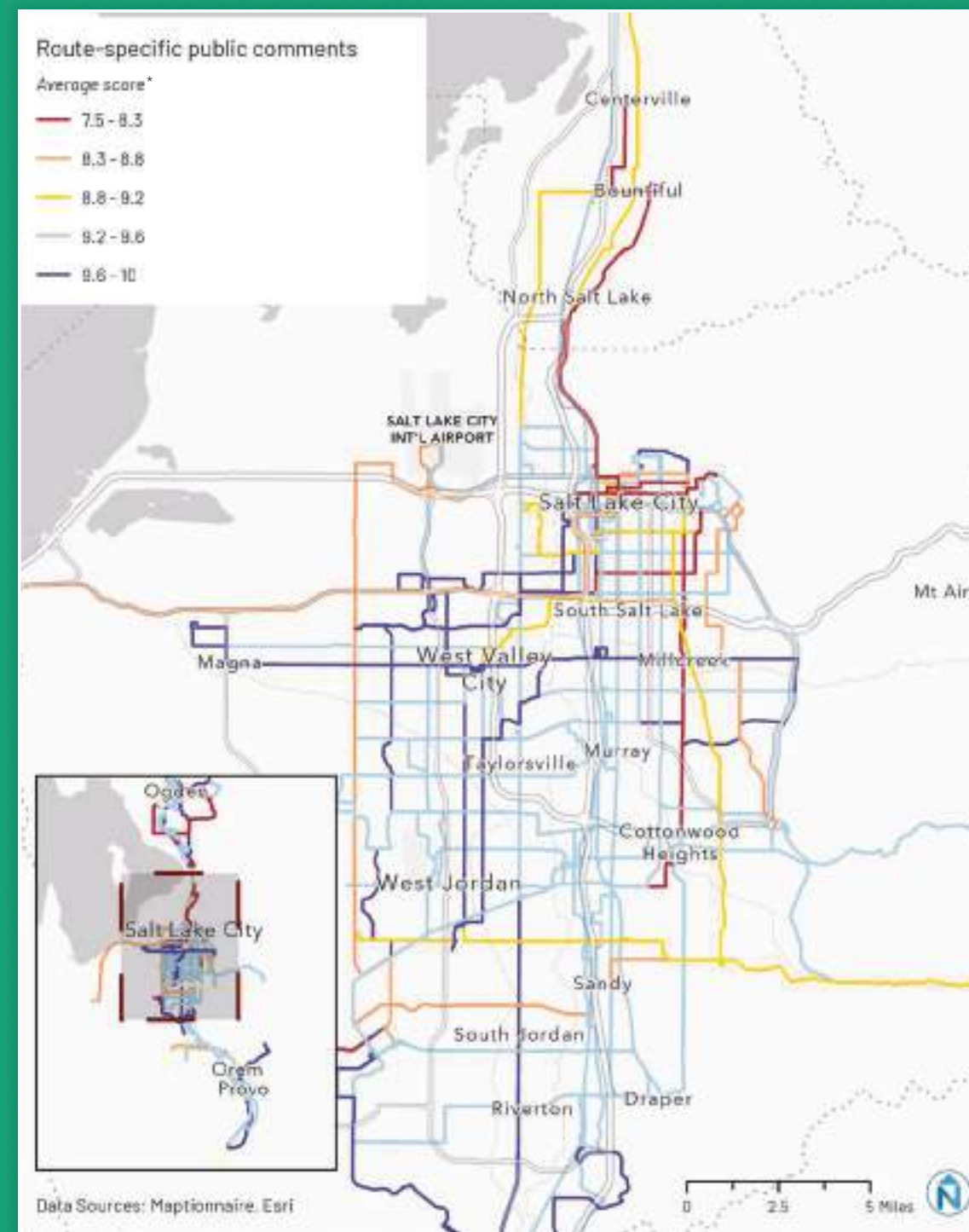
UTA Moves 2050 used Maptionnaire, an interactive mapping platform, to allow community members to comment directly on new features of the UTA Draft Vision Network, drop comments onto the map about specific places throughout the UTA region, and answer demographic questions. Each response, while anonymous, 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.

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

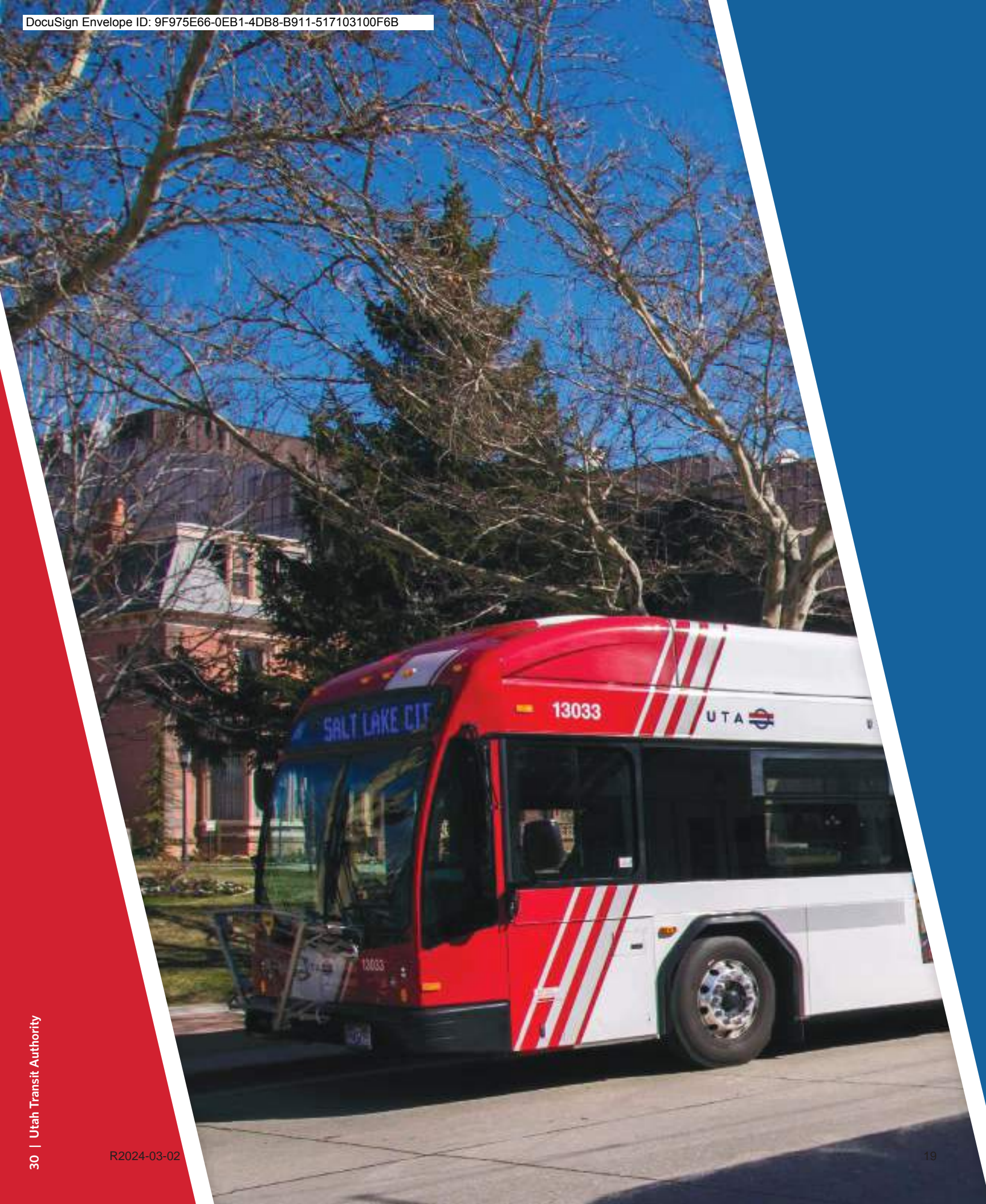
For respondents with a household **income over \$100,000** the highest priorities are expanding the **Frequent Service Network** and expanding **FrontRunner**.

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.





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

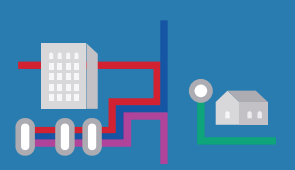
The Vision Network includes 110 routes, 49 of which operate at least every 15 minutes all day.

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

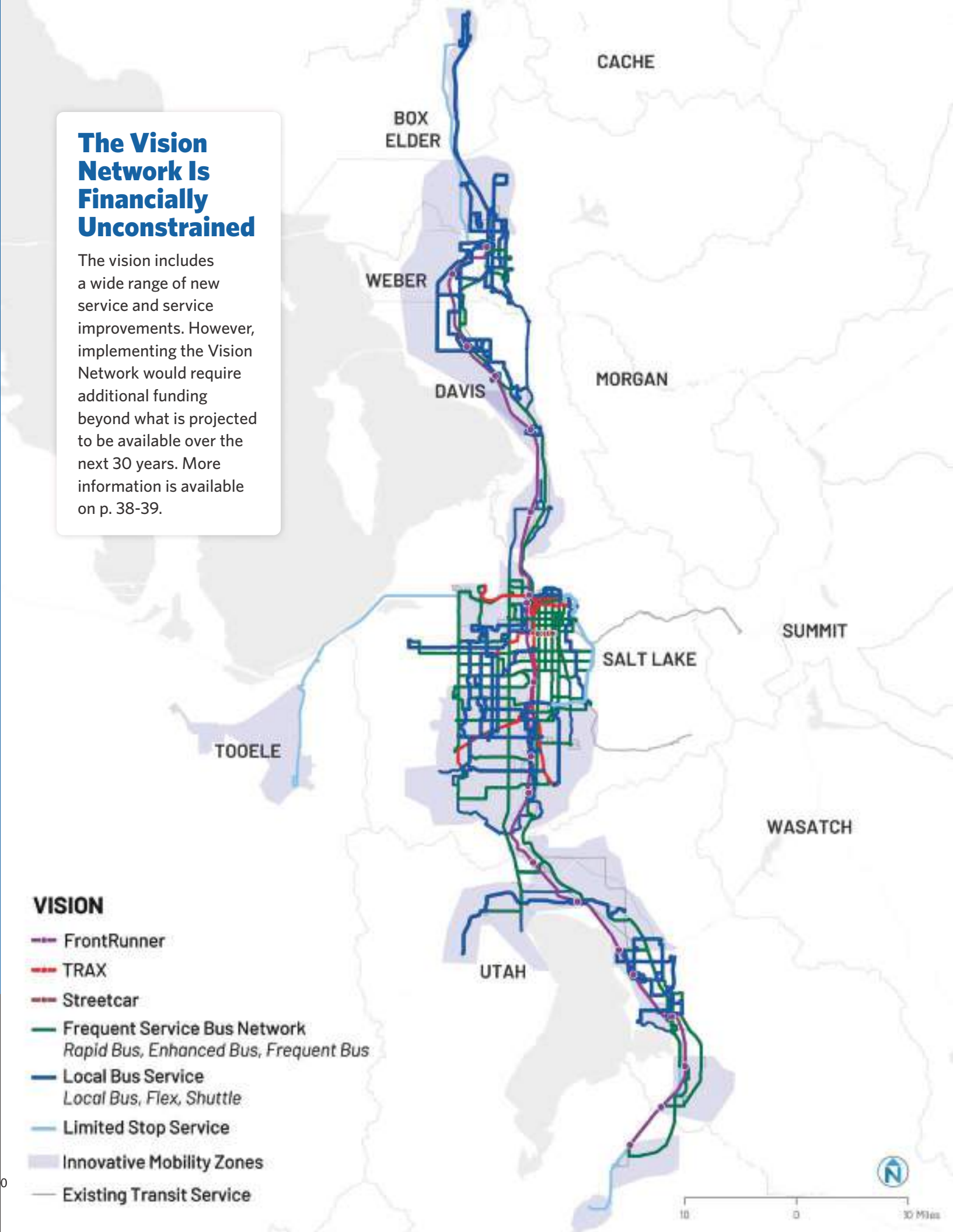
The Vision Network is expected to increase ridership to over 480,000 weekday daily riders in 2050, up from 150,000 in 2019.

300K+

New riders per Weekday

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.



- VISION**
- 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 Vision Network Cost?

\$6.7B
Capital cost¹

\$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.

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

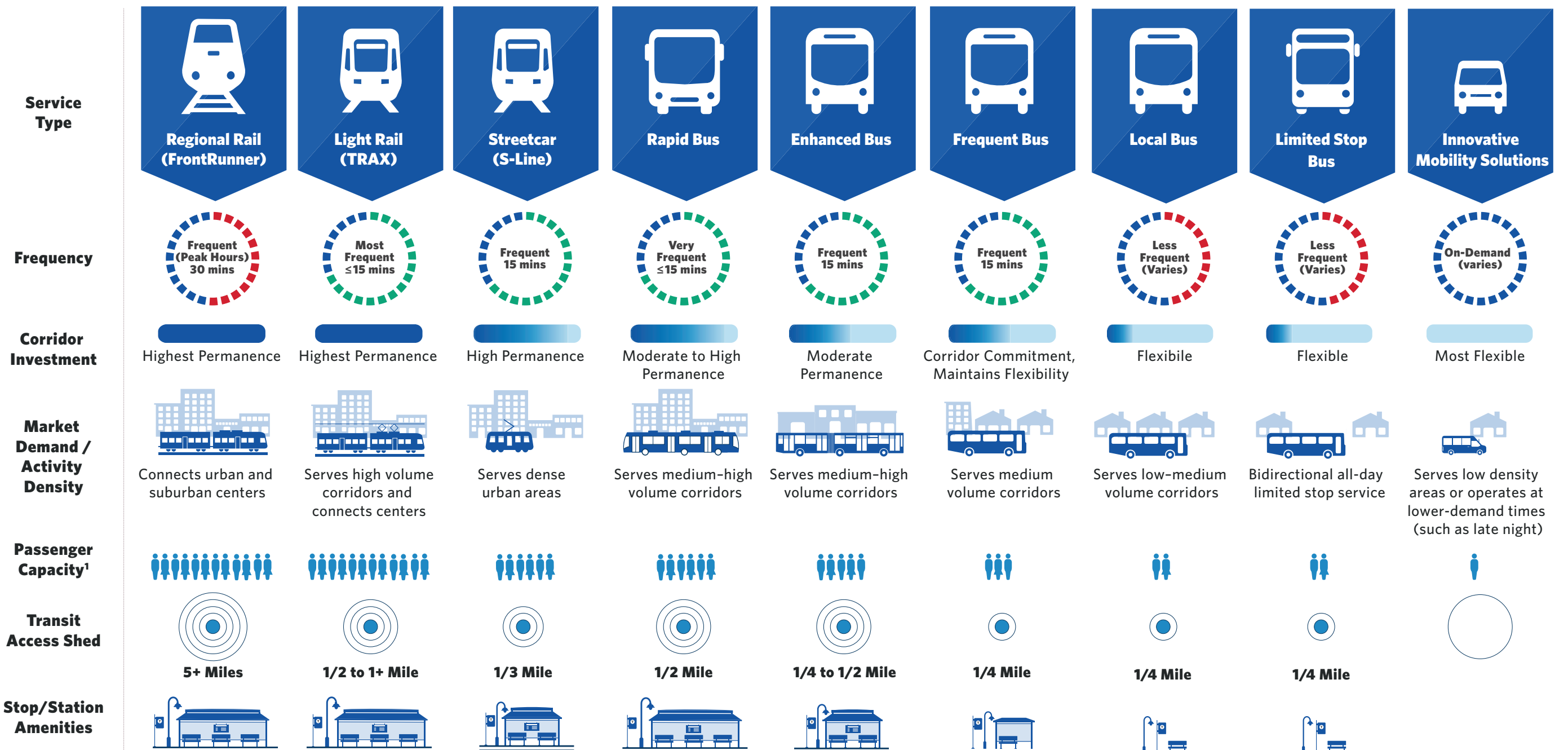
UTA Moves 2050 recommends a family of transit services suitable for different levels of transit demand and land use contexts. The diagram below provides an overview of each type of transit.

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



¹Based on vehicle capacity and frequency
R2024-03-02

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.

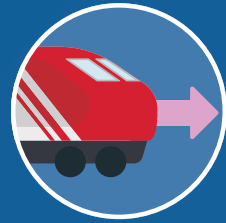
In the Vision Network, many local routes are upgraded to frequent service routes and new frequent routes are created to serve high density corridors.

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

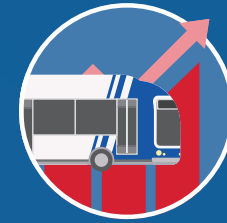
Expanding hours of bus operation can provide more people with access to transit without requiring additional capital investments.



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. See definition to the right.

What are Innovative Mobility Zones (IMZs)?

An IMZ could include a variety of first and last mile solutions including, but not limited to, on-demand service, autonomous shuttles, fixed guideway extensions, bike share, and partnerships with private Transportation Network Companies, such as Uber and Lyft. Supporting capital infrastructure, such as stops, stations, or terminals, as needed, could also be included. Funding this connection could come from a variety of sources including private funding and public private partnerships.

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 routes¹ with over half operating at least every 15 minutes all day.

100
Total Routes¹

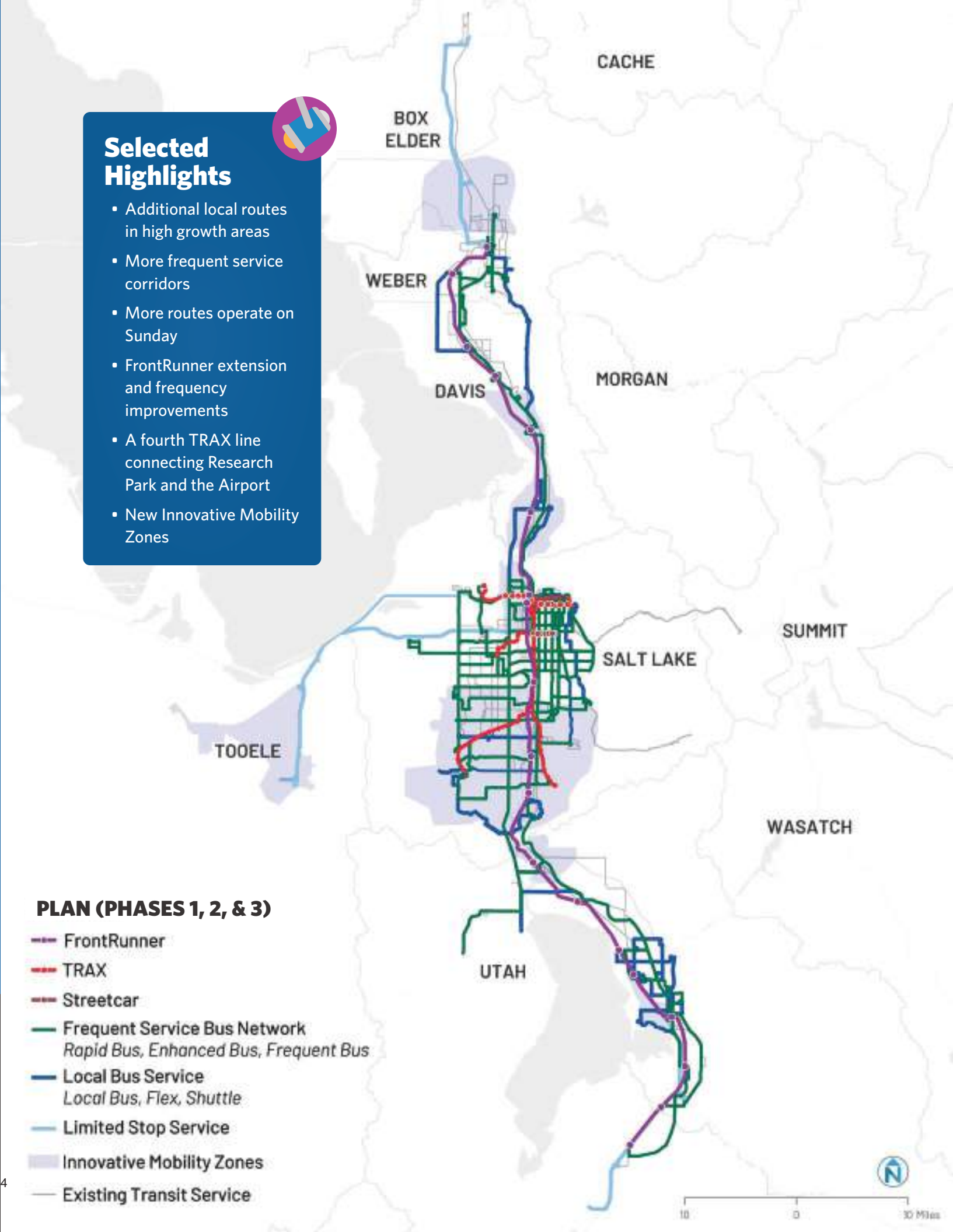
50+
Frequent Routes

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

Category	Year	Value	Change
People	2022	1.3M	
	Plan Network	1.8M	+470K
Frequent Transit	2022	530K	
	Plan Network	1.2M	+650K
Jobs	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



What Does the Plan Network Cost?

\$6.7B
Capital cost²

\$190M
Additional annual operating cost

Note: ¹Including Innovative Mobility Zones. ²Capital 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.

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

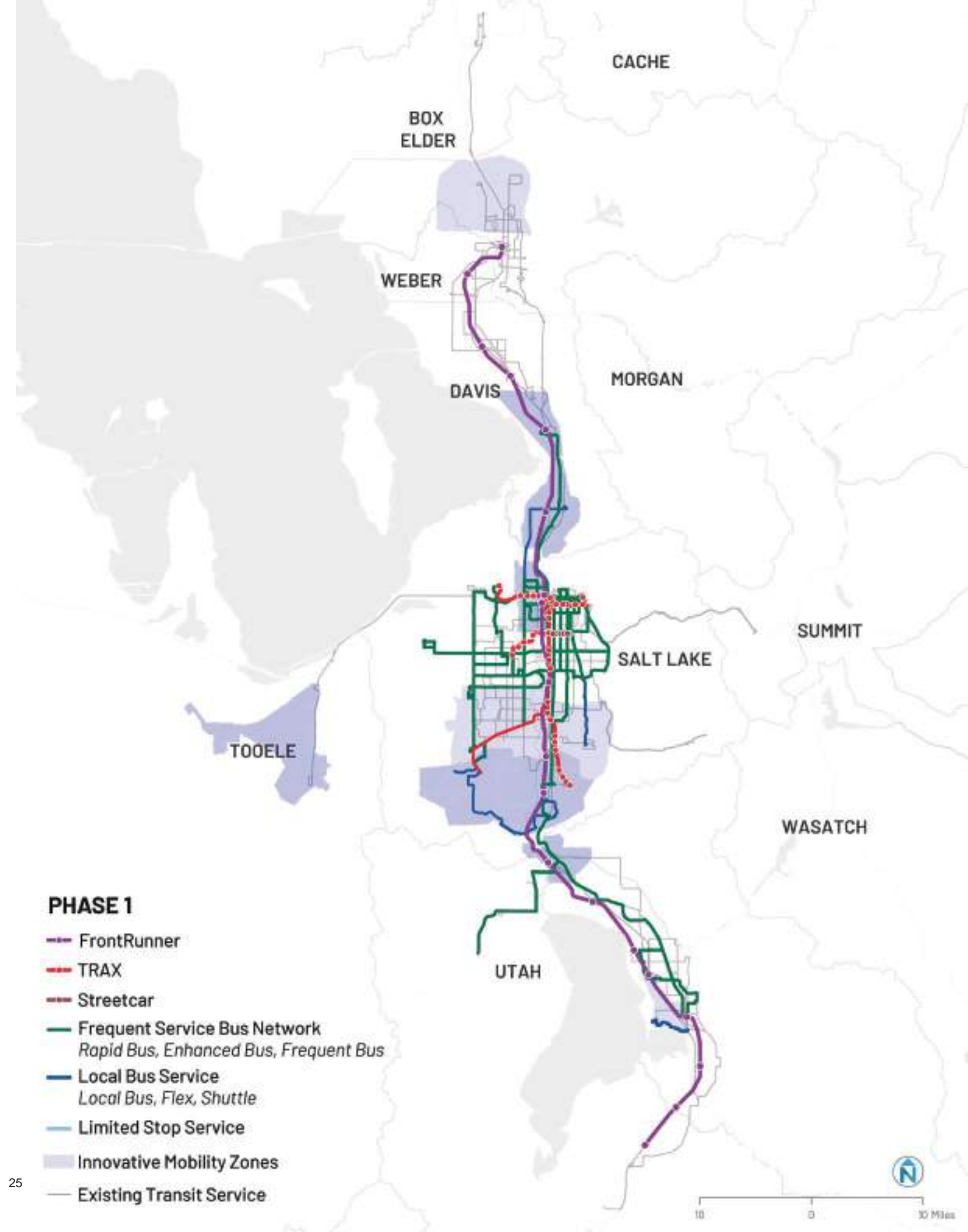
new routes, major route extensions, or new Innovative Mobility Zones



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

¹15-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



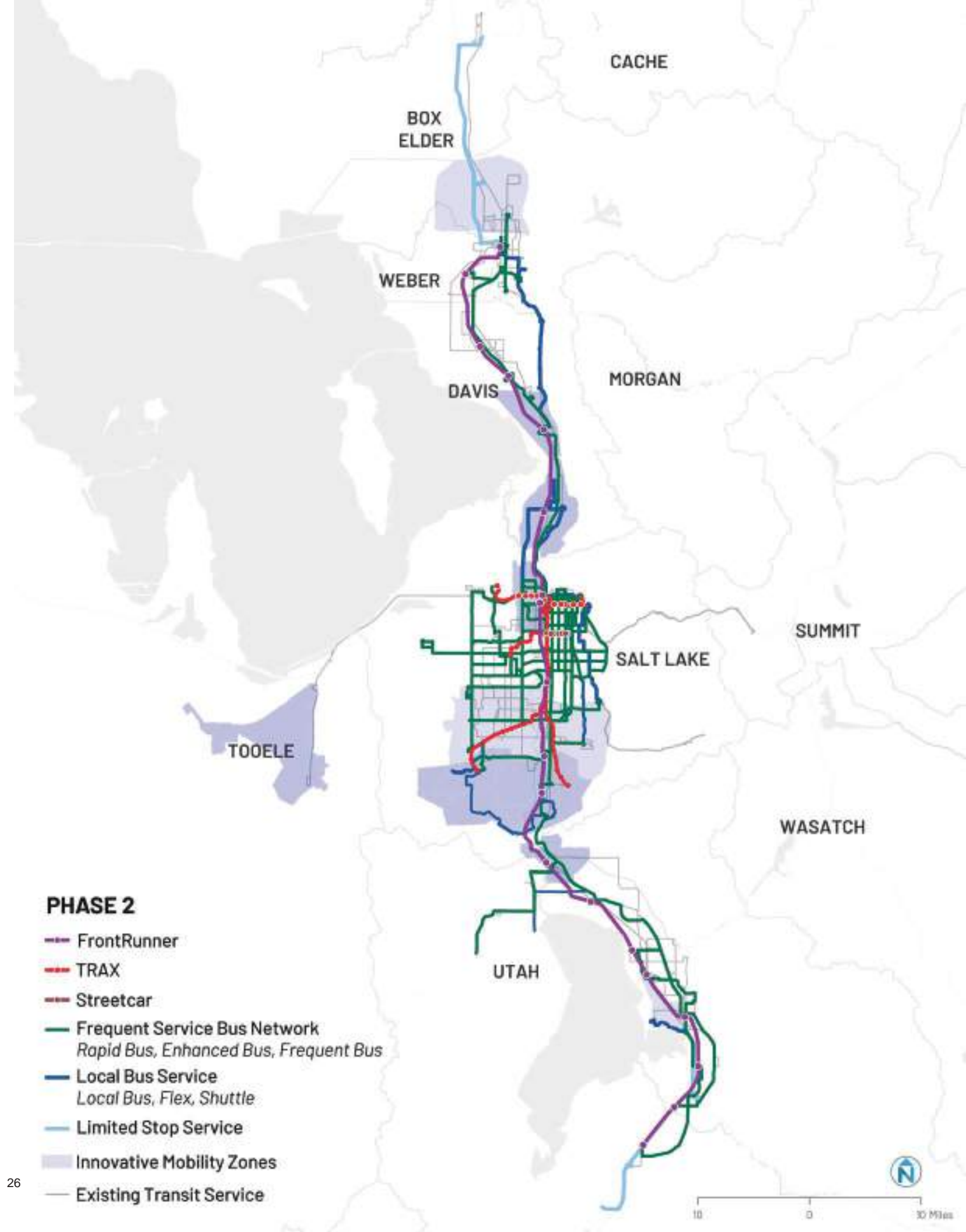
5

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



PLAN NETWORK

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

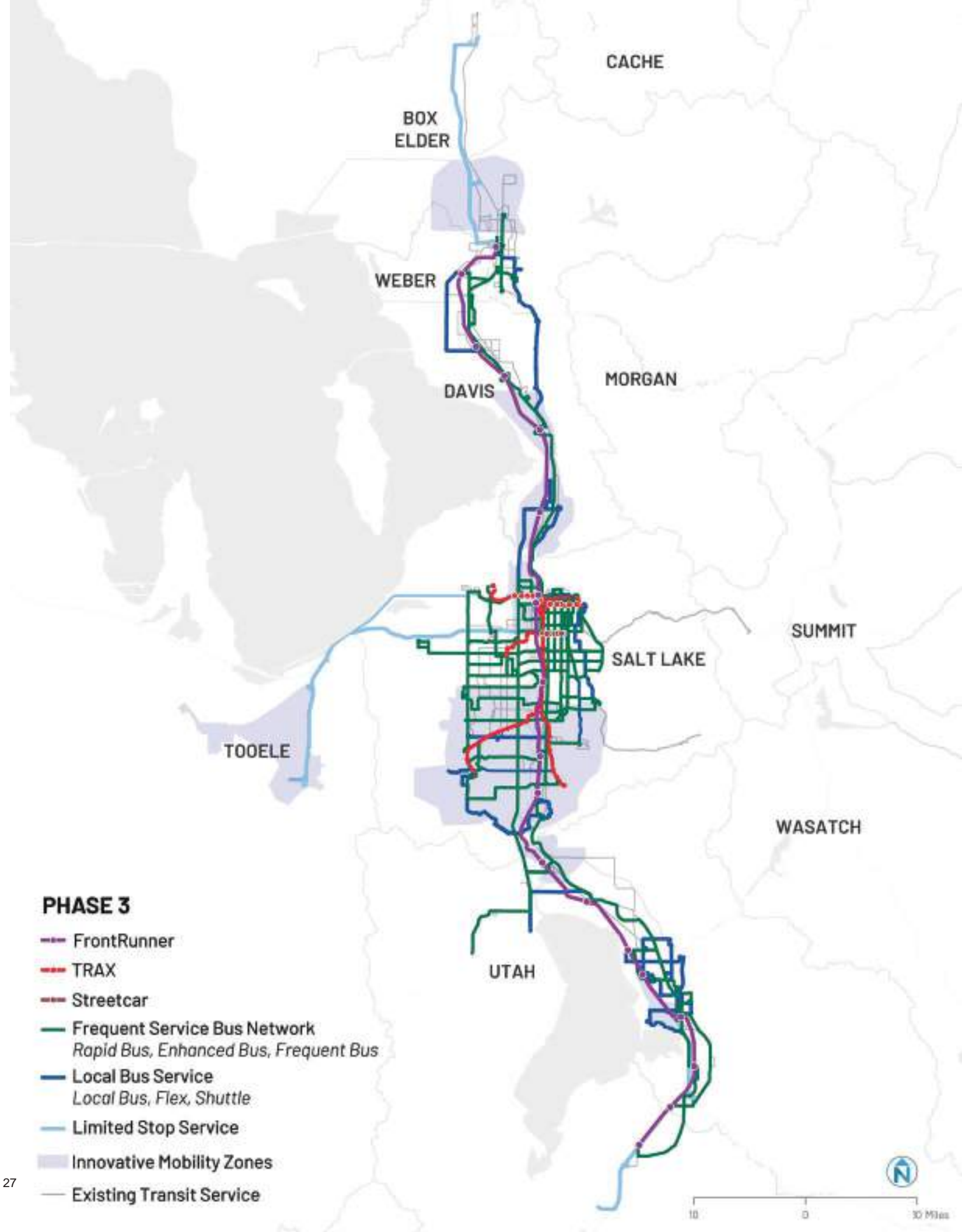
\$25M
Additional annual operating cost

What's Included in Phase 3?

52	4	3
total routes with frequent service (including 1 new frequent bus route)	new Enhanced Bus routes	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



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 1/2 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 residents²



330K

additional jobs²



62%

of residents



73%

of areas that can support transit³



89%

of Equity Focus Areas⁴ 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. R2024-03-02

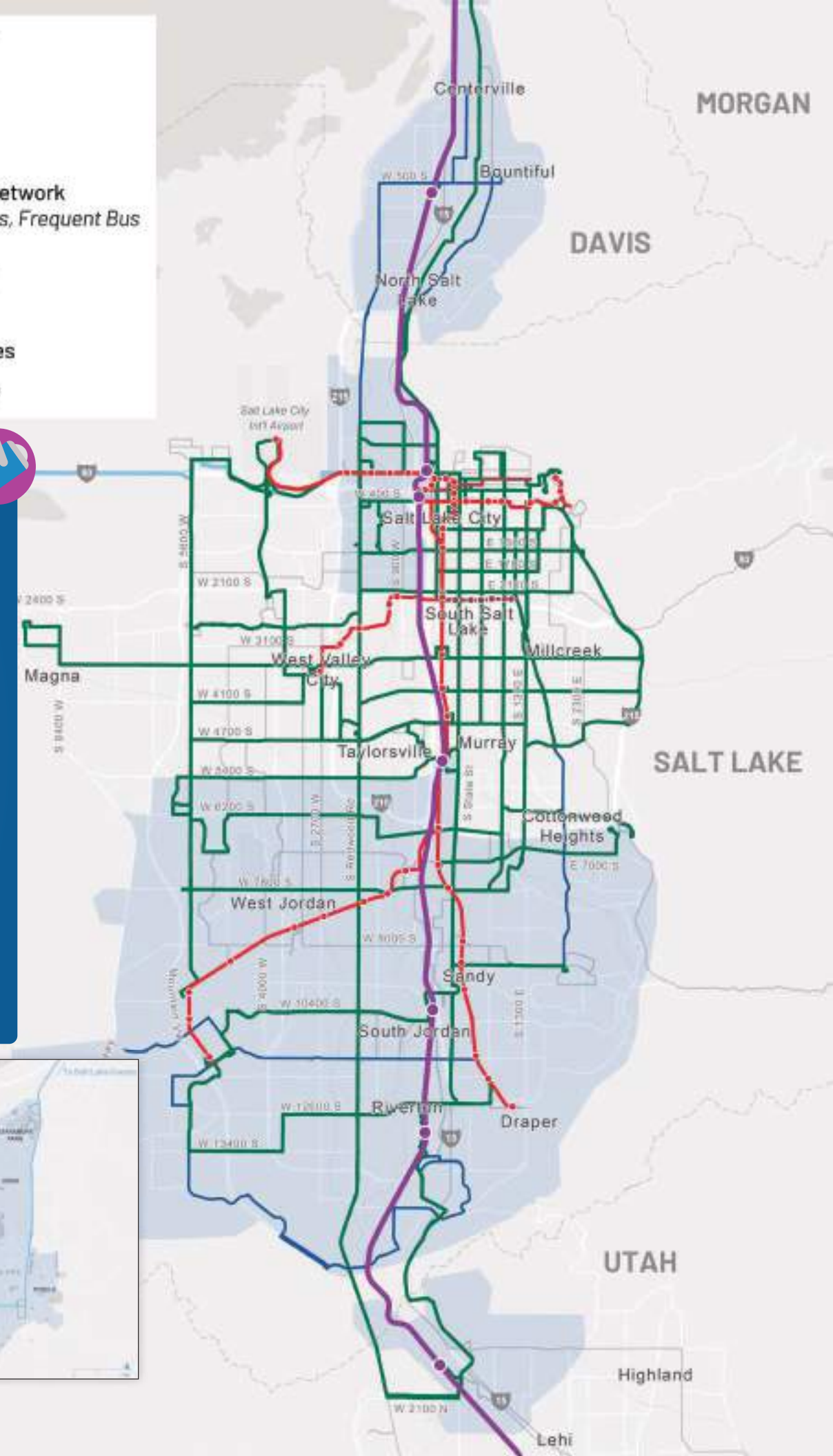
SALT LAKE COUNTY

- 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

Selected Highlights

- Upgraded service on major north-south routes including State Street and Redwood Road
- Midvalley Connector BRT
- More frequent east-west connections
- Orange Line TRAX connecting Research Park and the Airport
- New local routes in south County
- New regional connections to Utah County
- New Tooele-Salt Lake City limited stop service

TOOELE COUNTY



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 residents³



110K

additional jobs³



32%

of residents



55%

of areas that can support transit⁴



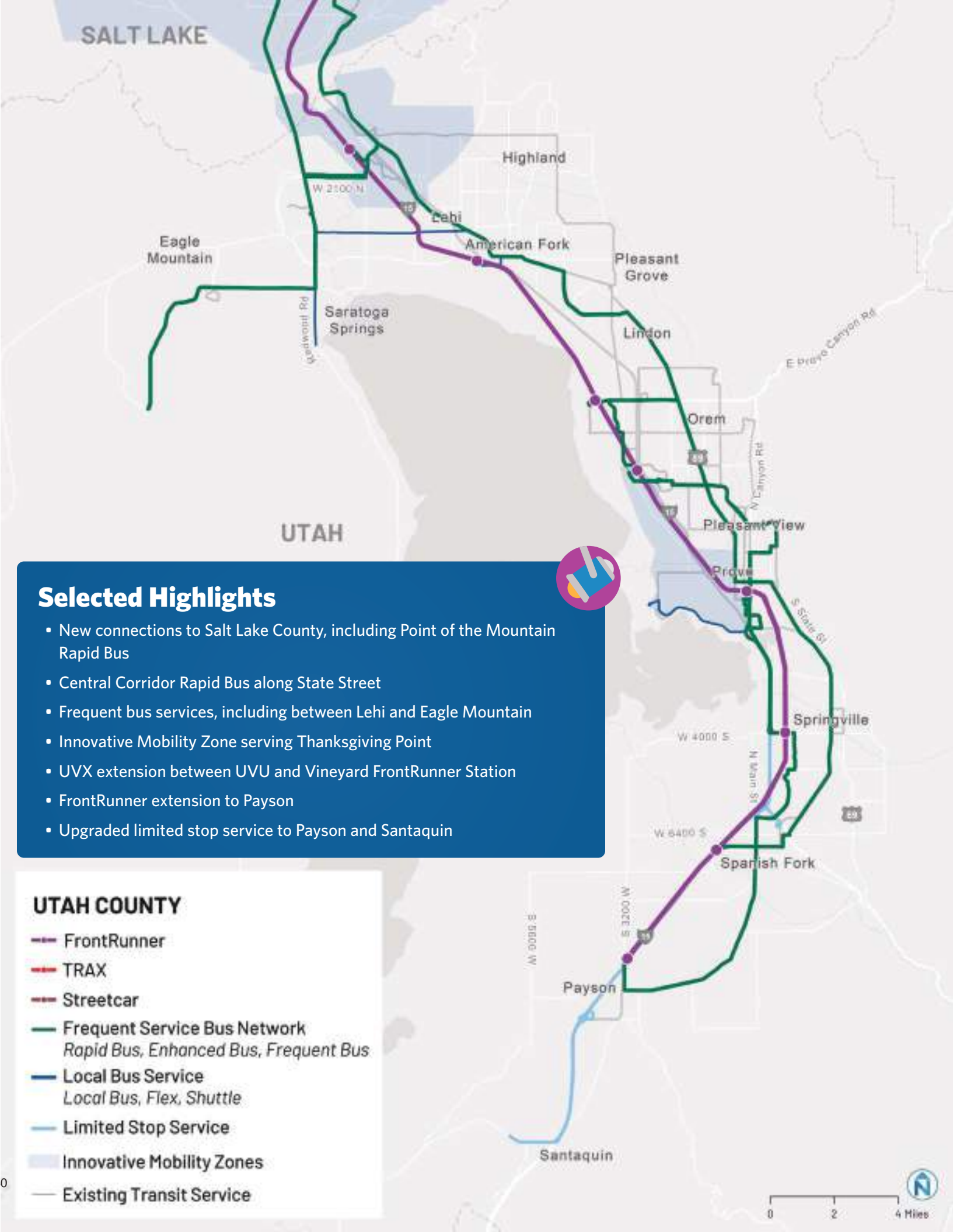
80%

of Equity Focus Areas⁵ 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

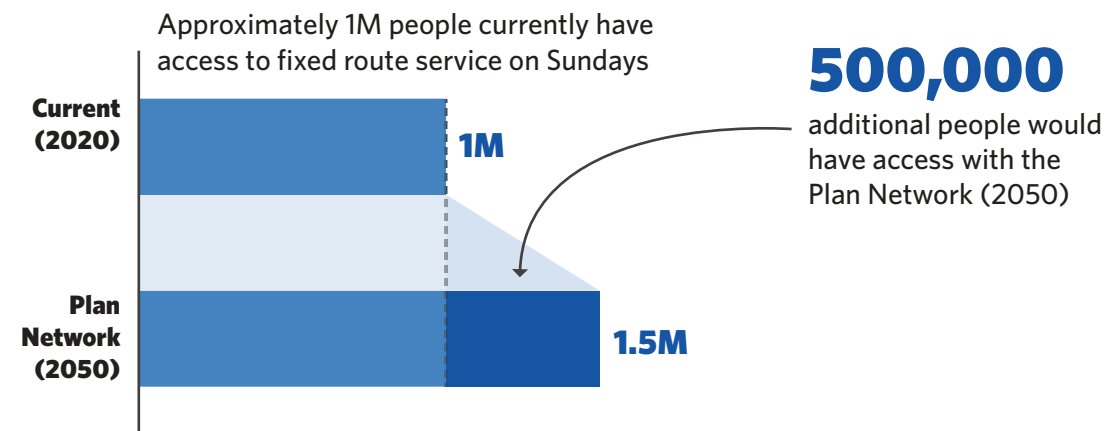
Why Is Sunday Service Important?

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.

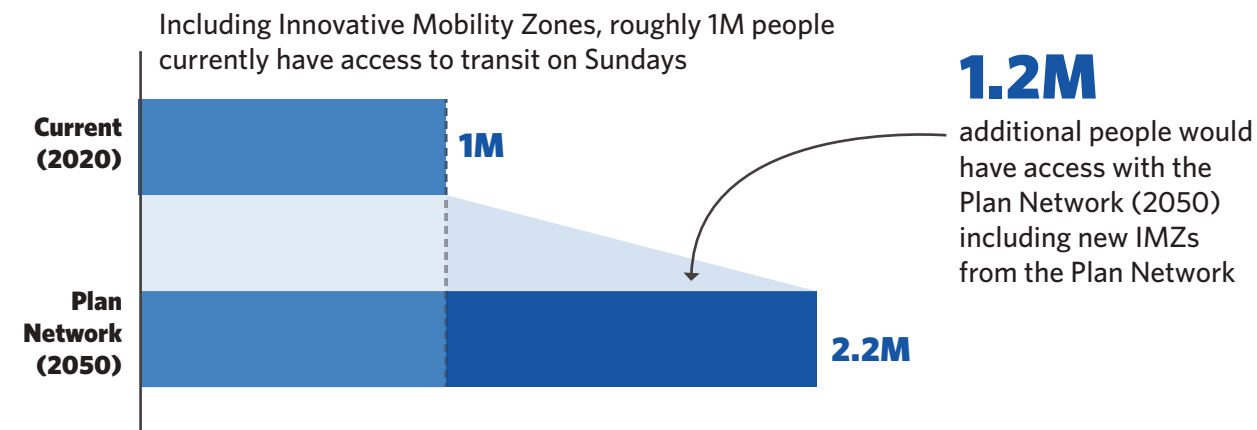
Providing systemwide Sunday service at Saturday service levels would cost roughly \$9M annually, which is approximately the same cost as creating four new routes that run every 30 minutes.

How Many People Could Benefit from Sunday Service?

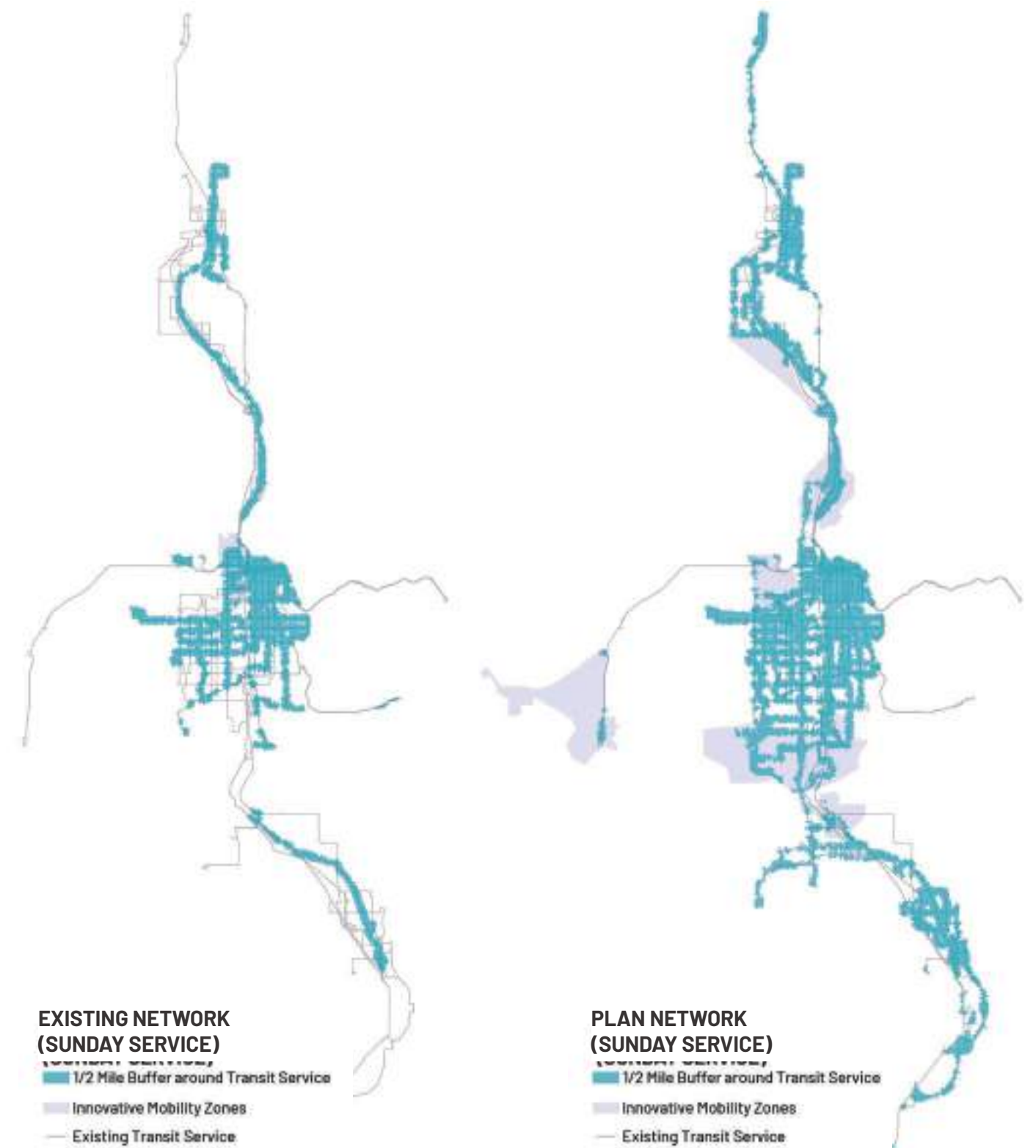
UTA FIXED ROUTE SERVICE



UTA FIXED ROUTE SERVICE AND INNOVATIVE MOBILITY ZONES



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

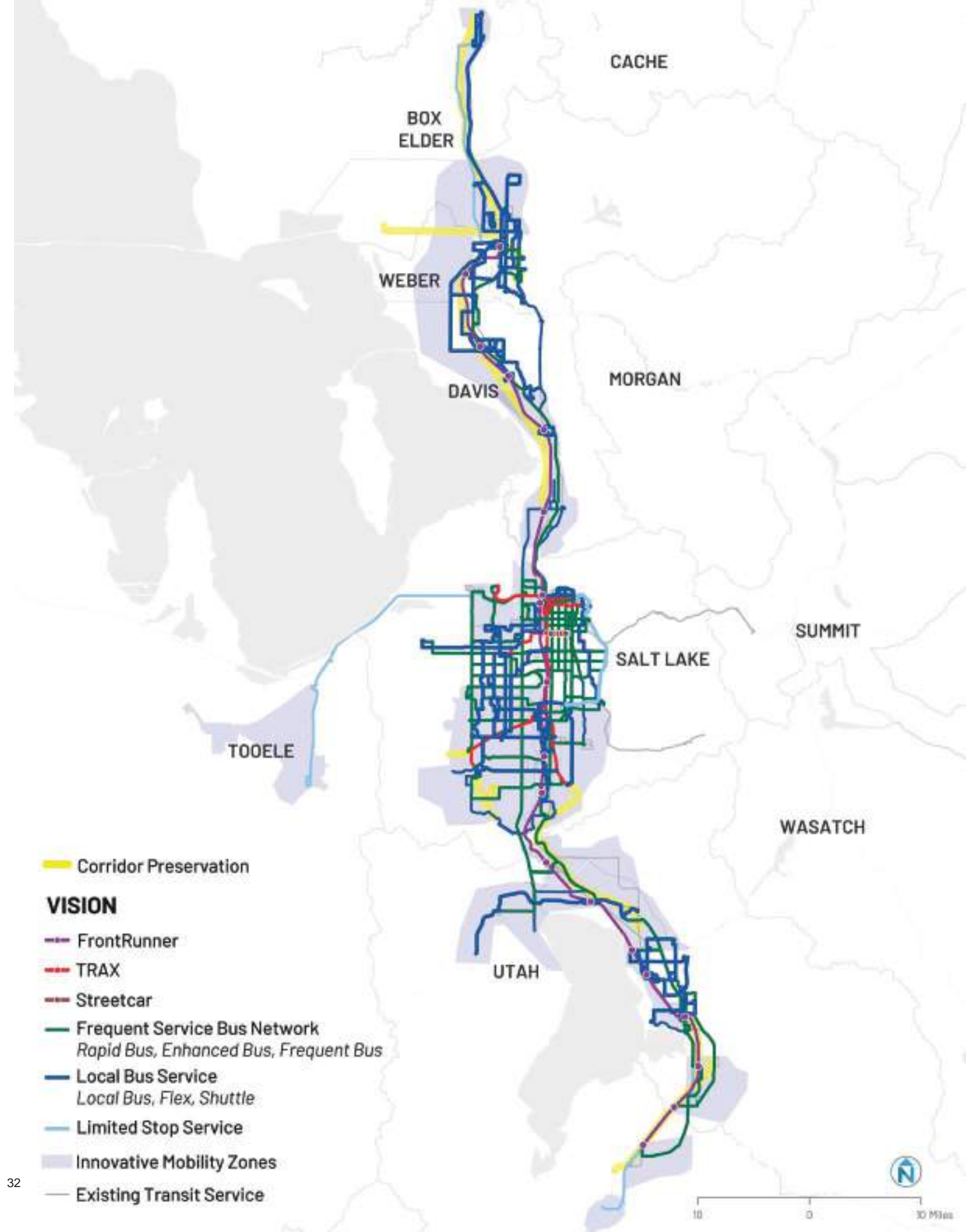
Corridor Preservation refers to the right-of-way owned by UTA. The corridors shown on the map in yellow are preserved for UTA use, whether that be light rail (TRAX), regional commuter rail (FrontRunner), or other mobility enhancements. UTA can use these corridors to best serve communities via transit 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



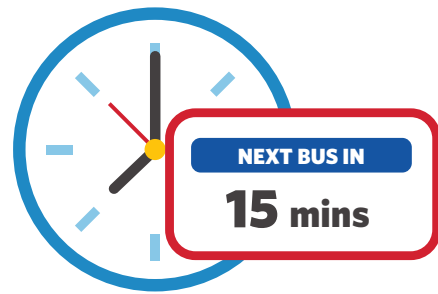
Vision Needs

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



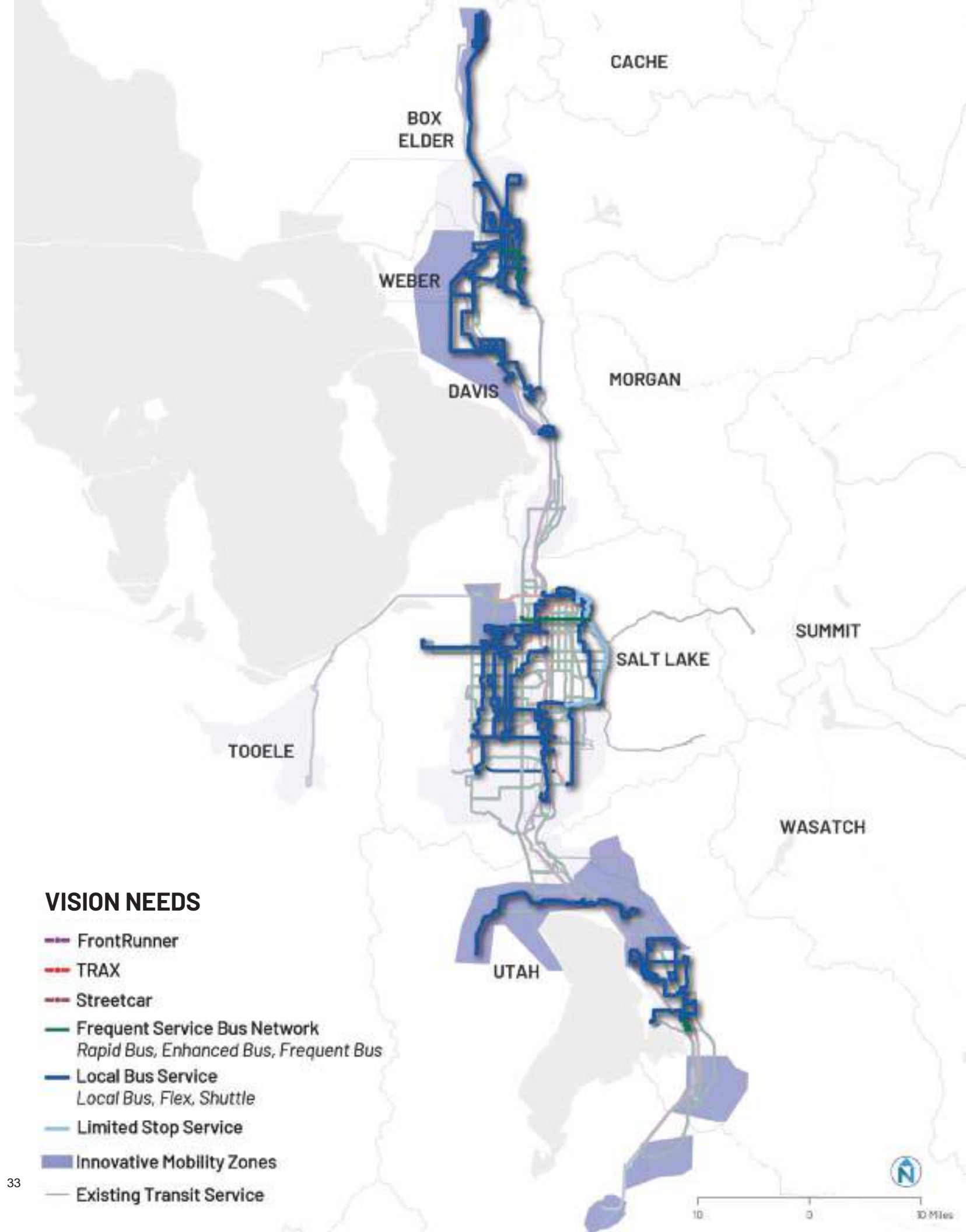
30+

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.

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.

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.





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.



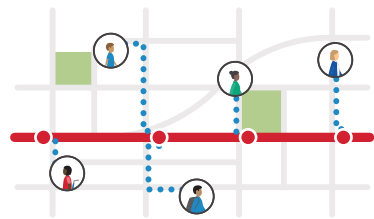
DIVERSITY OF LAND USES

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

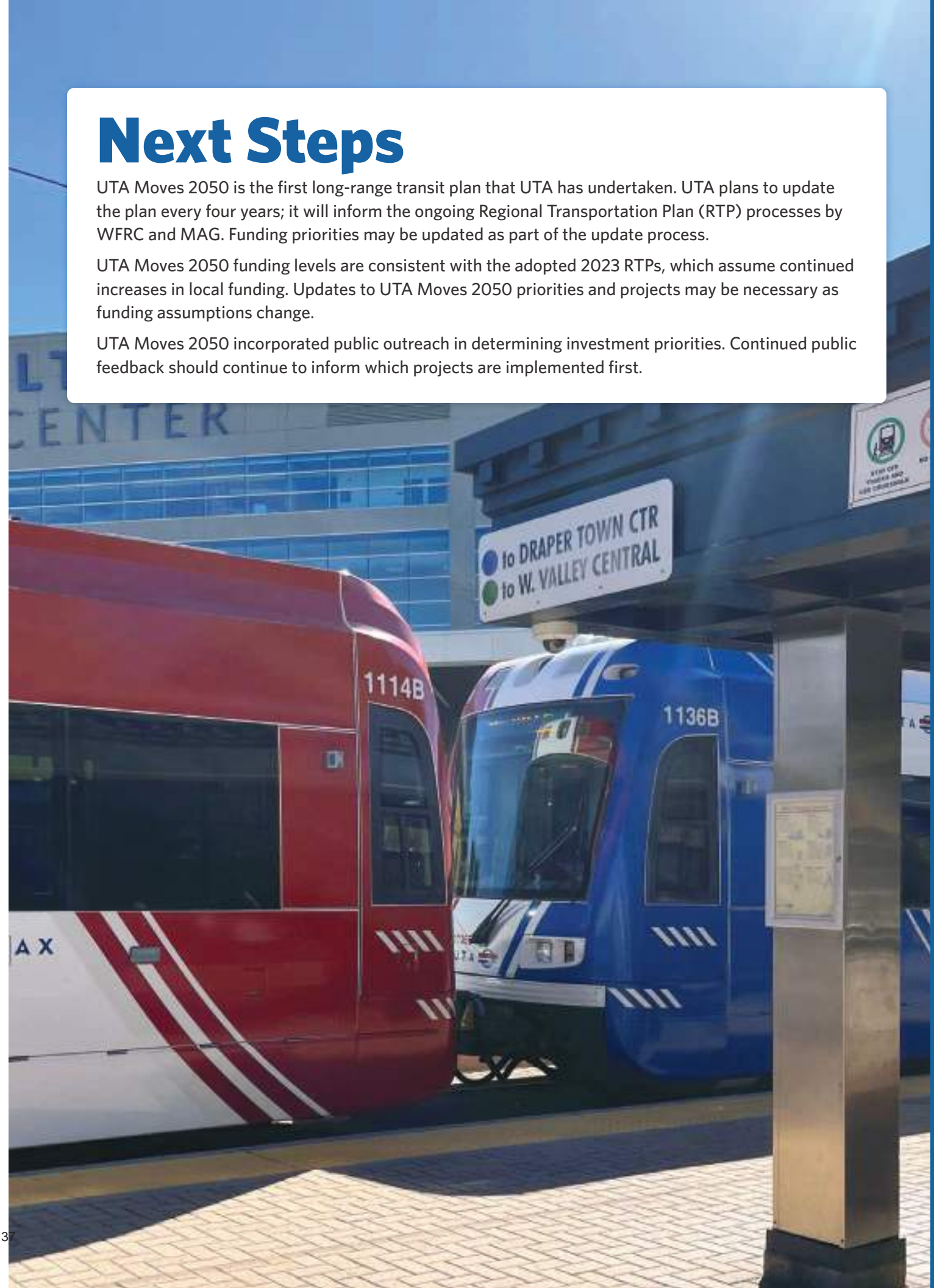
Attractive alternatives encourage people to use transit, walk, and bike for more trips.

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.







Appendix: Project Sheets

UTA Moves 2050
Long-Range Transit Plan
2023-2050

Utah Transit Authority
December 2023

About This Appendix

This appendix to UTA Moves 2050 provides project sheets for Phase 1 projects in the WFRC and MAG RTPs, as well as additional service projects identified as Phase 1 in UTA Moves 2050.

The Plan suggests potential amendments to RTP phasing or improvement type for some projects. In some cases this could mean possible modifications to future RTPs. Additional study and discussion with MPOs, UDOT, and community partners will be required as part of this process. The table below summarizes those amendments, including the page number in this appendix that includes a detailed project sheet.

Summary of Potential RTP Amendments or Possible Modifications to Future RTPs

Line and Name	Phase 1 Project Sheet Page	RTP Improvement Type	RTP Funded Phase	RTP Project Description	UTA Moves 2050 Phase	Phase 1 Priority	Potential Modifications to RTP Plans
256 5600 West	5	Core Route	1	5600 West Corridor Core Route (15 min service) from Downtown Salt Lake City to 5600 W Old Bingham Highway TRAX Station	1	Very High	The RTP currently shows Route 256 ending at the Old Bingham Highway TRAX station. While it connects to regional rail, this terminus does not serve Daybreak, which has transit supportive land uses (jobs and residents). Consideration should be given to extending Route 256 to Daybreak.
3 300 West	7	Core Route	1	300 West Corridor Core Route (10 min service) from North Temple FrontRunner Station to Central Pointe TRAX Station	1	High	Route 3 has one of the three highest productivity numbers (future passengers per hour) of any existing or future UTA bus route. Given ridership projections, economic growth along the corridor, and cost-effectiveness factors, Route 3 should be considered for upgrades from Enhanced Bus (Core Route) to Rapid Bus (BRT).
4 400 South/Foothill Drive	8	Core Route	1	400 South Corridor - Foothill Drive Core Route (10 min service) from Redwood Road to 3900 South & Wasatch Boulevard	1	High	Route 4 has one of the three highest productivity numbers (future passengers per hour) of any existing or future UTA bus route. Given ridership projections, economic growth, and cost-effectiveness factors, Route 4 should be considered for upgrades from Enhanced Bus (Core) Service to Rapid Bus Service (BRT).
200 State Street North	10	Bus Rapid Transit	2	State Street Bus Rapid Transit from North Temple FrontRunner Station to Midvale Center Station	2	High	The RTP identified this corridor for an upgrade to Rapid Bus (BRT) in Phase 2 (2033-2042) project, but with a Phase 1 need. Given ridership projections, economic growth, and cost-effectiveness factors, Route 200 should be considered in Phase 1 for upgrades to Rapid Bus (BRT).
217 Redwood Road	11	Core Route	1	Redwood Road Corridor Core Route (10 min service) from North Temple FrontRunner Station to West Jordan City Center TRAX Station	1	High	Ridership modeling, the corridor land uses, and travel patterns all suggest Route 217 could support additional service and infrastructure. Future RTP updates should consider an upgrade for Route 217 from Enhanced Bus (Core Route) to a Rapid Bus (BRT) designation.
TRAX Improvements	26	Light Rail	2	400 West - American Spur TRAX Extension from 400 West & 200 South to 200 West & 1300 South	1	Medium	TRAX improvements are included in Phases 2 and 3 of the RTP, including speed and reliability treatments, addition of the Orange Line, and additional new track, primarily in downtown Salt Lake City. Consideration should be given to fast-tracking these changes to Phase 1 (2023-2032) including accelerating the implementation of the Orange Line. Consideration for studying the full operating and capital costs of improving TRAX frequencies to better than 15 minutes should also be included in Phase 1.
710 TRAX Orange Line	27	Light Rail	2	Orange Line TRAX Reconfiguration from Salt Lake Central TRAX Station to Research Park	2	N/A (Phase 2 and Phase 3)	Projected ridership and cost effectiveness of this project was excellent. Consideration should be given to accelerating the implementation of the Orange Line to the 2023-2030 timeframe.
Frontrunner Improvements for Point of the Mountain	29	Commuter Rail	N/A	Not in RTP, but includes six additional miles of doubletracking and a station at The Point development	1	Not Evaluated	There is \$200M already allocated to this project, and it may receive additional state legislative funds to complete its funding plan. Consideration should be given to including this project in the RTP.
33 3300 South	30	Core Route	1	3300 South / 3500 South Corridor Core Route (15 min service) from 2600 South & 9180 West to 3900 South & Wasatch Boulevard	1	Low	Route 33 does not serve many transit supportive areas and is not as cost-effective as most other core routes. Given its relative lower performance, consideration should be given to categorizing this route as a "Frequent Route" to improve frequency while deferring capital investments associated with a Core Route as currently identified in the RTP.
45 4500 South	31	Core Route	1	5400 South Corridor Core Route (15 min service) from 5600 West to 3900 South & Wasatch Boulevard	1	Low	Route 45 does not serve many transit supportive areas and is not as cost-effective as most other core routes. Given its relative lower performance, consideration should be given to categorizing this route as a "Frequent Route" to improve frequency while deferring capital investments associated with a Core Route as currently identified in the RTP.
54 5400 South	32	Core Route	1	5400 South Corridor Core Route (15 min service) from 5600 West to 3900 South & Wasatch Boulevard	1	Low	Route 54 does not serve many transit supportive areas and is not as cost-effective as most other core routes. Given its relative lower performance, consideration should be given to categorizing this route as a "Frequent Route" to improve frequency while deferring capital investments associated with a Core Route as currently identified in the RTP.
220 Highland Drive - 1100 East	34	Core Route	1	Local Link Core Route (15 min service) from 200 South to Holladay Boulevard	1	Low	Route 220 does not serve many transit supportive areas and is not as cost-effective as most other core routes. Given its relative lower performance, consideration should be given to categorizing this route as a "Frequent Route" to improve frequency while deferring Core Route capital investments as currently identified in the RTP.

Project Evaluation Metrics

Every potential route level improvement in the cost unconstrained Vision Network was analyzed with a combination of quantitative and qualitative evaluation metrics. Metrics were based on UTA's Strategic Plan goals and represent elements that are measurable, easy to understand, and replicable. Evaluation metrics include key elements such as ridership, capital and operating costs, public support, and social equity measures. Specific metrics and how they are consistent with the Strategic Plan are illustrated below.

Goal: Moving Utahns to a Better Quality of Life

Metric	How Did We Measure It?
People within 1/2 mile	Total number of people (2050) within ½ mile walk of transit stops along a project or route
Jobs within 1/2 mile	Total number of jobs (2050) within ½ mile walk of transit stops along a project or route
Potential to get more people to switch to transit	Based on transit modes that provide high-quality service (e.g., high frequency) to attract more riders

Goal: Exceeding Customer Expectations

Metric	How Did We Measure It?
Transit reliability benefits	Based on transit modes that provide transit priority to make service more reliable
Ridership per mile	Modeled future ridership (2050), per mile of project or route

Goal: Achieving Organizational Excellence

Metric	How Did We Measure It?
Capital cost	Cost-effectiveness in terms of the capital cost per rider
Operating and maintenance cost	Cost-effectiveness in terms of the annual operating & maintenance cost per rider

Goal: Building Community Support

Metric	How Did We Measure It?
Service to Equity Focus Areas	Percent of route or project walkshed within Equity Focus Areas
Support from outreach	Level of community support based on outreach results

Goal: Generating Critical Economic Return

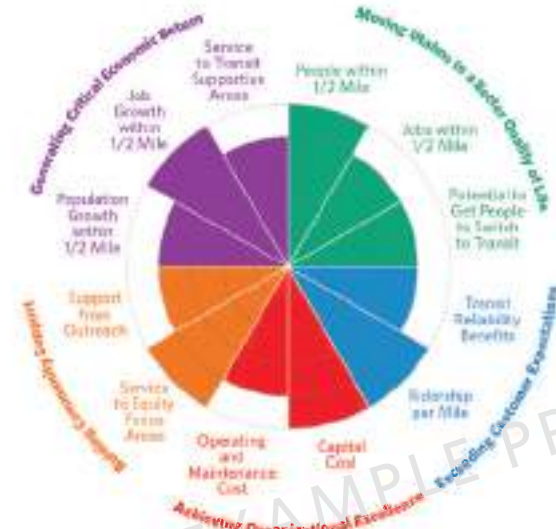
Metric	How Did We Measure It?
Population growth within ½ mile of route or project	Change in future population within 1/2 mile transit walk access of route, compared to the baseline
Job growth within ½ mile of route or project	Change in future jobs within 1/2 mile transit walk access of route, compared to the baseline
Service to Transit Supportive Areas	Percent of route or project walkshed within Transit Supportive Areas (based on minimum density of population and jobs)


A value was calculated for each evaluation metric and then assigned a score based on which quintile rank it fit in for all projects. For instance, if an investment had one of the highest riders per mile, then it was assigned the highest rank. A composite score for all evaluation metrics was then developed. For Phase 1 projects, the composite scores were translated into a Very High, High, Medium, and Low category. Very High projects had a high composite score and were typically already under way. High projects represent new investments that had high composite scores. The Low category represents investments that did not appear to meet regional goals as well as the other investments that were evaluated.

PROJECT SHEETS

Upgrade Route 217 Redwood Road to Enhanced Bus (Core Route)

Achieving Our Goals¹





Location, Priority, and Phasing


County	Salt Lake
MPO	WFRC
RTP Implementation Year:	2028
Phase 1 Priority (2023-2032):	High

Description

Route 217 connects the North Temple FrontRunner Station with the West Jordan City Center Station with frequent weekday and Saturday service. This project would add more customer amenities such as bus shelters and benches as well as targeted speed and reliability treatments such as queue jumps and transit signal priority (TSP) to improve travel times. Weekday service would be improved to operate every 10 minutes while Sunday service would be improved to 15 minute service.


Potential RTP Amendment: Ridership modeling, the corridor land uses, and travel patterns all suggest Route 217 could support additional service and infrastructure. Future RTP updates should consider an upgrade for Route 217 from Enhanced Bus (Core Route) to a Rapid Bus (BRT) designation.

For Capital Cost and Operating and Maintenance Cost in the goals chart, a higher score refers to a lower cost.



\$17.27M

Capital Costs (2023\$)

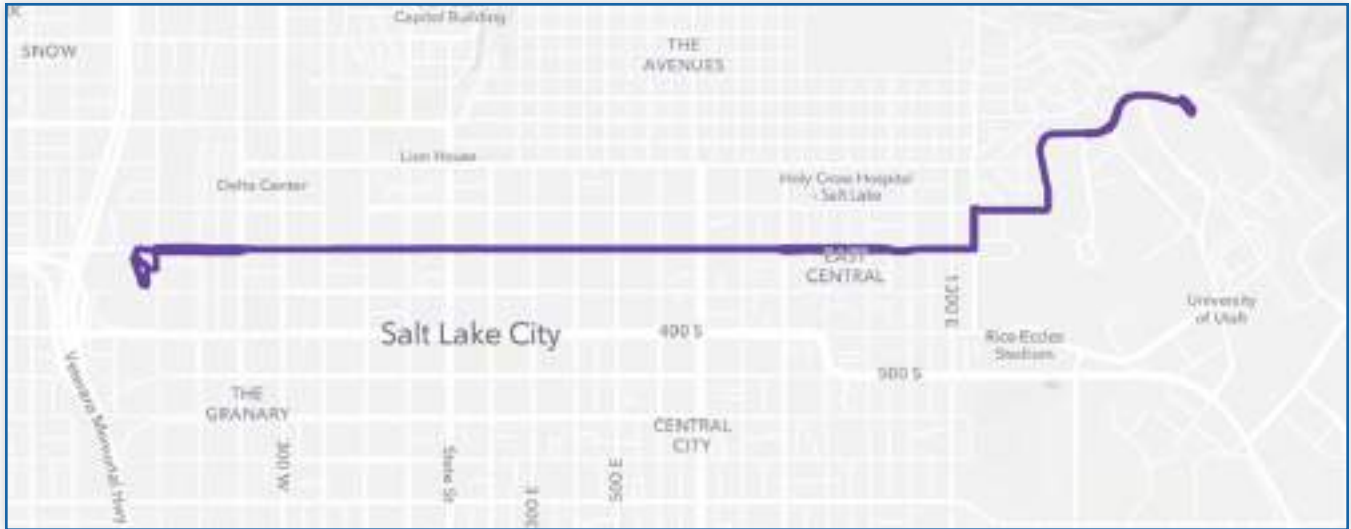


\$3.93M

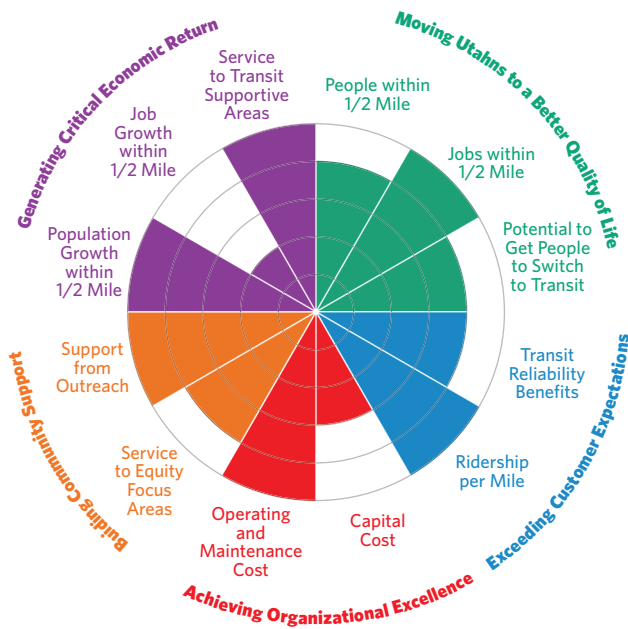
Annual O&M Costs (2023\$)

11 | UTA Moves 2050 | Appendix C | Project Sheets

Upgrade Route 2 200 South to Rapid Bus (Bus Rapid Transit)



Achieving Our Goals¹



Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	2028
Phase 1 Priority (2023–2032):	Very High

Description

Route 2 connects Salt Lake Central Station, downtown Salt Lake City, and the University of Utah with frequent weekday and Saturday service. This project would add Rapid Bus (BRT) elements including branding, off-board fare collection, elevated platforms, and enhanced stations as well as robust speed and reliability treatments such as bus lanes and transit signal priority (TSP) to improve travel times. Weekday service would be more frequent than every 15 minutes, while Sunday service would be improved to every 15 minutes.

Salt Lake City is currently upgrading 200 South with Transit Priority infrastructure, including bus lanes.



\$40.5M

Capital Costs (2023\$)



\$1.95M

Annual O&M Costs (2023\$)

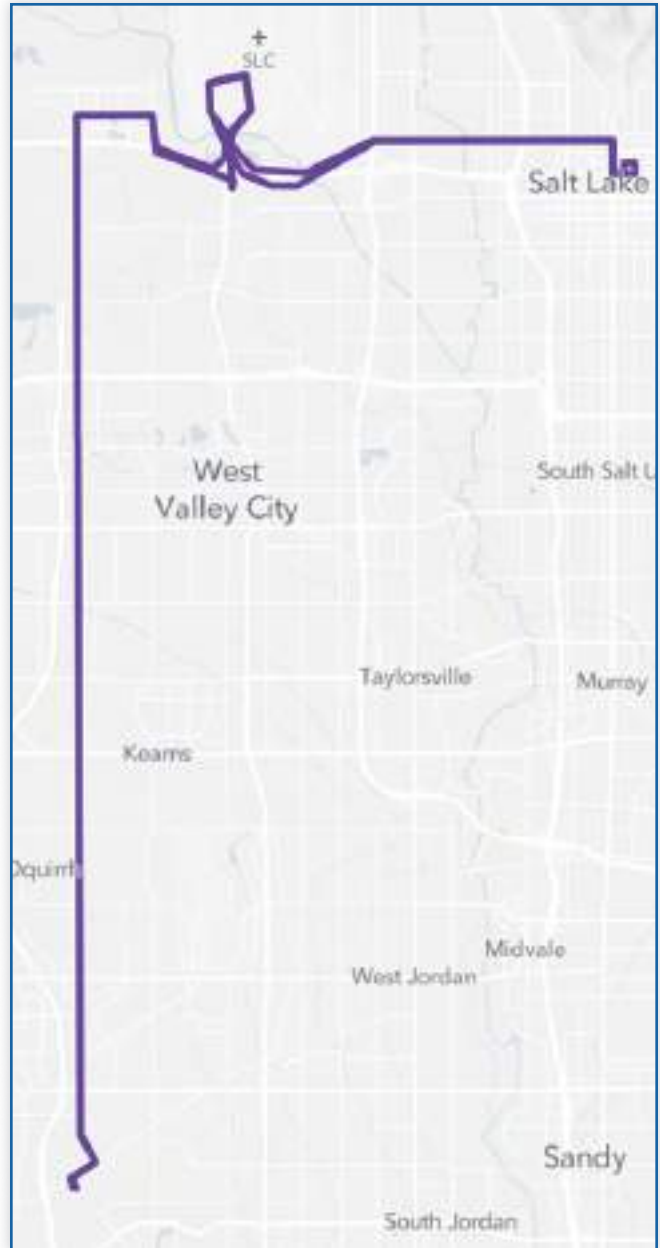
R2024-03-02



¹For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.

Implement Route 256 5600 West Enhanced Bus (Core Route)

Achieving Our Goals¹



Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	2028
Phase 1 Priority (2023-2032):	Very High

Description

Route 256 is a new Enhanced Bus line (Core Route) connecting Downtown Salt Lake City, Salt Lake International Airport, International Center and the 5600 West corridor to the Old Bingham Highway TRAX Station. This project would add more customer amenities such as bus shelters and benches as well as targeted speed and reliability treatments such as queue jumps and transit signal priority (TSP) to improve travel times. Service would operate every 15 minutes seven days a week and provide a direct, fast connection between the Mountain View corridor and the Airport.

Potential RTP Amendment: The RTP currently shows Route 256 ending at the Old Bingham Highway TRAX station. While it connects to regional rail, this terminus does not serve Daybreak, which has transit supportive land uses (jobs and residents). Consideration should be given to extending Route 256 to Daybreak.

¹For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.



\$70.0M

Capital Costs (2023\$)



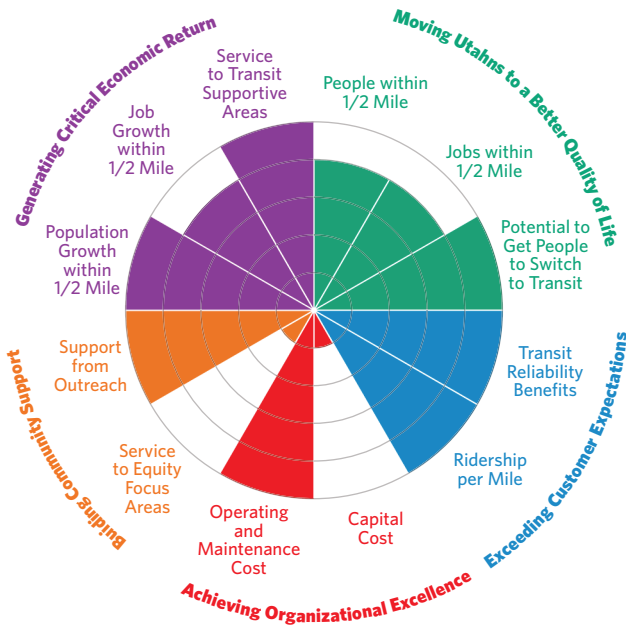
\$3.53M

Annual O&M Costs (2023\$)



Prepare FrontRunner for Better Frequency and Higher Speed Operations

Achieving Our Goals¹



Location, Priority, and Phasing

Counties	Weber, Davis, Salt Lake, Utah
MPOs	WFRC, MAG
RTP Implementation Year:	2028
Phase 1 Priority (2023-2032):	Very High

Description

As part of FrontRunner Forward, the capacity of FrontRunner service is anticipated to be expanded. This includes strategic doubletracking (nine sections of new double track), additional train sets, and signal improvements. Service improvements including Sunday service and trains up to every 15 minutes at peak times are contingent on completion of the doubletracking. While the capital costs of these investments is high, the anticipated ridership and productivity are high as well.

Note: The capital and operating costs are shown for FrontRunner upgrades in Phase 1 of the WFRC and MAG RTPs and do not include additional upgrades in later RTP phases.

¹For Capital Cost and Operating and Maintenance Cost in the goals chart, a higher score refers to a lower cost.



\$966.1M

Capital Costs (2023\$)

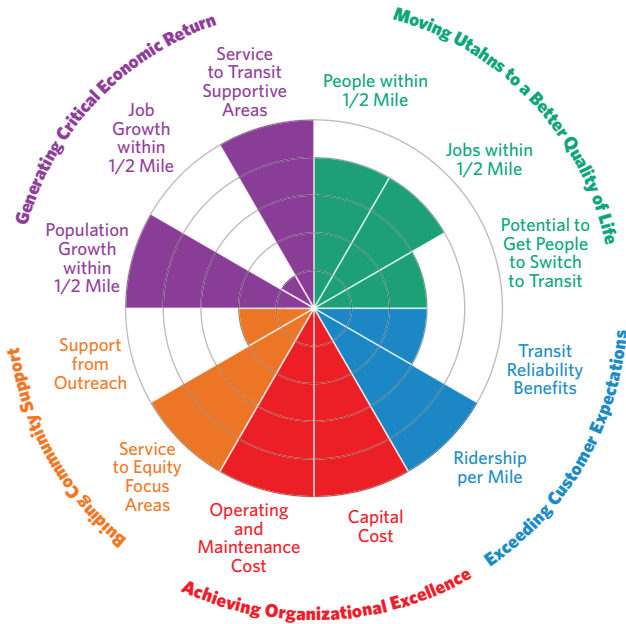


\$16.32M

Annual O&M Costs (2023\$)

Implement Route 3 300 West Enhanced Bus (Core Route)

Achieving Our Goals¹



Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	2028
Phase 1 Priority (2023-2032):	High

Description

Route 3 is a new Core Route connecting North Temple FrontRunner Station, 300 West, and Central Pointe Station. It provide a direct, frequent service in a rapidly growing area of Salt Lake City. This project would add more customer amenities such as bus shelters and benches as well as targeted speed and reliability treatments such as queue jumps and transit signal priority (TSP) to improve travel times.

Potential RTP Amendment: Route 3 has one of the three highest productivity numbers (future passengers per hour) of any existing or future UTA bus route. Given ridership projections, economic growth along the corridor, and cost-effectiveness factors, Route 3 should be considered for upgrades from Enhanced Bus (Core Route) to Rapid Bus (BRT).

¹For Capital Cost and Operating and Maintenance Cost in the goals chart, a higher score refers to a lower cost.



\$4.62M

Capital Costs (2023\$)



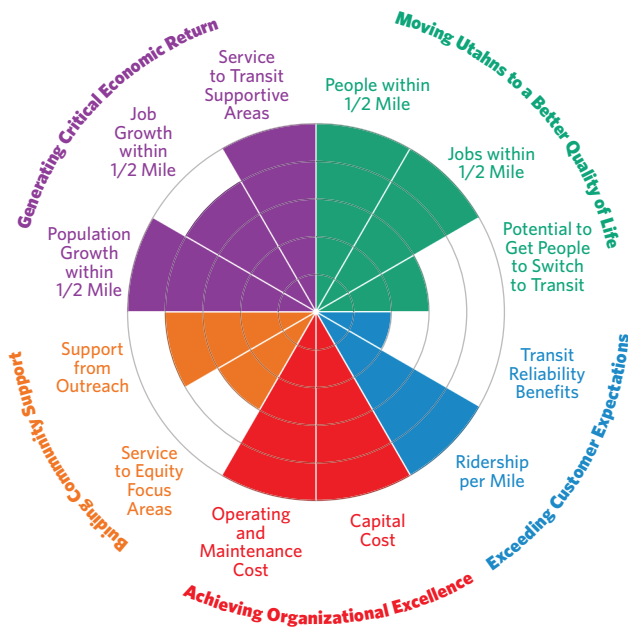
\$1.05M

Annual O&M Costs (2023\$)

Upgrade Route 4 400 South / Foothill Drive to Enhanced Bus (Core Route)



Achieving Our Goals¹



Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	2028
Phase 1 Priority (2023–2032):	High

Description

Route 4 connects Olympus Cove Park and Ride, Wasatch Boulevard, Foothill Drive, University of Utah, 400 S, Downtown Salt Lake City, 400 S, and Redwood Road. This project would add more customer amenities such as bus shelters and benches as well as targeted speed and reliability treatments such as queue jumps and transit signal priority (TSP) to improve travel times. Weekday frequencies would be improved to every 10 minutes while Saturday and Sunday frequencies would be improved to every 15 minutes.

Potential RTP Amendment: Route 4 has high productivity numbers (future passengers per hour). Given ridership projections, economic growth, and cost-effectiveness factors, Route 4 should be considered for upgrades from Enhanced Bus (Core Route) to Rapid Bus (BRT).



\$13.2M

Capital Costs (2023\$)



\$3.0M

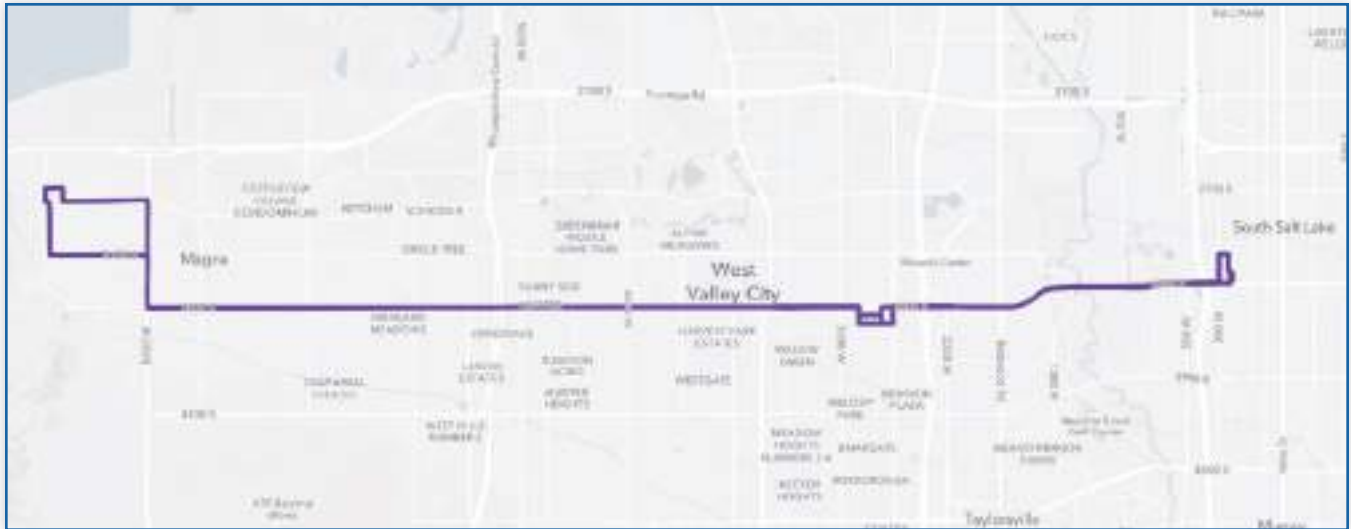
Annual O&M Costs (2023\$)

R2024-03-02

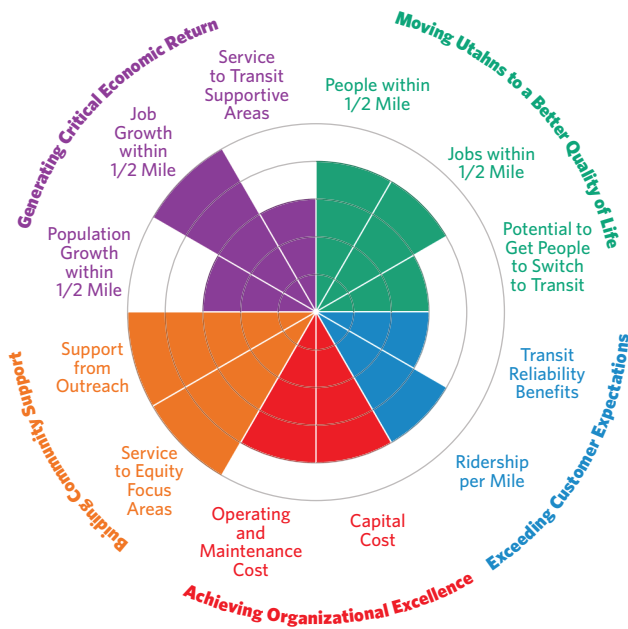


¹For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.

Upgrade Route 35 3500 South to Enhanced Bus (Core Route)



Achieving Our Goals¹



Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	2028
Phase 1 Priority (2023–2032):	High

Description

Route 35 connects Magna, 3500 West, West Valley Central Station, and the Millcreek TRAX Station. This project would add more customer amenities such as bus shelters and benches as well as targeted speed and reliability treatments such as queue jumps and transit signal priority (TSP) to improve travel times. Sunday service would be improved to every 15 minutes.



\$16.56M

Capital Costs (2023\$)



\$3.52M

Annual O&M Costs (2023\$)

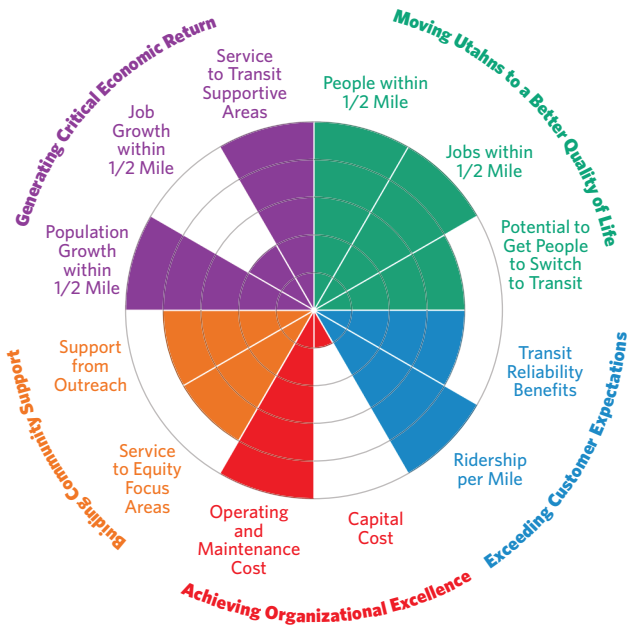
R2024-03-02



¹For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.

Upgrade Route 200 State Street North to Rapid Bus (Bus Rapid Transit)

Achieving Our Goals¹



Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	2028
Phase 2 Priority (2033-2042):	High

Description

Route 200 connects the North Temple FrontRunner Station with downtown Salt Lake City and Murray Central Station. This project would add Rapid Bus (BRT) elements including branding, off-board fare collection, elevated platforms, and enhanced stations as well as speed and reliability treatments such as bus lanes and transit signal priority (TSP) to improve travel times. Service would be every 15 minutes seven days a week. The Capital will continue to have service once Route 200 service levels are upgraded.

Potential RTP Amendment: The RTP identified this corridor for an upgrade to Rapid Bus (BRT) in Phase 2 (2033-2042) project, but with a Phase 1 need. Given ridership projections, economic growth, and cost-effectiveness factors, Route 200 should be considered in Phase 1 for upgrades to Rapid Bus (BRT).

¹For Capital Cost and Operating and Maintenance Cost in the goals chart, a higher score refers to a lower cost.



\$5.22M

Capital Costs (2023\$)

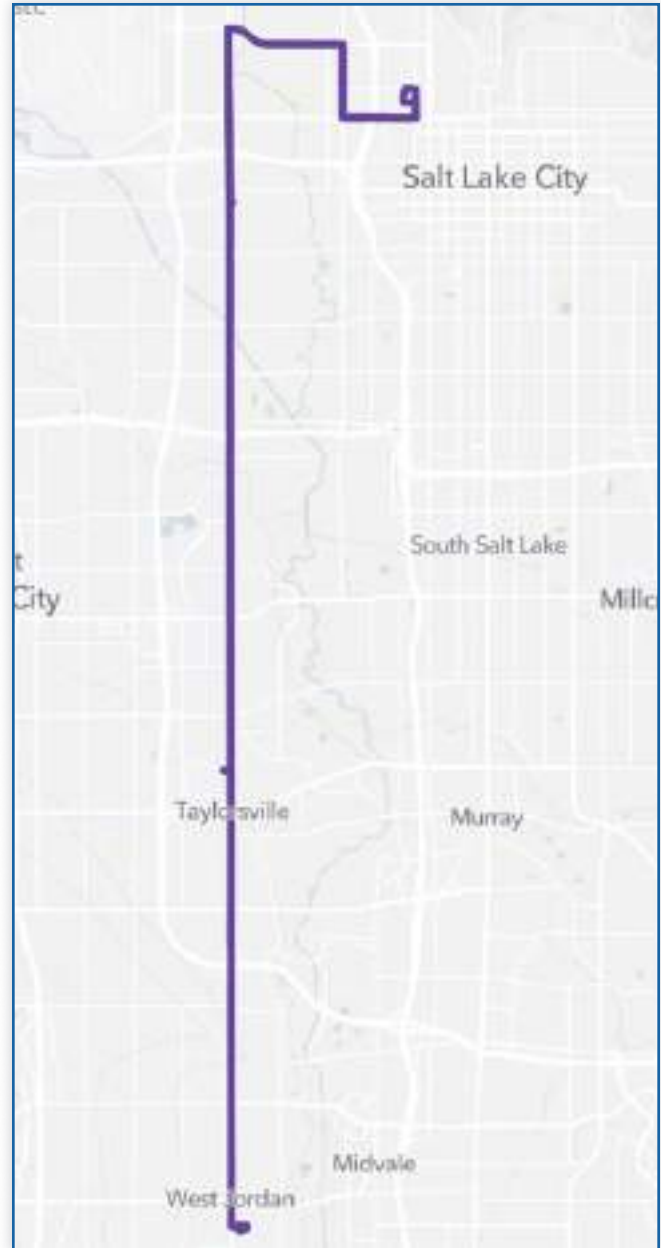


\$130,000

Annual O&M Costs (2023\$)

Upgrade Route 217 Redwood Road to Enhanced Bus (Core Route)

Achieving Our Goals¹



Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	2028
Phase 1 Priority (2023-2032):	High

Description

Route 217 connects the North Temple FrontRunner Station with the West Jordan City Center Station with frequent weekday and Saturday service. This project would add more customer amenities such as bus shelters and benches as well as targeted speed and reliability treatments such as queue jumps and transit signal priority (TSP) to improve travel times. Weekday service would be improved to operate every 10 minutes while Sunday service would be improved to 15 minute service.

Potential RTP Amendment: Ridership modeling, the corridor land uses, and travel patterns all suggest Route 217 could support additional service and infrastructure. Future RTP updates should consider an upgrade for Route 217 from Enhanced Bus (Core Route) to a Rapid Bus (BRT) designation.

¹For Capital Cost and Operating and Maintenance Cost in the goals chart, a higher score refers to a lower cost.



\$17.27M

Capital Costs (2023\$)



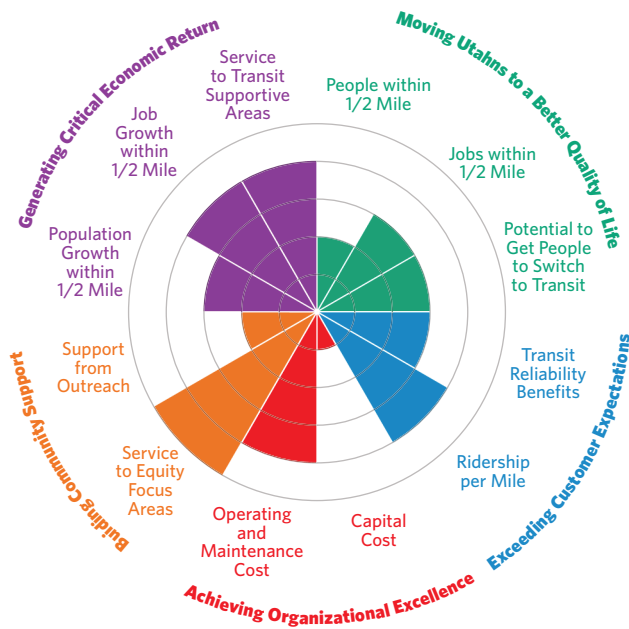
\$3.93M

Annual O&M Costs (2023\$)

Implement the Midvalley Connector Rapid Bus (Bus Rapid Transit)



Achieving Our Goals¹



Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	2028
Phase 1 Priority (2023–2032):	Very High

Description

The Midvalley Connector Rapid Bus (BRT) will connect Murray Central Station to the SLCC Redwood Campus and West Valley Central Station. The Rapid Bus line has passed environmental reviews and is entering construction.

Rapid Bus (BRT) elements include branding, off-board fare collection, elevated platforms, and enhanced stations as well as robust speed and reliability treatments such as bus lanes and transit signal priority (TSP) to improve travel times.



\$115.0M

Capital Costs (2023\$)



\$1.03M

Annual O&M Costs (2023\$)

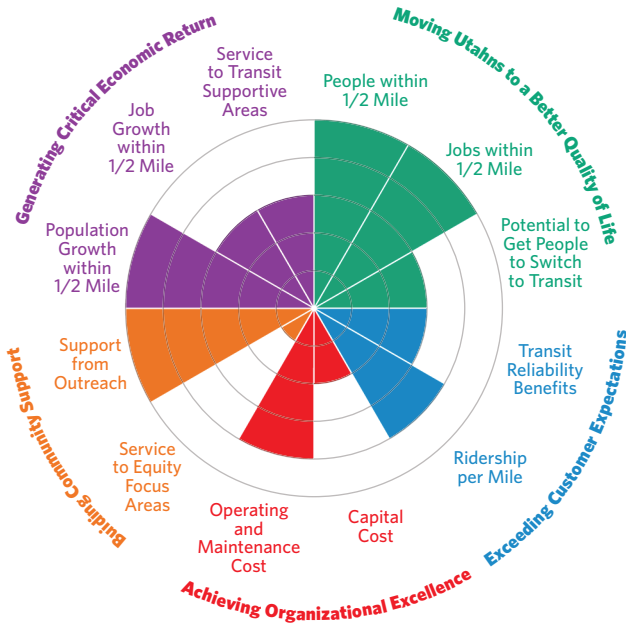
R2024-03-02



¹For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.

Implement Davis - Salt Lake City Community Connector Enhanced Bus (Core Route)

Achieving Our Goals¹



Location, Priority, and Phasing

County	Davis, Salt Lake
MPO	WFRC
RTP Implementation Year:	2028
Phase 1 Priority (2023-2032):	High

Description

This project will connect the Farmington FrontRunner Station, Centerville, Bountiful, North Salt Lake, and other areas of south Davis County to downtown Salt Lake City and Research Park. The project will also include speed and reliability treatments to improve travel times and customer amenities such as branded shelters.

¹For Capital Cost and Operating and Maintenance Cost in the goals chart, a higher score refers to a lower cost.

\$

\$75.6M

Capital Costs (2023\$)

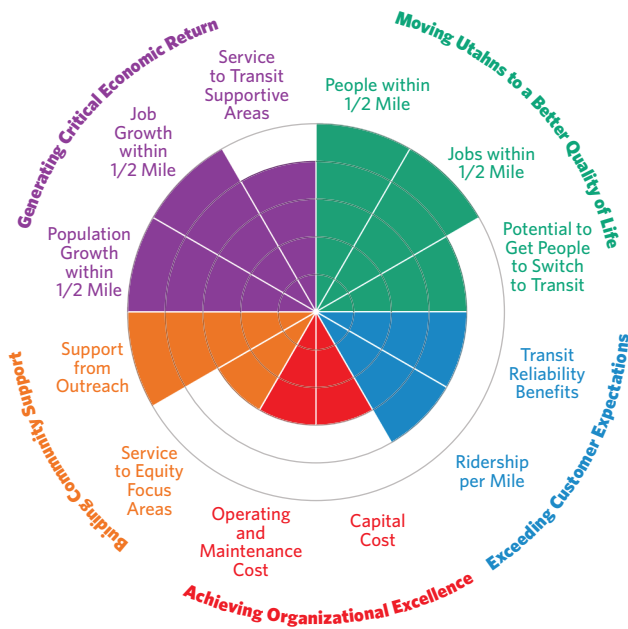
\$6.38M

Annual O&M Costs (2023\$)

Upgrade Route 850 to Central Corridor State Street Enhanced Bus (Core Route)



Achieving Our Goals¹



Location, Priority, and Phasing

County	Utah
MPO	MAG
RTP Implementation Year:	2023-2032
Phase 1 Priority (2023-2032):	High

Description

This project will connect the Lehi FrontRunner Station, American Fork, Orem, Provo, and the Provo Central FrontRunner Station. The project will also include speed and reliability treatments such as transit signal priority and passenger amenities such as branded shelters. These improvements will help support a future transition to full Rapid Bus (BRT) service in this corridor.



\$13.8M

Capital Costs (2023\$)



\$2.997M

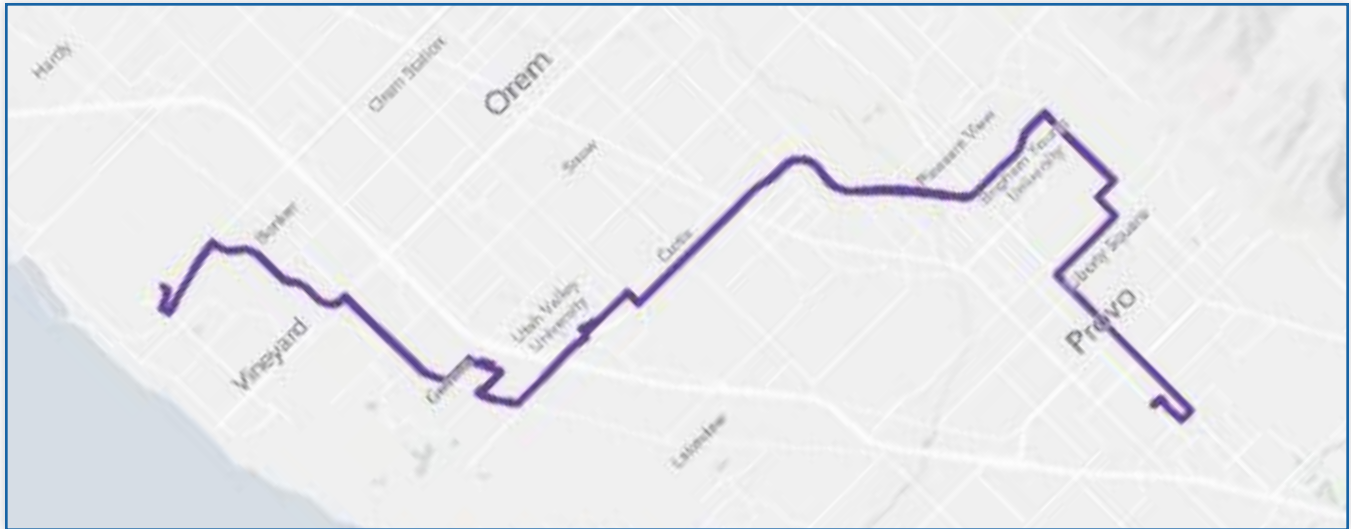
Annual O&M Costs (2023\$)

R2024-03-02

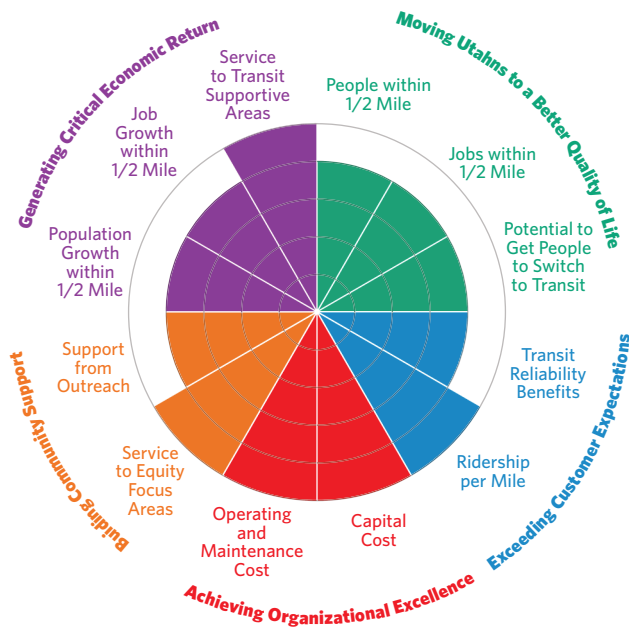


¹For Capital Cost and Operating and Maintenance Cost in the goals chart, a higher score refers to a lower cost.

Extend UVX to Vineyard FrontRunner Station



Achieving Our Goals¹



Location, Priority, and Phasing

County	Utah
MPO	
RTP Implementation Year:	2023-2032
Phase 1 Priority (2023-2032):	High

Description

This project will extend the UVX Rapid Bus (BRT) line from Orem Central FrontRunner Station to Vineyard Station. Anticipated frequencies are expected to remain at today's levels. The extension will incorporate speed and reliability treatments such as transit signal priority and passenger amenities such as branded shelters. A second extension from the southern terminus will serve the Provo Airport (see separate project sheet).

This project will require additional study and the extension would not be feasible until development at Vineyard is built out sufficiently to warrant this level of service.



\$1.6M

Capital Costs (2023\$)



\$339,000

Annual O&M Costs (2023\$)

R2024-03-02

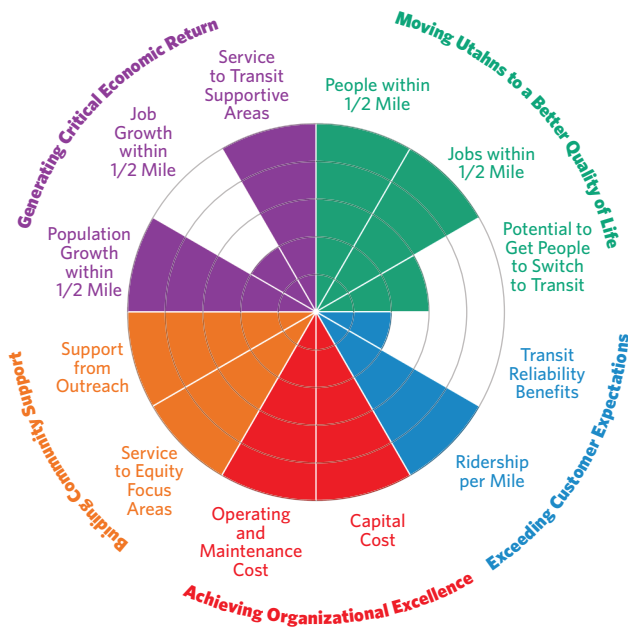


¹For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.

Upgrade Route 1 Rose Park / South Temple to Enhanced Bus (Core Route)



Achieving Our Goals¹



Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	2028
Phase 1 Priority (2023–2032):	Medium

Description

Route 1 connects Rose Park, downtown Salt Lake City, and the University of Utah with frequent weekday and Saturday service. This project would add more customer amenities such as bus shelters and benches as well as targeted speed and reliability treatments such as queue jumps and transit signal priority (TSP) to improve travel times. Sunday service would be improved to every 15 minutes.



\$7.2M

Capital Costs (2023\$)



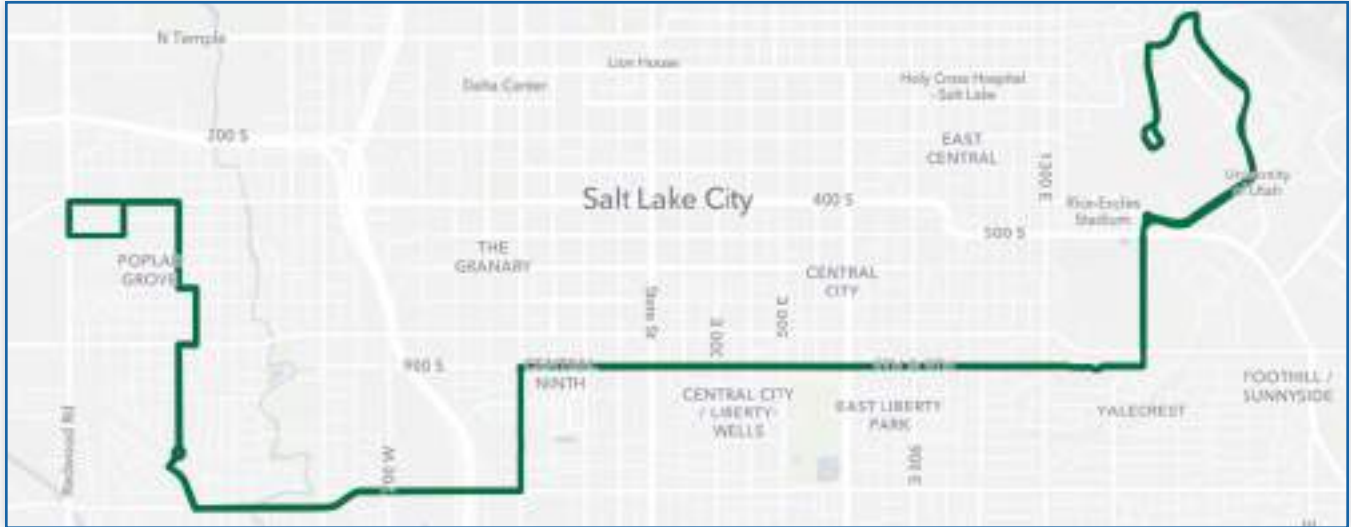
\$610,000

Annual O&M Costs (2023\$)

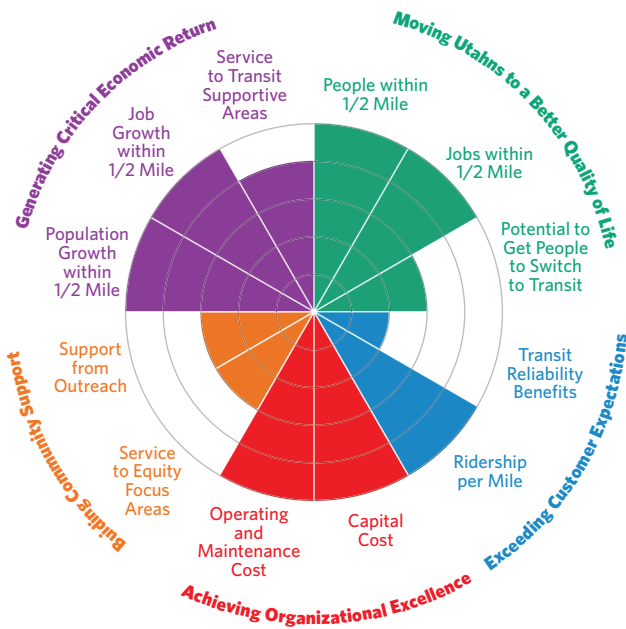
R2024-03-02

¹For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.

Upgrade Route 9 900 South to Enhanced Bus (Core Route)



Achieving Our Goals¹



Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	2028
Phase 1 Priority (2023–2032):	Medium

Description

Route 9 connects the University of Utah with 900 South and West Salt Lake City. This project would add more customer amenities such as bus shelters and benches as well as targeted speed and reliability treatments such as queue jumps and transit signal priority (TSP) to improve travel times. Sunday frequencies would be improved to every 15 minutes.



\$6.72M

Capital Costs (2023\$)



\$1.46M

Annual O&M Costs (2023\$)

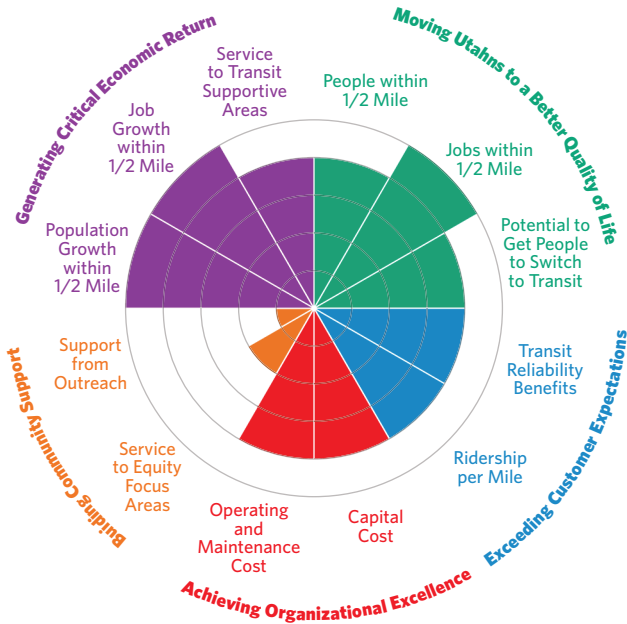
R2024-03-02



¹For Capital Cost and Operating and Maintenance Cost in the goals chart, a higher score refers to a lower cost.

Upgrade Route 201 State Street South to Enhanced Bus (Core Route)

Achieving Our Goals¹



Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	2028
Phase 1 Priority (2023-2032):	Medium

Description

Route 201 connects the Murray Central Station with Sandy and the Draper FrontRunner Station. This project would add more customer amenities such as bus shelters and benches as well as targeted speed and reliability treatments such as queue jumps and transit signal priority (TSP) to improve travel times. Weekday, Saturday, and Sunday service would be every 15 minutes.



\$6.66M

Capital Costs (2023\$)



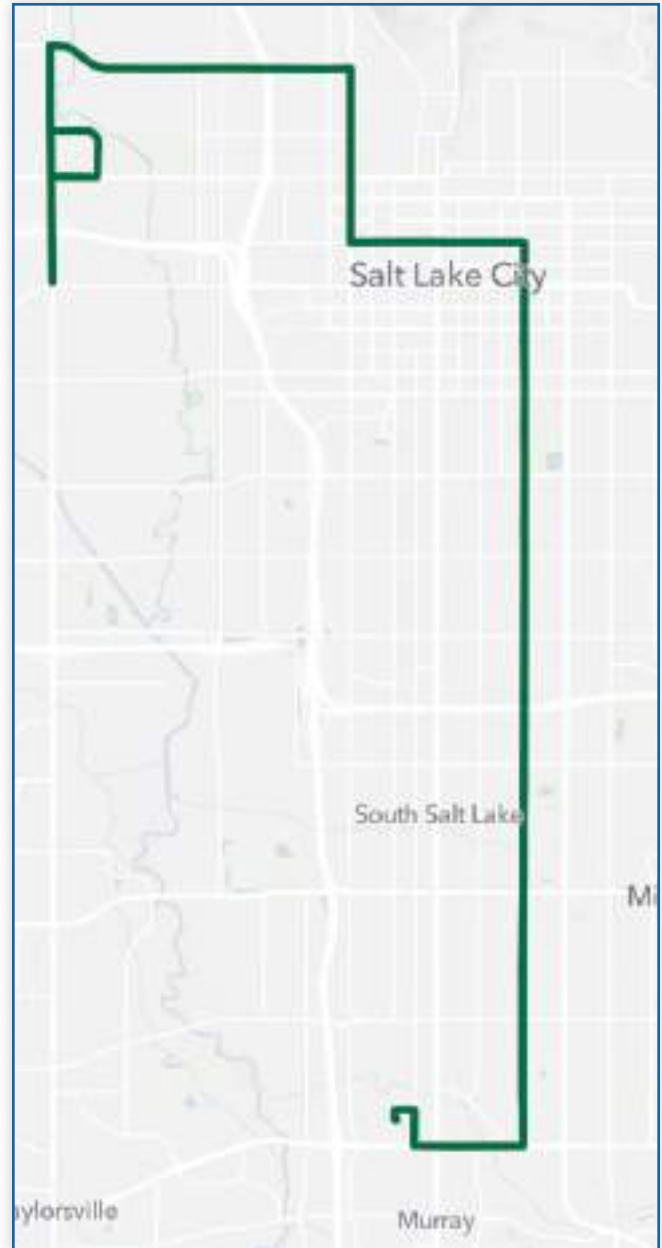
\$1.45M

Annual O&M Costs (2023\$)

¹For Capital Cost and Operating and Maintenance Cost in the goals chart, a higher score refers to a lower cost.

Upgrade Route 205 500 East to Enhanced Bus (Core Route)

Achieving Our Goals¹



Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	2028
Phase 1 Priority (2023-2032):	Medium

Description

Route 205 connects Redwood Road, the North Temple Frontrunner Station, downtown Salt Lake City, and Murray Station with frequent weekday and Saturday service. This project would add more customer amenities such as bus shelters and benches as well as targeted speed and reliability treatments such as queue jumps and transit signal priority (TSP) to improve travel times. Weekday service would be improved to operate every 10 minutes while Sunday service would be improved to 15-minute service.

¹For Capital Cost and Operating and Maintenance Cost in the goals chart, a higher score refers to a lower cost.



\$14.74M

Capital Costs (2023\$)



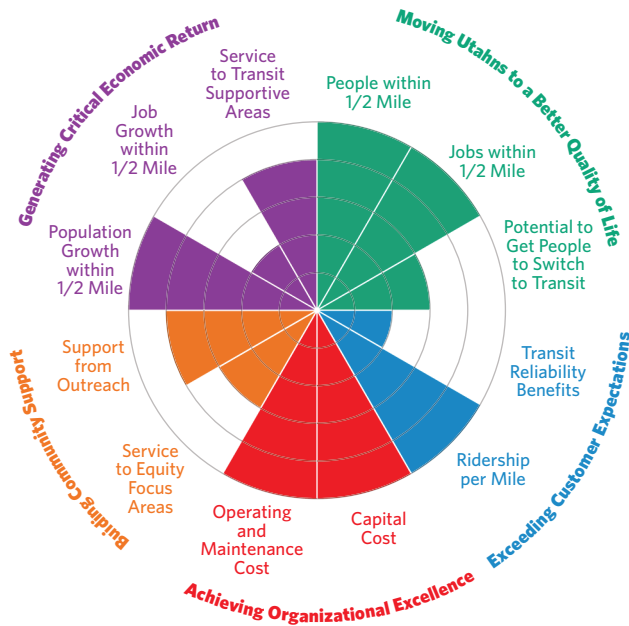
\$3.35M

Annual O&M Costs (2023\$)



Upgrade Route 209 900 East to Enhanced Bus (Core Route)

Achieving Our Goals¹

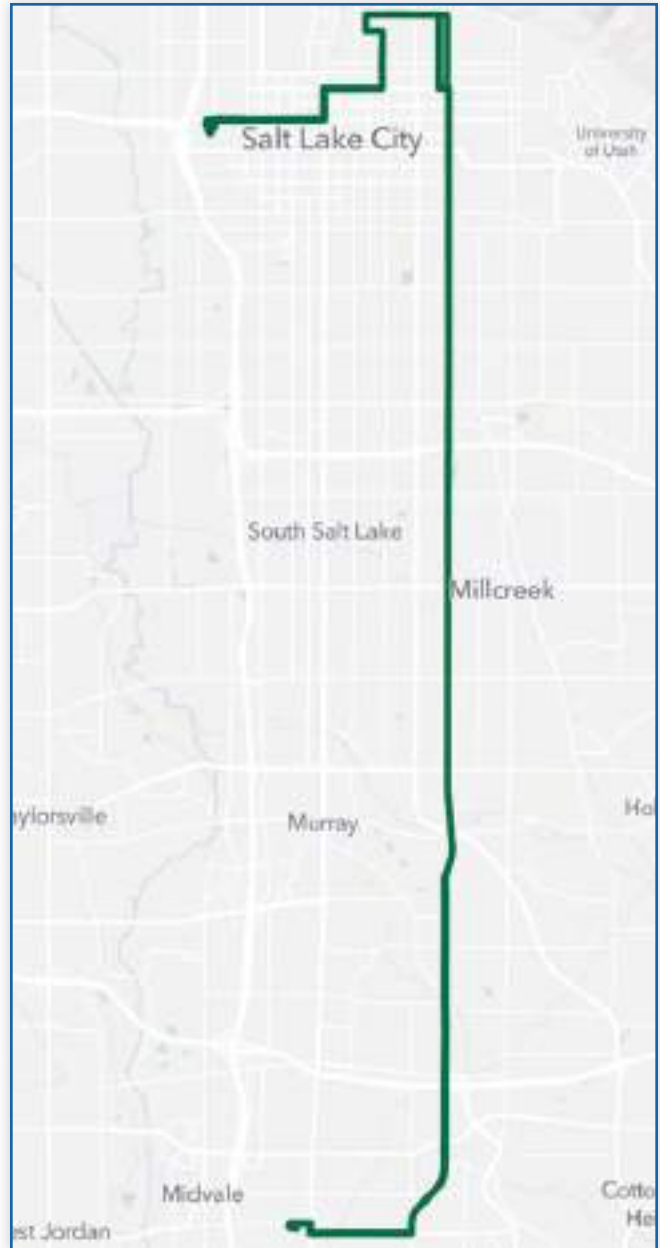


Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	2028
Phase 1 Priority (2023-2032):	Medium

Description

Route 209 would connect Salt Lake Central Station, downtown Salt Lake City, the Avenues, and 900 East with Midvale Center Station with frequent weekday service. This project would extend the southern route terminus from Fashion Place West Station to Midvale Center Station. This project would add more customer amenities such as bus shelters and benches as well as targeted speed and reliability treatments such as queue jumps and transit signal priority (TSP) to improve travel times. Weekday service would be improved to operate every 10 minutes while weekend service would be improved to 15-minute service.



\$19.03M

Capital Costs (2023\$)



\$4.33M

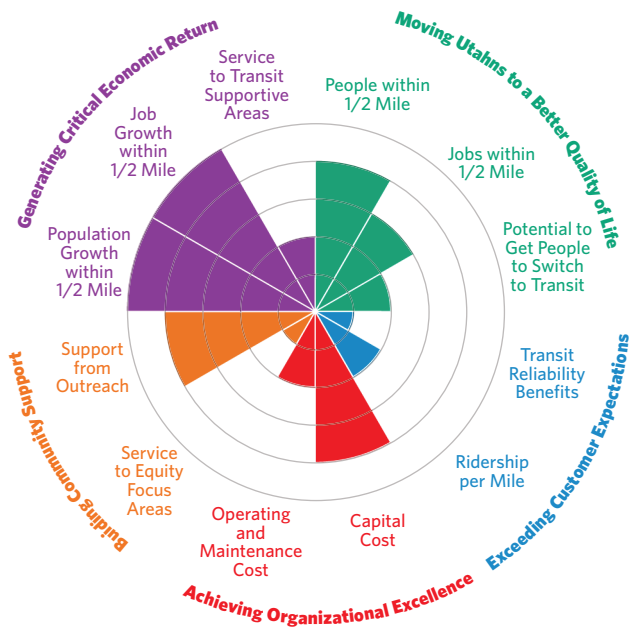
Annual O&M Costs (2023\$)

¹For Capital Cost and Operating and Maintenance Cost in the goals chart, a higher score refers to a lower cost.

Implement Route 146 Mountain View South Local Route



Achieving Our Goals¹



Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	Local Route not in RTP
Phase 1 Priority (2023–2032):	Medium

Description

Route 146 is a new local bus route that connects Daybreak with Draper via the rapidly growing Mountain View Corridor. This area is currently served by the South Valley On Demand service. Due to increasing residential and commercial development along this corridor, an upgrade to fixed-route service is recommended. Route 146 would operate 7 days a week with 30 to 60 minute frequency.



\$2.53M

Capital Costs (2023\$)



\$3.39M

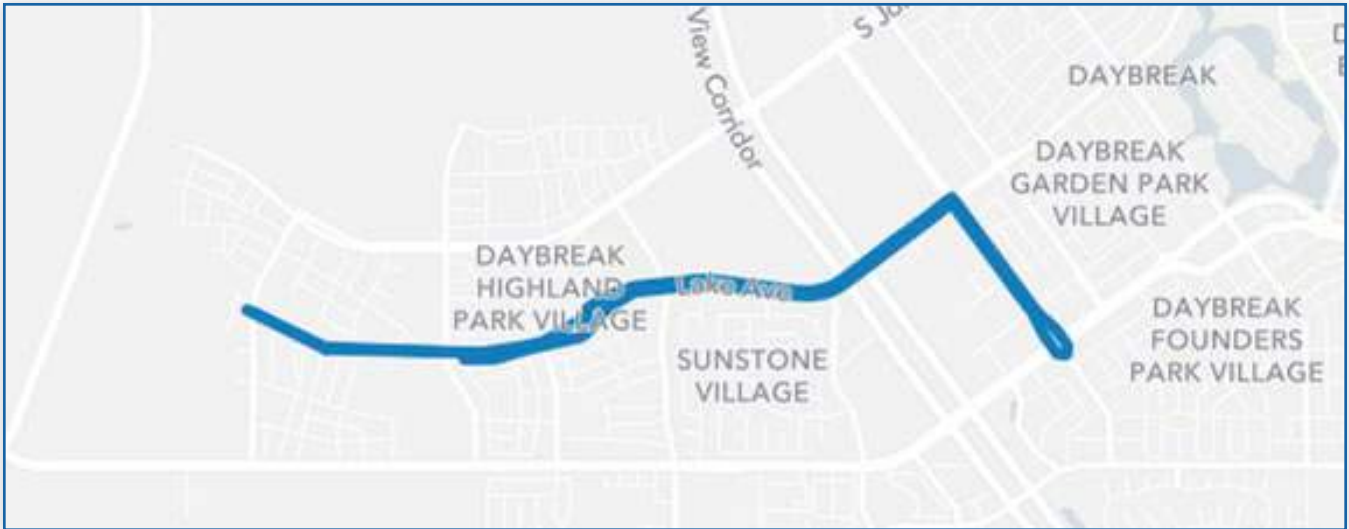
Annual O&M Costs (2023\$)

R2024-03-02

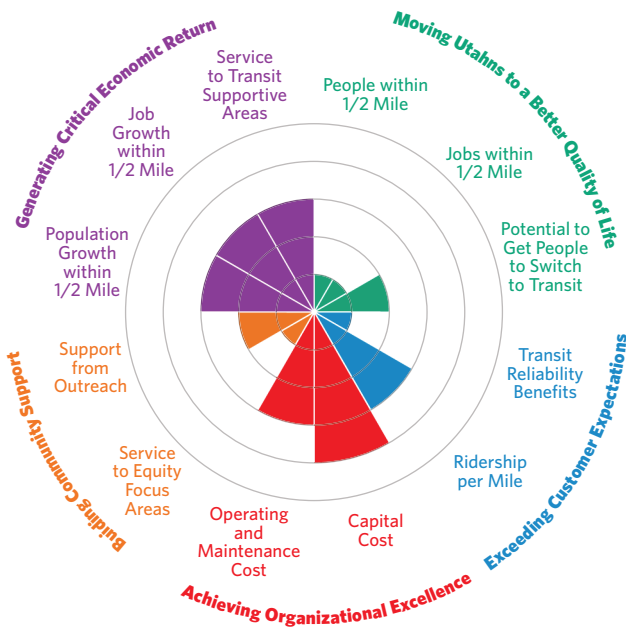


¹For Capital Cost and Operating and Maintenance Cost in the goals chart, a higher score refers to a lower cost.

Implement Route 298 Lake Avenue Local Route



Achieving Our Goals¹



Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	Local Route not in RTP
Phase 1 Priority (2023-2032):	Medium

Description

Route 298 is a new local bus route that connects Daybreak with the rapidly developing areas on Lake Avenue west of the Mountain View Corridor. Route 298 will allow these new denser residential areas to have easy access to TRAX. Route 298 would operate 7 days a week with 30 minute frequency.



\$505,000

Capital Costs (2023\$)



\$471,000

Annual O&M Costs (2023\$)

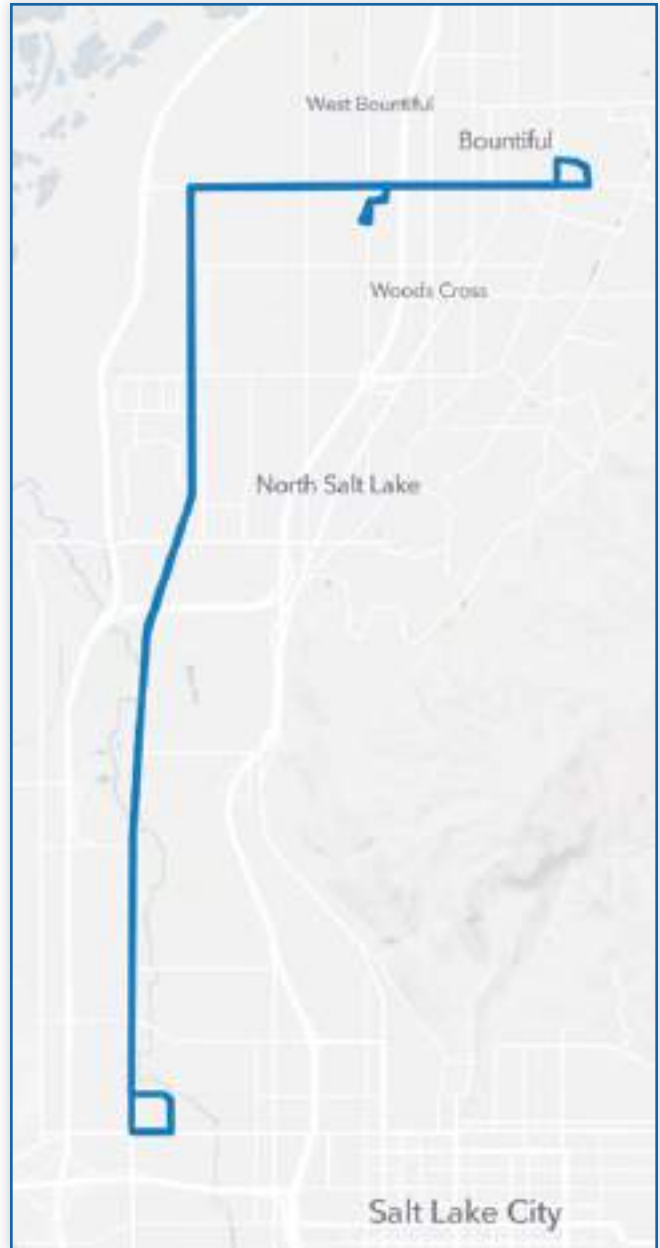
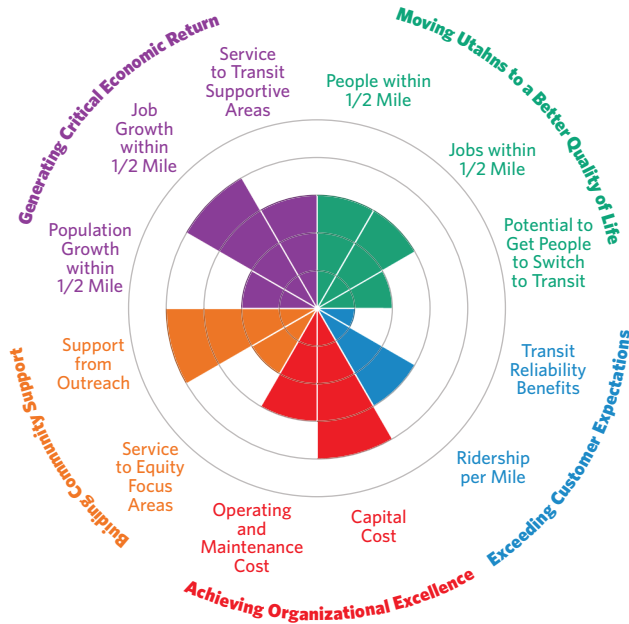
R2024-03-02



¹For Capital Cost and Operating and Maintenance Cost in the goals chart, a higher score refers to a lower cost.

Implement Route 479 North Redwood Local Route

Achieving Our Goals¹



Location, Priority, and Phasing

County	Davis, Salt Lake
MPO	WFRC
RTP Implementation Year:	Local Route not in RTP
Phase 1 Priority (2023-2032):	Medium

Description

Route 479 is a new local bus route that provides a direct connection between North Temple by Redwood Road and Lakeview Hospital in Bountiful. It serves North Redwood Road and 500 S, along with the Woods Cross FrontRunner Station. It provides a new connection between South Davis and Salt Lake Counties and serves commercial and residential areas that are currently partially served by On Demand. Route 479 was projected to be one of the most cost-effective new routes in UTA Moves 2050. Route 479 would operate 7 days a week with 30 and 60 minute frequency.



\$1,520,000

Capital Costs (2023\$)



\$2,060,000

Annual O&M Costs (2023\$)

¹For Capital Cost and Operating and Maintenance Cost in the goals chart, a higher score refers to a lower cost.

Upgrade Sunday Service to Saturday Service Levels

Priority and Phasing

Counties	Box Elder, Weber, Davis, Salt Lake, Tooele, Utah
MPO	WFRC, MAG
RTP Implementation Year:	Local Routes not in RTP
Phase 1 Priority (2023–2032):	Medium

Description

UTA operates less than half of its service on Sundays. While there are 18 frequent routes on weekdays and 11 on Saturdays, there are none on Sundays. While travel demand is lower on Sundays than weekdays, Sunday service is essential for those who need the service the most. Nationwide, other agencies have seen a greater return on investment for improving weekend service than improving weekday service, particularly in areas where service was infrequent or unavailable. Improving weekend service does not require additional vehicles or base capacity and uses existing infrastructure investments more effectively.

All routes operating on Saturdays should operate on Sunday, and Sunday service levels should be comparable to Saturdays.

Almost all communities currently served by UTA would see a meaningful improvement in Sunday mobility.



Minimal

Capital Costs (2023\$)



\$9.0M

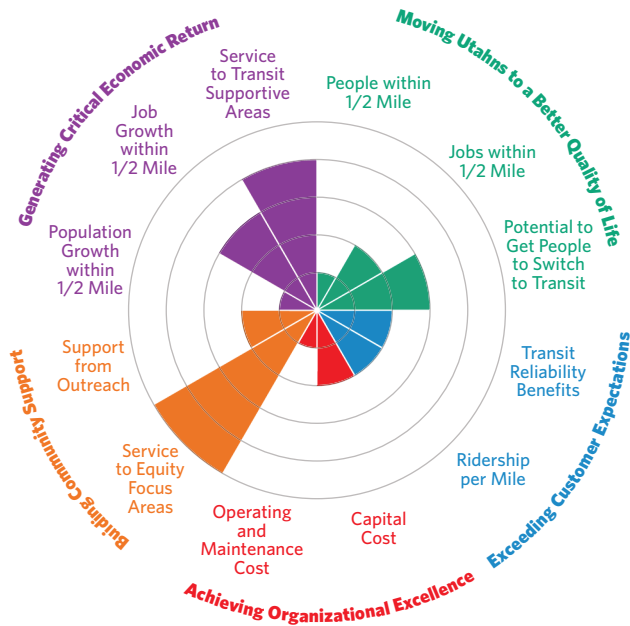
Annual O&M Costs (2023\$)

R2024-03-02



Implement Route 236 West Valley - SLC Airport Local Route

Achieving Our Goals¹

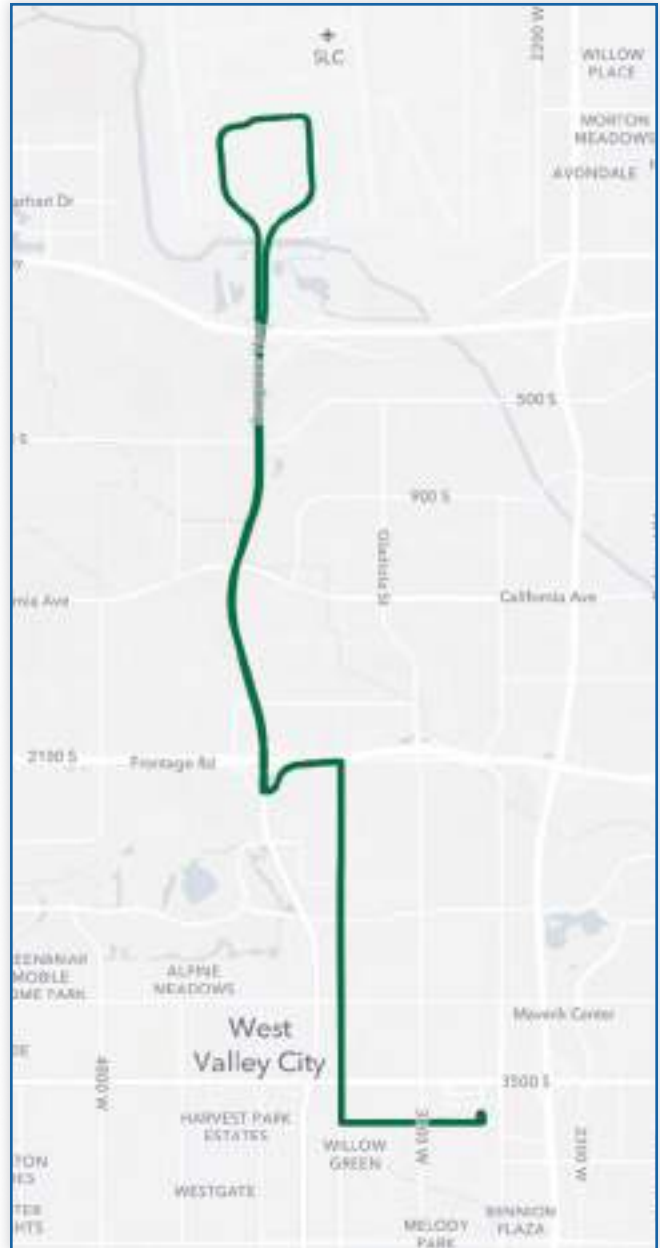


Priority and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	Local Route not in RTP
Phase 1 Priority (2023-2032):	Medium

Description

Route 236 is a new local bus route that provides a direct connection between the West Valley Central Station with SLC Airport. Route 236 would operate 7 days a week, with early and late service that corresponds to work times at the airport.



\$4.16M

Capital Costs (2023\$)



\$3.21M

Annual O&M Costs (2023\$)

¹For Capital Cost and Operating and Maintenance Cost in the goals chart, a higher score refers to a lower cost.

Project Sheet: TRAX Improvements Considered for RTP

Priority and Phasing

Counties	Salt Lake
MPO	WFRC
RTP Implementation Year:	Phases 2 and 3
Phase 1 Priority (2023-2032):	Medium

Description

The Future of Light Rail Study outlined a series of potential improvements to TRAX. Specific improvements include:

Orange Line Implementation

The Future of Light Rail study indicated the potential need for a fourth light rail line that connects Research Park, the University of Utah, Downtown Salt Lake City, and Salt Lake City International Airport.

The RTP includes a multi-phase strategy, with Phase 2 implementation of Research Park to downtown Salt Lake City and a Phase 3 implementation of service to Salt Lake City International Airport.

(See also a separate project sheet.)

New Service Patterns with Blue and Green Line Termini

Travel demand analysis has shown that demand to the Airport from Murray, Midvale, and Sandy is greater than West Valley City. In order to better serve regional travel needs, the Blue Line should be extended to Salt Lake City International Airport instead of the Green Line. The new Green Line terminus should be Central Station. This change should be done in conjunction with implementing Route 236, which maintains a direct connection between West Valley City and the Airport.

400 West & American Spur Improvements (Red Line)

The Future of Light Rail Study outlined the operating challenges of the interlocking at Main Street / University Boulevard. In order to improve capacity through this bottleneck and serve the rapidly redeveloping Granary District, the Future of Light Rail Study outlined an alternative routing for the Red Line through downtown. The RTP includes this as a Phase 2 project.

Additional Frequency

Ridership modeling suggests that additional frequency will generate significant new ridership. Additional consideration of improving frequency to better than 15-minute frequencies should be considered, including the option for shorter, but more frequent trains in order to minimize new train needs and significant new power needs.

Potential RTP Amendments: TRAX improvements are included in Phases 2 and 3 of the RTP, including speed and reliability treatments, addition of the Orange Line, and additional new track, primarily in downtown Salt Lake City. Consideration should be given to fast-tracking these changes to Phase 1 (2023-2032) including accelerating the implementation of the Orange Line. Consideration for studying the full operating and capital costs of improving TRAX frequencies to better than 15 minutes should also be included in Phase 1.

¹The Capital Cost and Operating and Maintenance Cost listed below is exclusively for the 400 West & American Spur Improvements (Red Line) project.



\$120.42M¹

Capital Costs (2023\$)



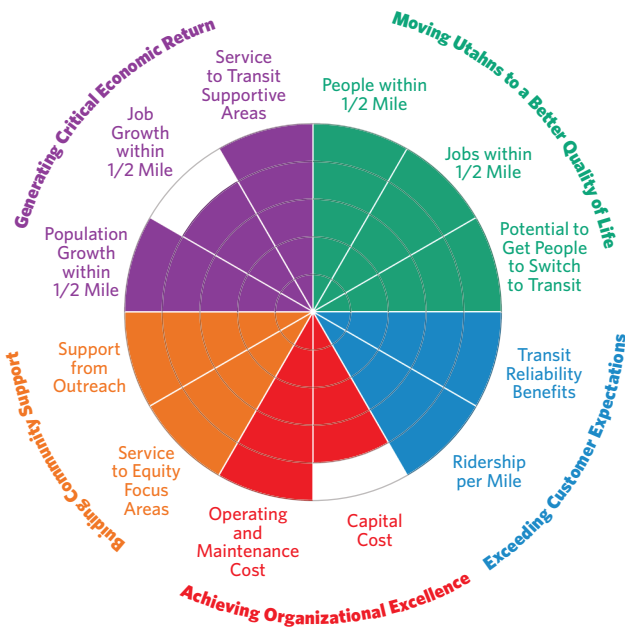
\$0¹

Annual O&M Costs (2023\$)

Implement New Orange Line TRAX between Research Park and Salt Lake City International Airport



Achieving Our Goals¹



Priority and Phasing

Counties	Salt Lake
MPO	WFRC
RTP Implementation Year:	Research Park to downtown SLC: 2030-2040 Downtown SLC to Airport: 2040-2050
Phase 1 Priority (2023-2032):	N/A (Phase 2 and Phase 3)

Description

The Future of Light Rail study indicated the potential need for a fourth light rail line that directly connects Research Park, the University of Utah, Downtown Salt Lake City, and Salt Lake City International Airport. It would require new tracks to Research Park and a new alignment/track through downtown Salt Lake City.

The RTP includes a multi-phase strategy, with Phase 2 (2030-2040) implementation of Research Park to downtown Salt Lake City and a Phase 3 (2040-2050) implementation of service to Salt Lake City International Airport.

Potential RTP Amendment: Projected ridership and cost effectiveness of this project was excellent. Consideration should be given to accelerating the implementation of the Orange Line to the 2023-2030 timeframe.



\$131.02M

Capital Costs (2023\$)



\$17.85M

Annual O&M Costs (2023\$)

R2024-03-02



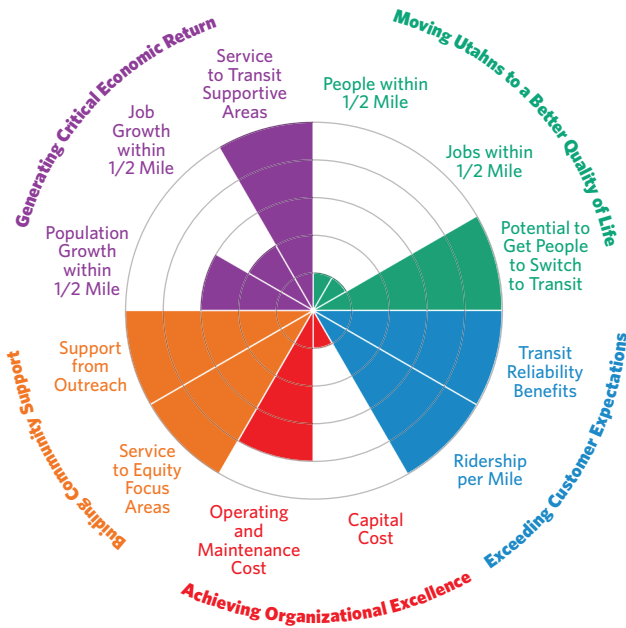
¹For Capital Cost and Operating and Maintenance Cost in the goals chart, a higher score refers to a lower cost.

S-Line Streetcar Extension



Source: S-Line Fact Sheet, November 2023

Achieving Our Goals¹



Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	2028
Phase 1 Priority (2023-2032):	Medium

Description

The S-Line Streetcar extension project would extend the existing streetcar from McClelland St. to Highland Dr. with one new station at Highland Dr. and Simpson Ave and new double-track between 500 East and 700 East. The extension would improve service to the Sugar House business district.

\$11.6M

Capital Costs (2023\$)

\$110,000

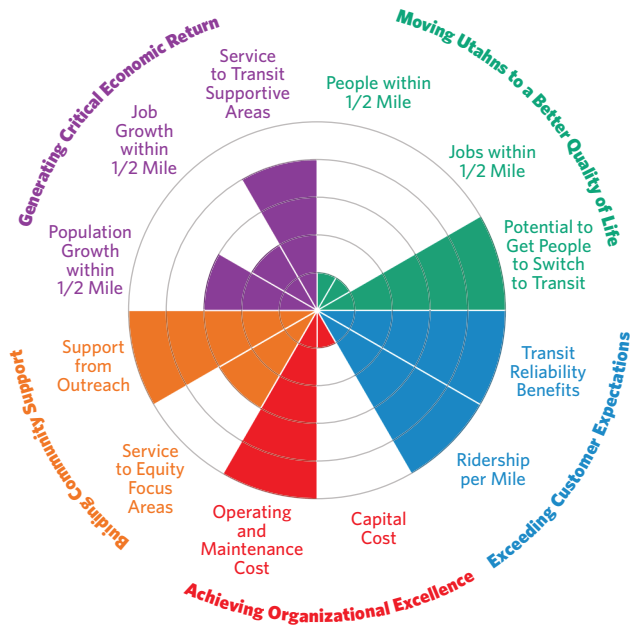
Annual O&M Costs (2023\$)

R2024-03-02

¹For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.

FrontRunner South Extension Project

Achieving Our Goals¹



Location, Priority, and Phasing

Counties	Utah
MPOs	MAG
RTP Implementation Year:	2028
Phase 1 Priority (2023-2032):	Medium

Description

The FrontRunner South Extension Project (previously called South Valley Commuter Rail) project is an extension of FrontRunner service from Provo Station to Payson with new stations in Springville, Spanish Fork, and Payson. It reflects the outcomes of a planning process that concluded in February 2022, selecting Commuter Rail as the locally preferred alternative.

¹For Capital Cost and Operating and Maintenance Cost in the goals chart, a higher score refers to a lower cost.



\$577.8M

Capital Costs (2023\$)



\$7.31M

Annual O&M Costs (2023\$)

FrontRunner Improvements for Point of the Mountain

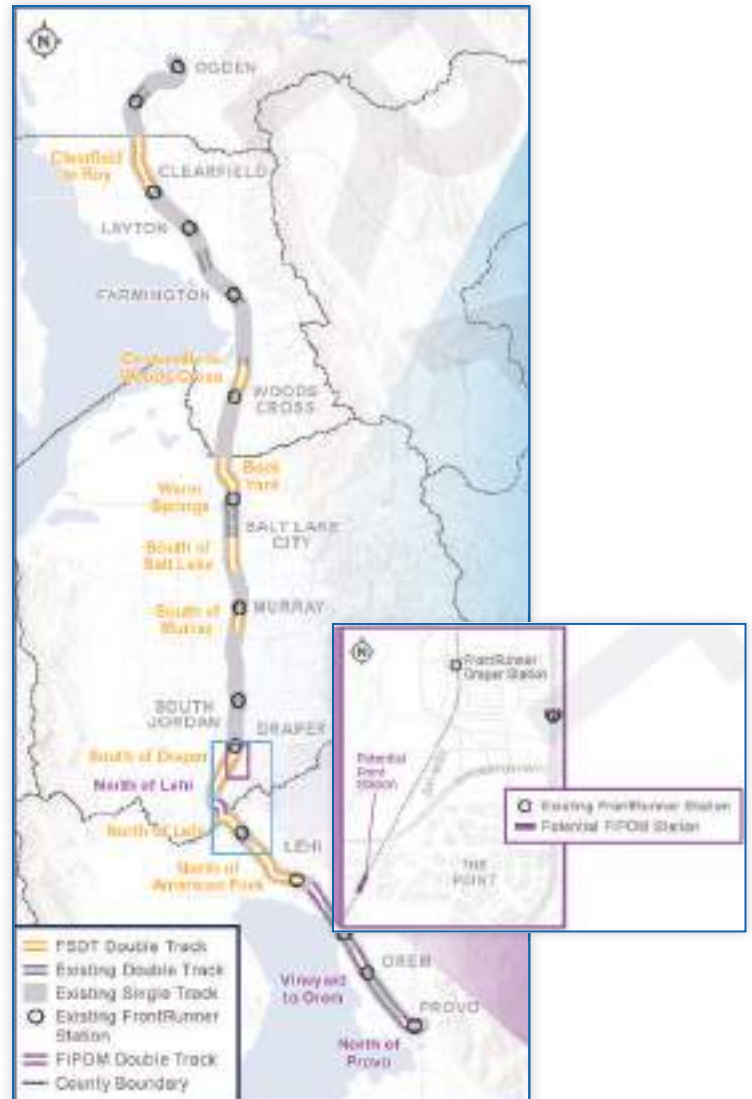
Location, Priority, and Phasing

County	Salt Lake, Utah
MPO	WFRC, MAG
RTP Implementation Year:	Not in RTP
Phase 1 Priority (2023-2032):	Not Evaluated

Description

This project would add six miles of doubletracking and a station at The Point development.

Potential RTP Amendment: There is \$200M already allocated to this project, and it may receive additional state legislative funds to complete its funding plan. Consideration should be given to including this project in the RTP.



\$400M

Capital Costs (2023\$)



N/A

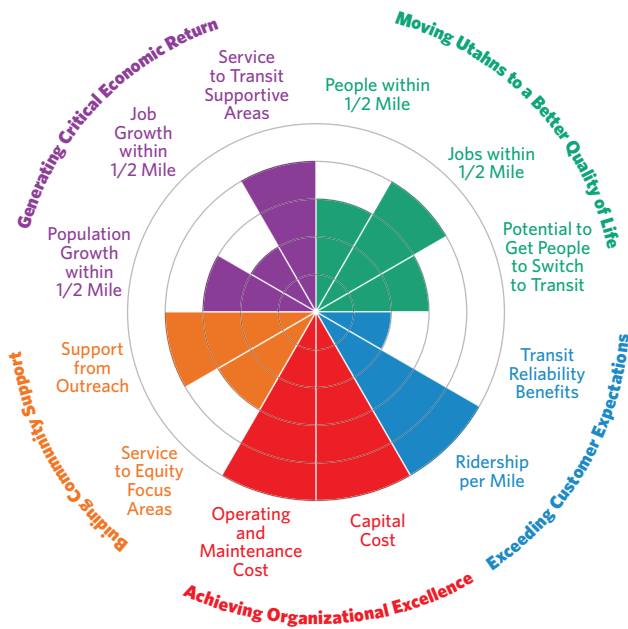
Annual O&M Costs (2023\$)



Upgrade Route 21 2100 South / 2100 East to Enhanced Bus (Core Route)



Achieving Our Goals¹



Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	2028
Phase 1 Priority (2023–2032):	Low

Description

Route 21 connects the University of Utah with Central Point Station with frequent weekday and Saturday service. This project would add more customer amenities such as bus shelters and benches as well as targeted speed and reliability treatments such as queue jumps and transit signal priority (TSP) to improve travel times. Weekday service would be improved to operate every 10 minutes while Sunday service would be improved to 15-minute service.



\$7.37M

Capital Costs (2023\$)



\$1.68M

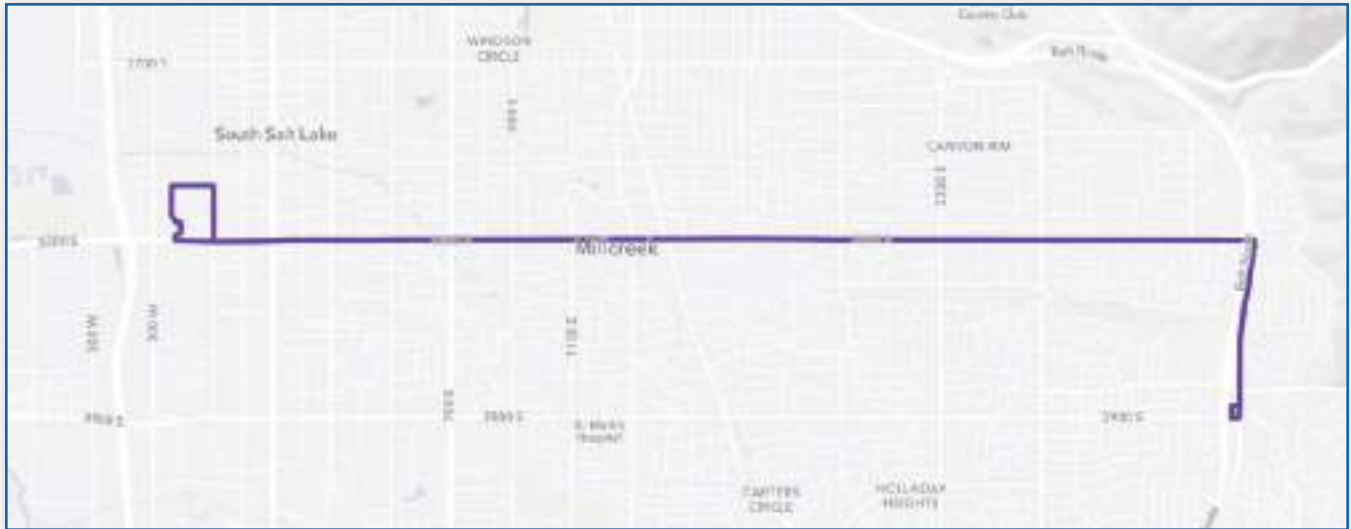
Annual O&M Costs (2023\$)

R2024-03-02

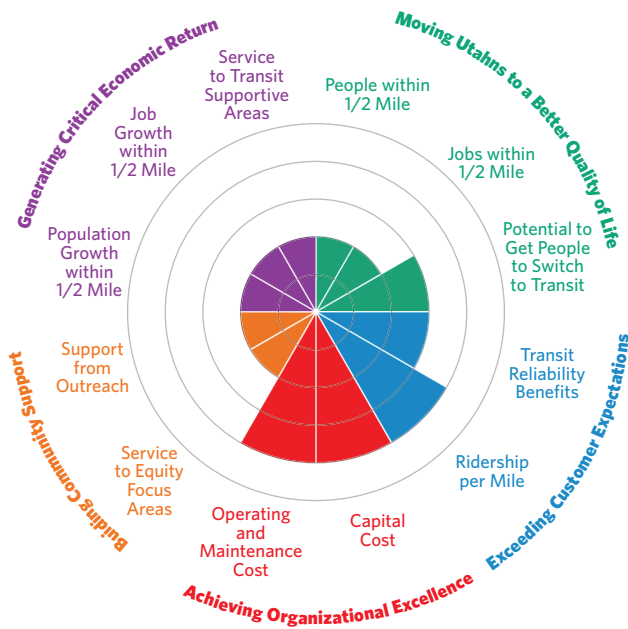


¹For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.

Upgrade Route 33 3300 South to Enhanced Bus (Core Route)



Achieving Our Goals¹



Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	2028
Phase 1 Priority (2023–2032):	Low

Description

Route 33 connects Olympus Cove, 3300 West, and the Millcreek TRAX Station. This project would add more customer amenities such as bus shelters and benches as well as targeted speed and reliability treatments such as queue jumps and transit signal priority (TSP) to improve travel times. Sunday service would be improved to every 15 minutes.

Potential RTP Amendment: Route 33 does not serve many transit supportive areas and is not as cost-effective as most other core routes. Given its relative lower performance, consideration should be given to categorizing this route as a “Frequent Route” to improve frequency while deferring capital investments associated with a Core Route as currently identified in the RTP.



\$7.40M

Capital Costs (2023\$)



\$1.61M

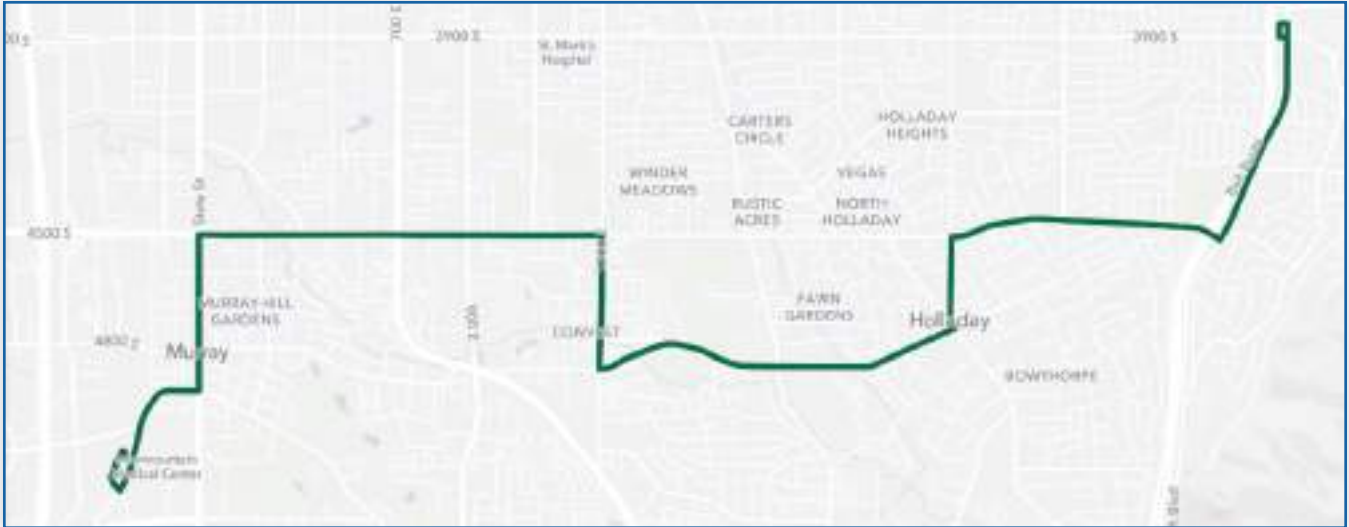
Annual O&M Costs (2023\$)

R2024-03-02

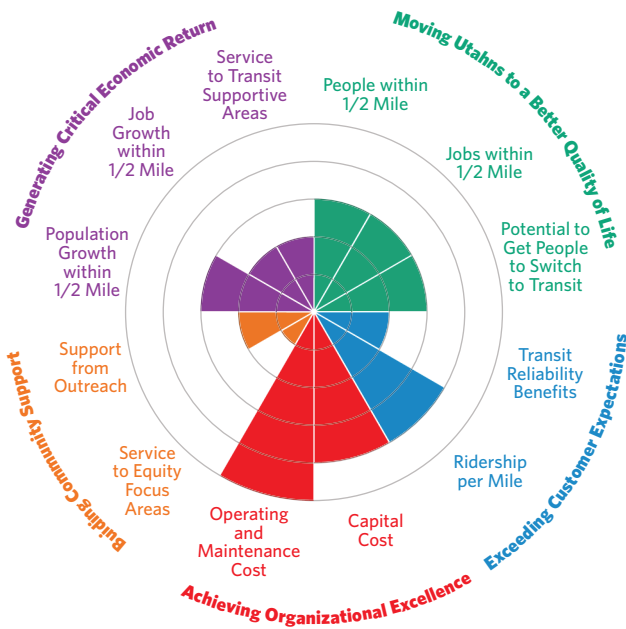


¹For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.

Upgrade Route 45 4500 South to Core Route



Achieving Our Goals¹



Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	2028
Phase 1 Priority (2023–2032):	Low

Description

Route 45 connects Olympus Cove Park and Ride, Wasatch Boulevard, Holladay, 4500 South, and Murray Central Station. This project would add more customer amenities such as bus shelters and benches as well as targeted speed and reliability treatments such as queue jumps and transit signal priority (TSP) to improve travel times. Weekday, Saturday, and Sunday frequencies would be improved to every 15 minutes.

Potential RTP Amendment: Route 45 does not serve many transit supportive areas and is not as cost-effective as most other core routes. Given its relative lower performance, consideration should be given to categorizing this route as a “Frequent Route” to improve frequency while deferring capital investments associated with a Core Route as currently identified in the RTP.



\$5.83M

Capital Costs (2023\$)



\$1.26M

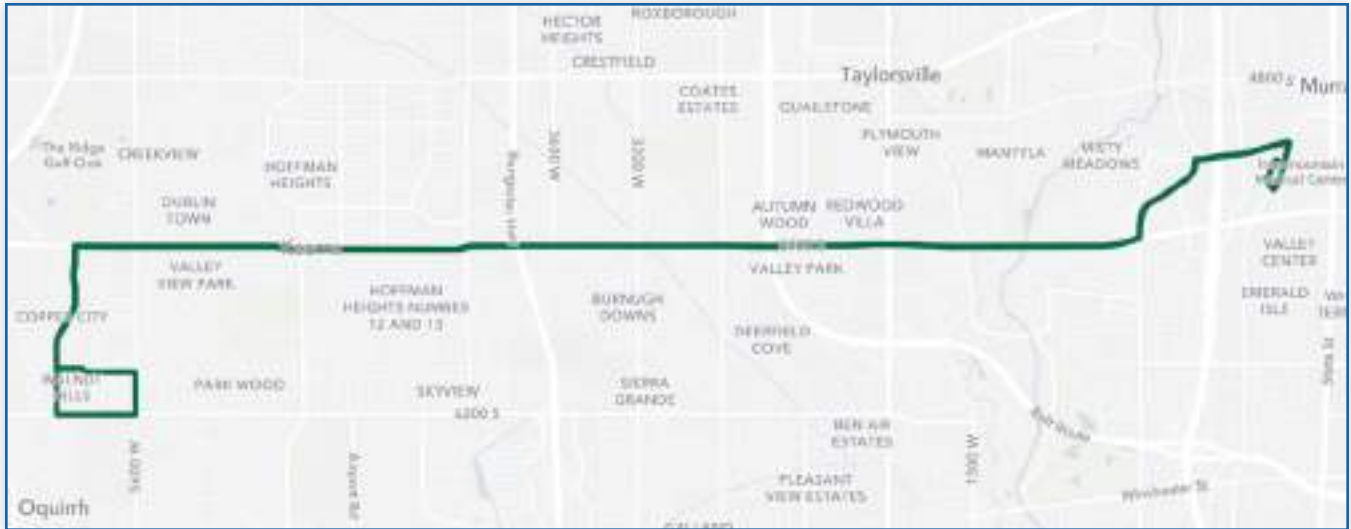
Annual O&M Costs (2023\$)

R2024-03-02

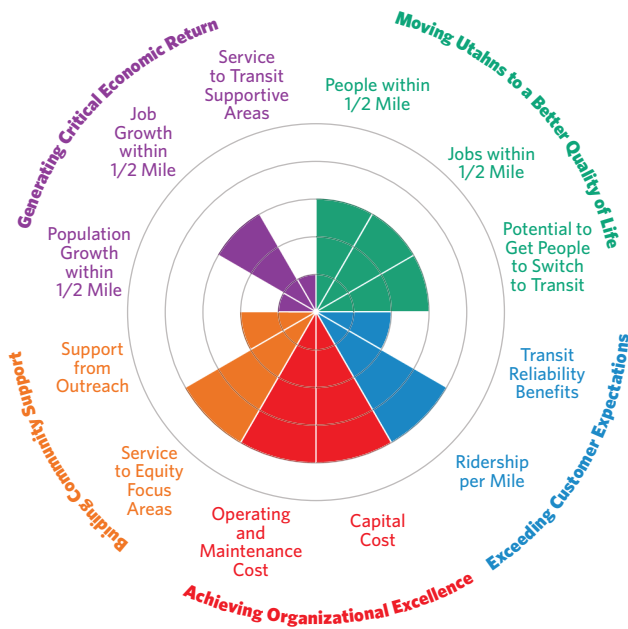


¹For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.

Upgrade Route 54 5400 South to Core Route



Achieving Our Goals¹



Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	2028
Phase 1 Priority (2023–2032):	Low

Description

Route 54 connects Murray Central Station, 5400 South, and Kearns. This project would add more customer amenities such as bus shelters and benches as well as targeted speed and reliability treatments such as queue jumps and transit signal priority (TSP) to improve travel times. Weekday, Saturday, and Sunday service would be improved to every 15 minutes.

Potential RTP Amendment: Route 54 does not serve many transit supportive areas and is not as cost-effective as most other core routes. Given its relative lower performance, consideration should be given to categorizing this route as a “Frequent Route” to improve frequency while deferring capital investments associated with a Core Route as currently identified in the RTP.



\$6.53M

Capital Costs (2023\$)



\$1.42M

Annual O&M Costs (2023\$)

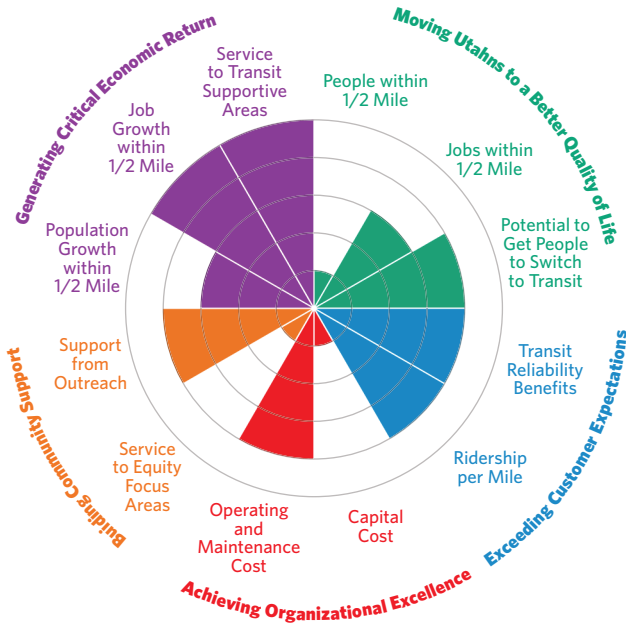
R2024-03-02



¹For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.

Implement Point of the Mountain (POM) Rapid Bus (Bus Rapid Transit)

Achieving Our Goals¹



Location, Priority, and Phasing

Counties	Salt Lake, Utah
MPOs	WFRC, MAG
RTP Implementation Year:	2028
Phase 1 Priority (2023-2032):	Low

Description

POM Rapid Bus (Bus Rapid Transit) connects the Draper FrontRunner Station with the newly developed Point of the Mountain development and Lehi FrontRunner Station. This project could include busways, bus lanes, transit signal priority (TSP) and customer amenities such as bus shelters and benches as well as targeted speed and reliability treatments to improve travel times. Weekday, Saturday, and Sunday service would be every 15 minutes.

The Point of the Mountain project site can be accessed at <https://udotinput.utah.gov/pointtransit>.



\$630.0M

Capital Costs (2023\$)



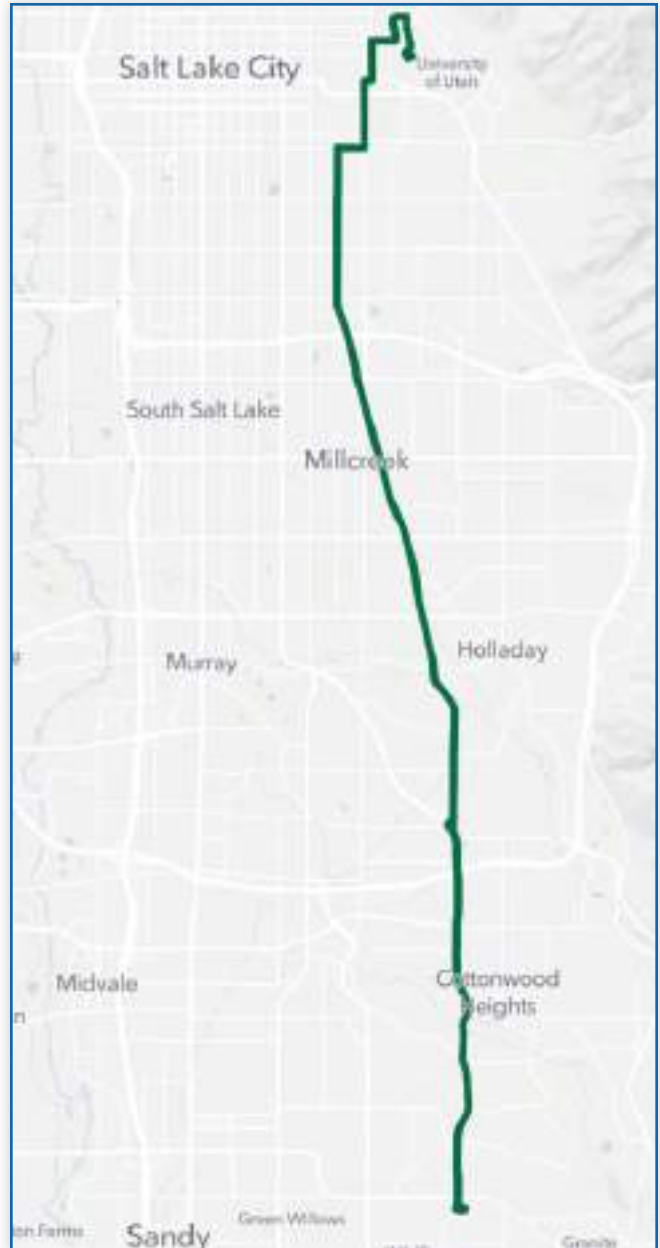
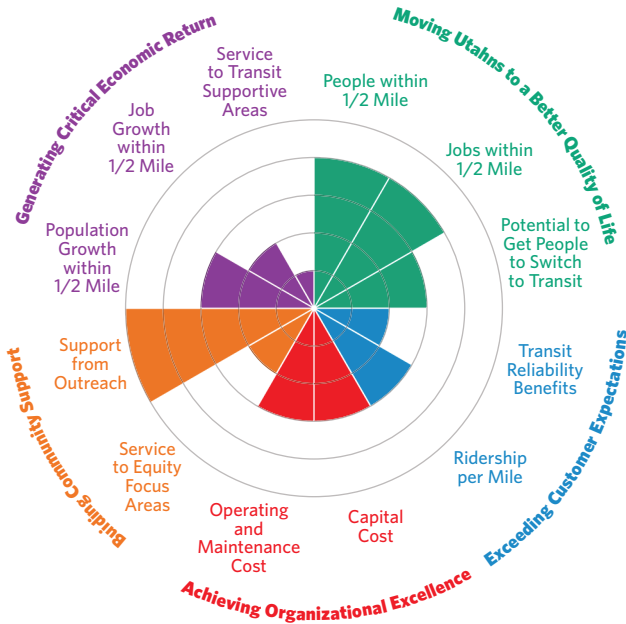
\$4.47M

Annual O&M Costs (2023\$)

¹For Capital Cost and Operating and Maintenance Cost in the goals chart, a higher score refers to a lower cost.

Upgrade Route 220 Highland Drive-1100 East to Enhanced Bus (Core Route)

Achieving Our Goals¹



Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	2028
Phase 1 Priority (2023-2032):	Low

Description

Route 220 would connect University of Utah, Millcreek, and Holladay with frequent weekday and Saturday service. This project would add more customer amenities such as bus shelters and benches as well as targeted speed and reliability treatments such as queue jumps and transit signal priority (TSP) to improve travel times. Less frequent service would continue south from Holladay to Fort Union and Sandy.

Potential RTP Amendment: Route 220 does not serve many transit supportive areas and is not as cost-effective as most other core routes. Given its relative lower performance, consideration should be given to categorizing this route as a "Frequent Route" to improve frequency while deferring Core Route capital investments as currently identified in the RTP.

¹For Capital Cost and Operating and Maintenance Cost in the goals chart, a higher score refers to a lower cost.



\$4.86M

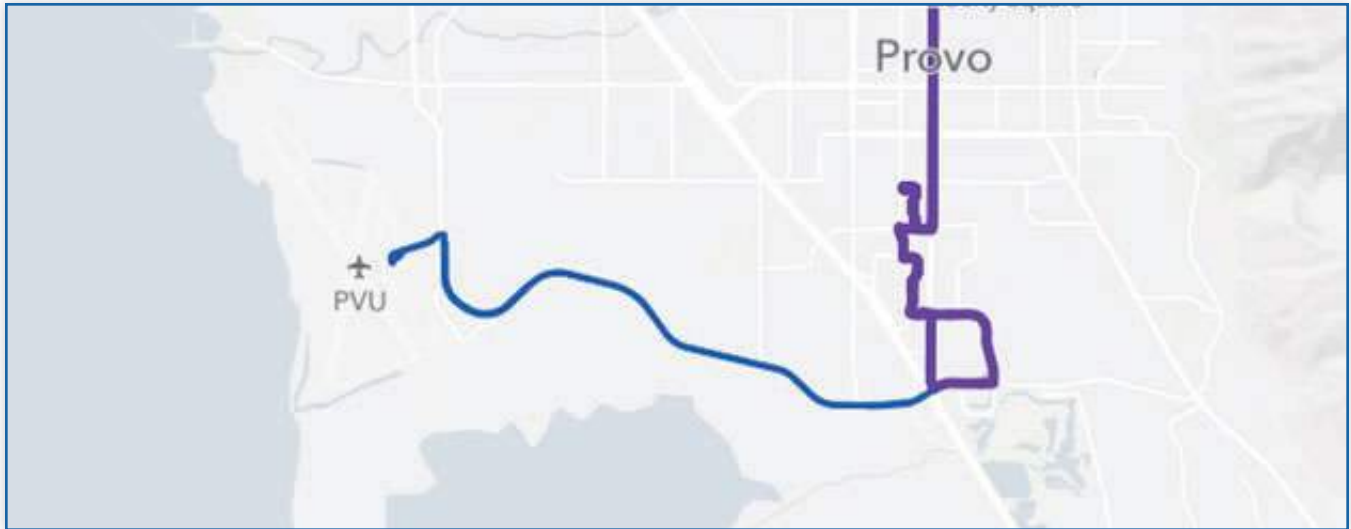
Capital Costs (2023\$)



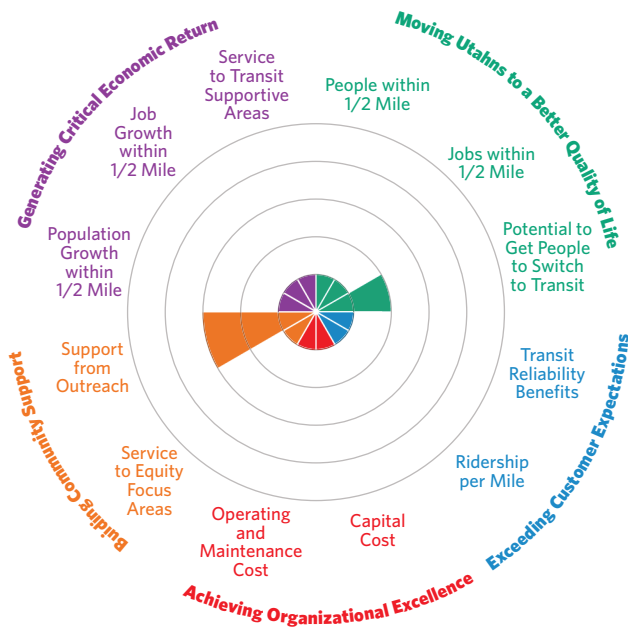
\$1.06M

Annual O&M Costs (2023\$)

Extend UVX to Provo Airport



Achieving Our Goals¹



Location, Priority, and Phasing

County	Utah
MPO	MAG
RTP Implementation Year:	2023-2032
Phase 1 Priority (2023-2032):	Low

Description

This project will extend UVX from its south terminus at Orem Central FrontRunner Station to the Provo Airport. The project includes an extension of service on UVX but is not expected to include Rapid Bus (BRT)-type speed and reliability capital improvements.



\$1.1M

Capital Costs (2023\$)



\$508,000

Annual O&M Costs (2023\$)

R2024-03-02



¹For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.

Implement North Ogden Innovative Mobility Zone



Location, Priority, and Phasing

County	Weber
MPO	WFRC
RTP Implementation Year:	Route not in RTP
Phase 1 Priority (2023–2032):	Medium

Description

North Ogden is proposed for an Innovative Mobility Zone (IMZ). An IMZ could include a variety of first and last mile solutions including, but not limited to, on-demand service, autonomous shuttles, fixed guideway extensions, bike share, and partnerships with private Transportation Network Companies, such as Uber and Lyft. Supporting capital infrastructure, such as stops, stations, or terminals, as needed, could also be included. Funding this connection could come from a variety of sources including private funding and public private partnerships.



N/A

Capital Costs (2023\$)



\$1,350,000

Annual O&M Costs (2023\$)

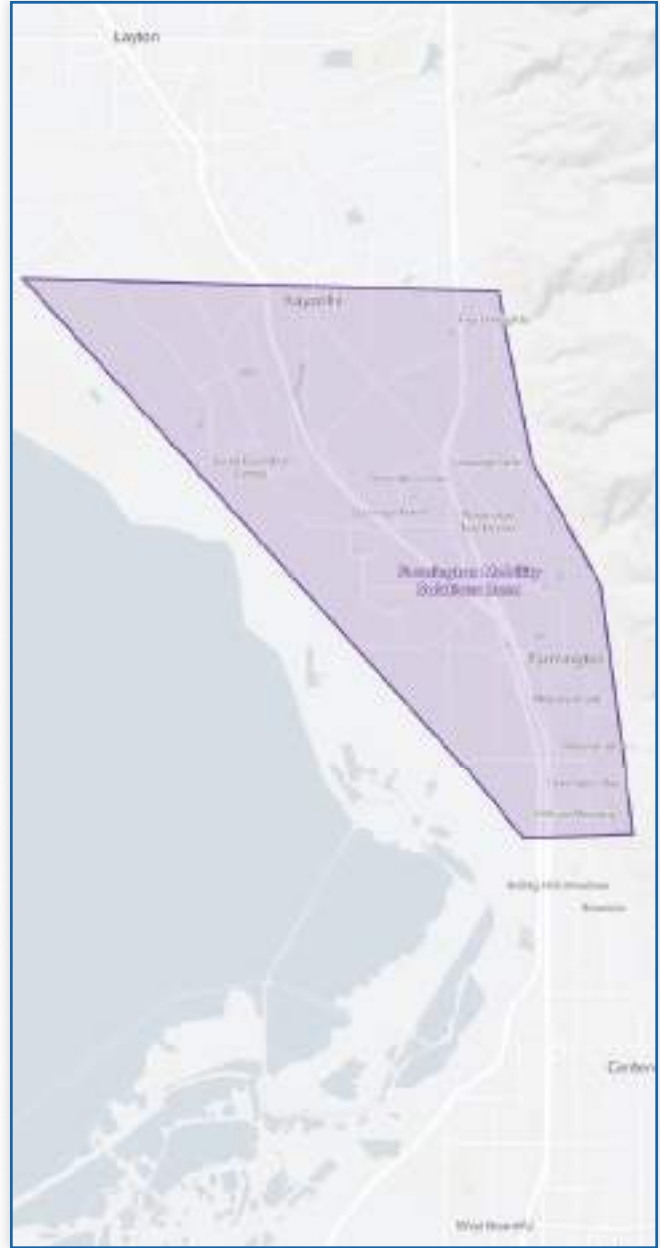
Implement Farmington Innovative Mobility Zone

Location, Priority, and Phasing

County	Davis
MPO	WFRC
RTP Implementation Year:	Route not in RTP
Phase 1 Priority (2023–2032):	Medium

Description

Farmington is proposed for an Innovative Mobility Zone (IMZ). An IMZ could include a variety of first and last mile solutions including, but not limited to, on-demand service, autonomous shuttles, fixed guideway extensions, bike share, and partnerships with private Transportation Network Companies, such as Uber and Lyft. Supporting capital infrastructure, such as stops, stations, or terminals, as needed, could also be included. Funding this connection could come from a variety of sources including private funding and public private partnerships.



N/A

Capital Costs (2023\$)



\$1,350,000

Annual O&M Costs (2023\$)



Implement South Valley Innovative Mobility Zone



Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	Route not in RTP
Phase 1 Priority (2023–2032):	Medium

Description

South Valley is proposed for an Innovative Mobility Zone (IMZ). An IMZ could include a variety of first and last mile solutions including, but not limited to, on-demand service, autonomous shuttles, fixed guideway extensions, bike share, and partnerships with private Transportation Network Companies, such as Uber and Lyft. Supporting capital infrastructure, such as stops, stations, or terminals, as needed, could also be included. Funding this connection could come from a variety of sources including private funding and public private partnerships.



N/A

Capital Costs (2023\$)



\$1,350,000

Annual O&M Costs (2023\$)



Implement Sandy/Cottonwood Heights Innovative Mobility Zone

Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	Route not in RTP
Phase 1 Priority (2023-2032):	Medium

Description

Cottonwood Heights is proposed for an Innovative Mobility Zone (IMZ). An IMZ could include a variety of first and last mile solutions including, but not limited to, on-demand service, autonomous shuttles, fixed guideway extensions, bike share, and partnerships with private Transportation Network Companies, such as Uber and Lyft. Supporting capital infrastructure, such as stops, stations, or terminals, as needed, could also be included. Funding this connection could come from a variety of sources including private funding and public private partnerships.



N/A

Capital Costs (2023\$)

\$1,350,000

Annual O&M Costs (2023\$)

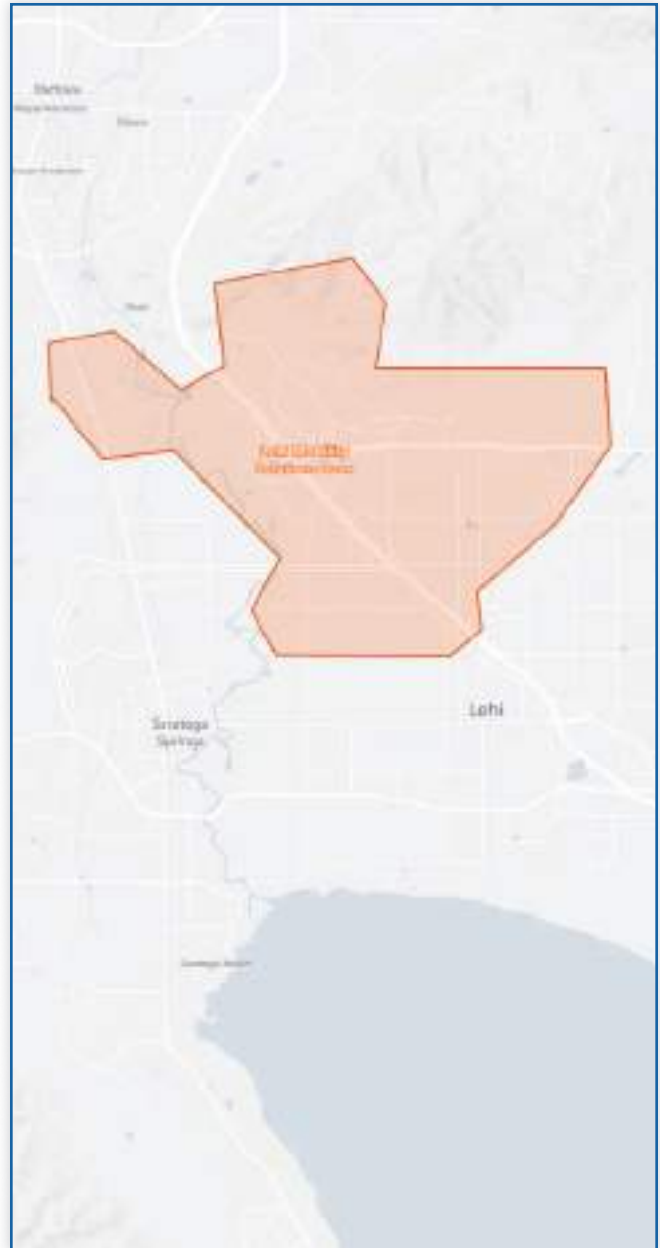
Implement Lehi Innovative Mobility Zone

Location, Priority, and Phasing

County	Utah
MPO	MAG
RTP Implementation Year:	Route not in RTP
Phase 1 Priority (2023-2032):	Medium

Description

Lehi is proposed for an Innovative Mobility Zone (IMZ). An IMZ could include a variety of first and last mile solutions including, but not limited to, on-demand service, autonomous shuttles, fixed guideway extensions, bike share, and partnerships with private Transportation Network Companies, such as Uber and Lyft. Supporting capital infrastructure, such as stops, stations, or terminals, as needed, could also be included. Funding this connection could come from a variety of sources including private funding and public private partnerships.



N/A

Capital Costs (2023\$)

\$1,260,000

Annual O&M Costs (2023\$)

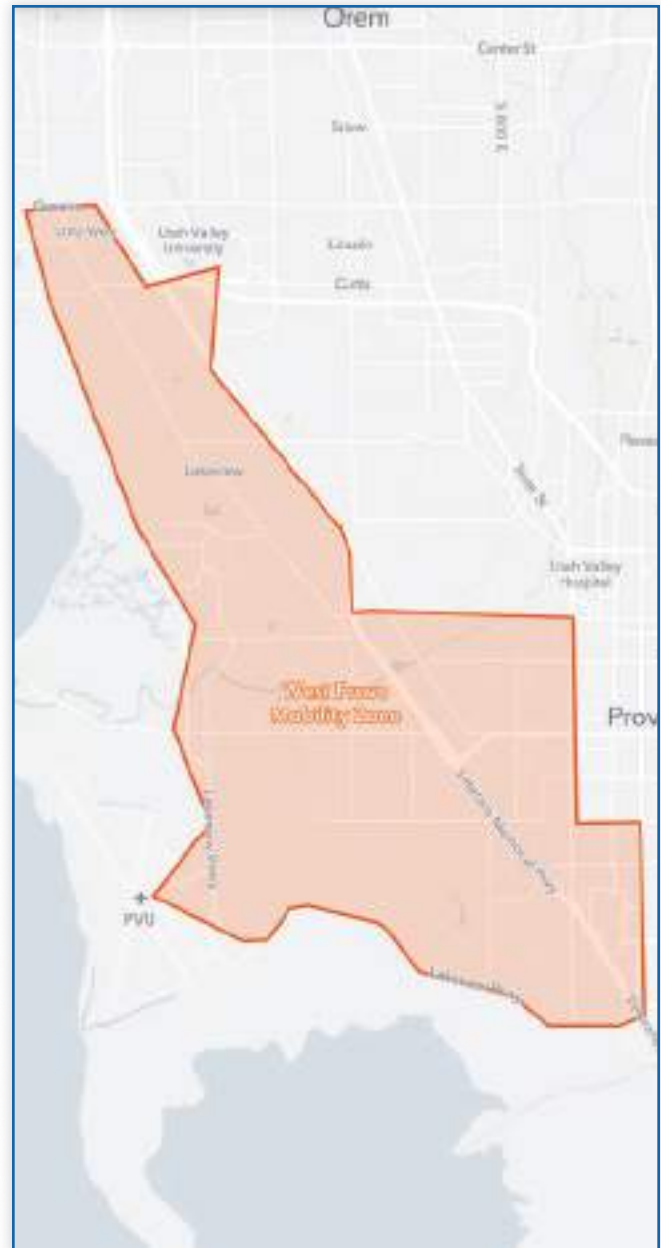
Implement West Provo Innovative Mobility Zone

Location, Priority, and Phasing

County	Utah
MPO	MAG
RTP Implementation Year:	Route not in RTP
Phase 1 Priority (2023-2032):	Medium

Description

West Provo is proposed for an Innovative Mobility Zone (IMZ). An IMZ could include a variety of first and last mile solutions including, but not limited to, on-demand service, autonomous shuttles, fixed guideway extensions, bike share, and partnerships with private Transportation Network Companies, such as Uber and Lyft. Supporting capital infrastructure, such as stops, stations, or terminals, as needed, could also be included. Funding this connection could come from a variety of sources including private funding and public private partnerships.



N/A

Capital Costs (2023\$)



\$1,350,000

Annual O&M Costs (2023\$)

