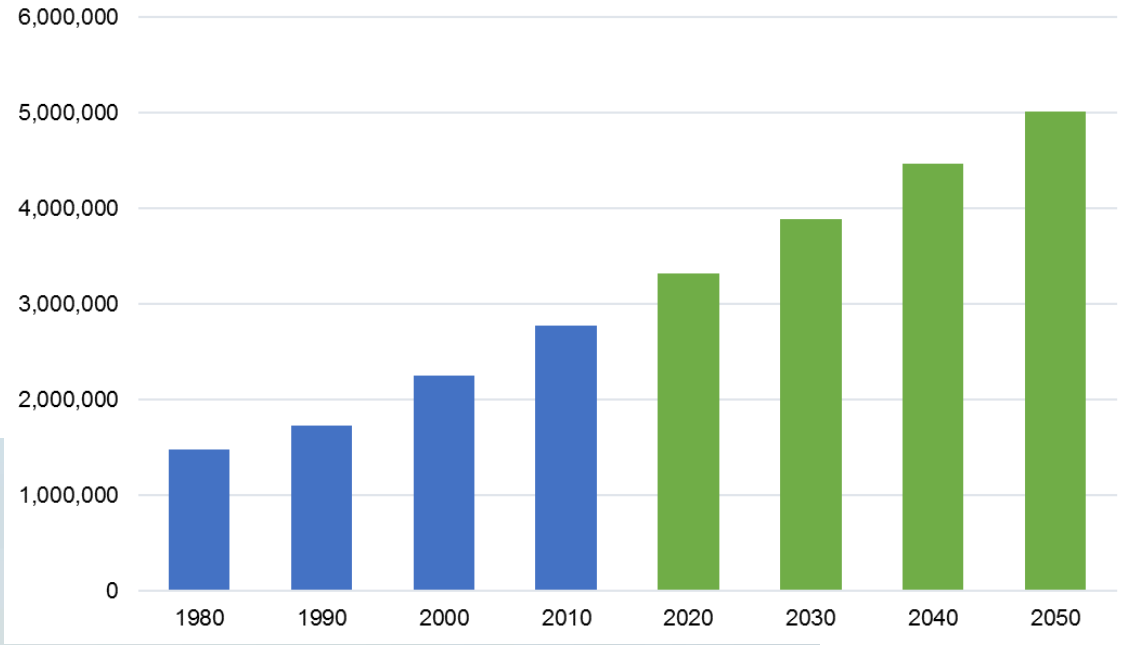
Utah Transit Authority

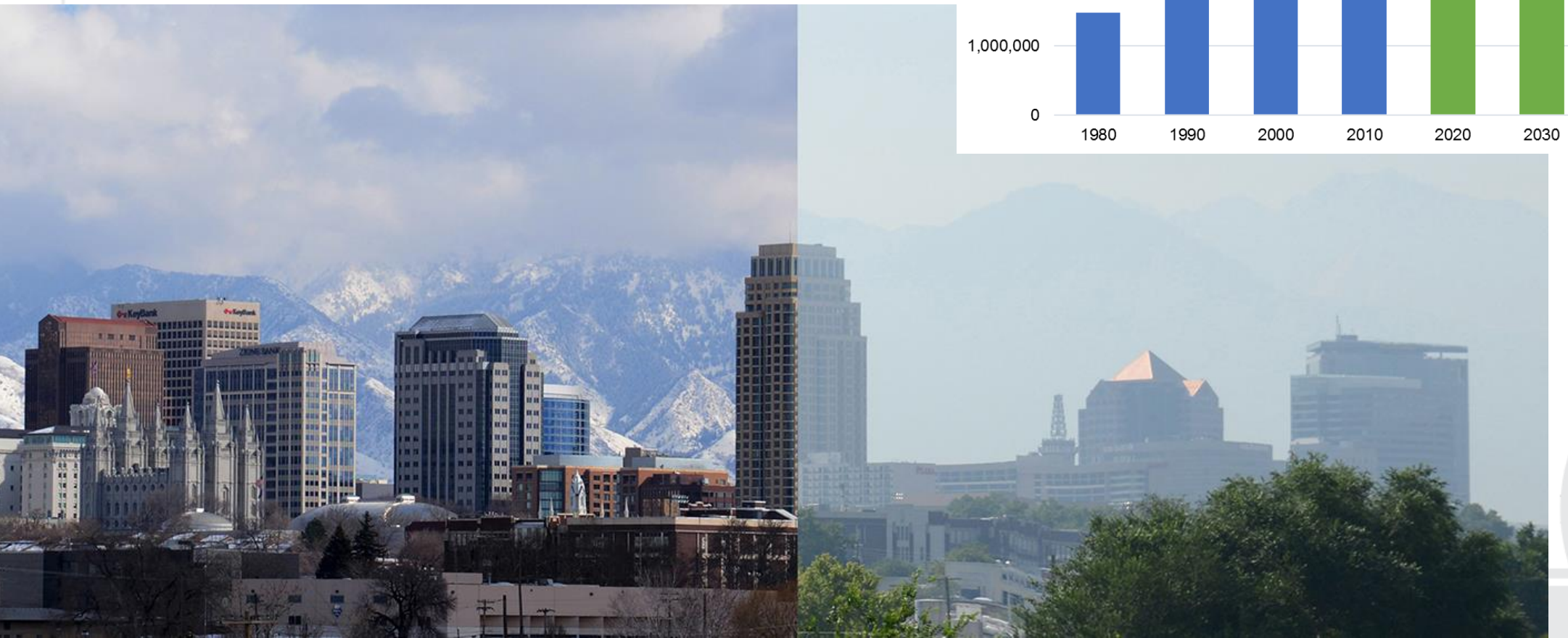
Providing the
Right Service for Your Community

Our Region is Growing

Our region is growing rapidly, which brings both challenges and opportunities.

- Air quality and traffic congestion
- Economic growth and opportunity





UTA is Your Partner

UTA is working to strengthen our coordination with local governments as we plan for the future of transit in our region.

Call us when you are:

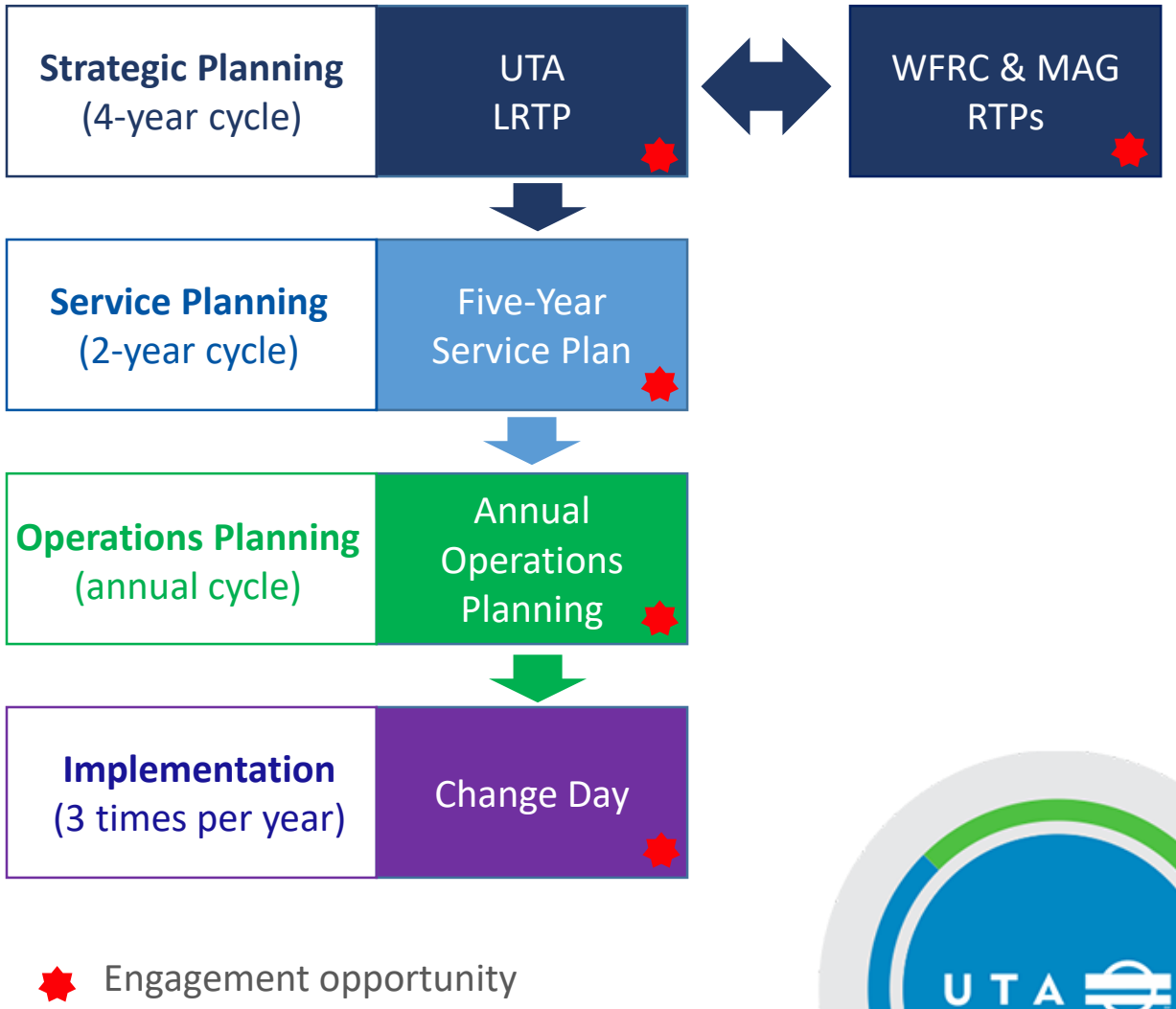
- Updating your general plan
- Reconstructing a street
- Considering approval of a new development
- Have a general question

We will call you when we:

- Propose service changes
- Initiate a new study
- Consider changes to bus stop locations or amenities
- Continue ongoing check-ins

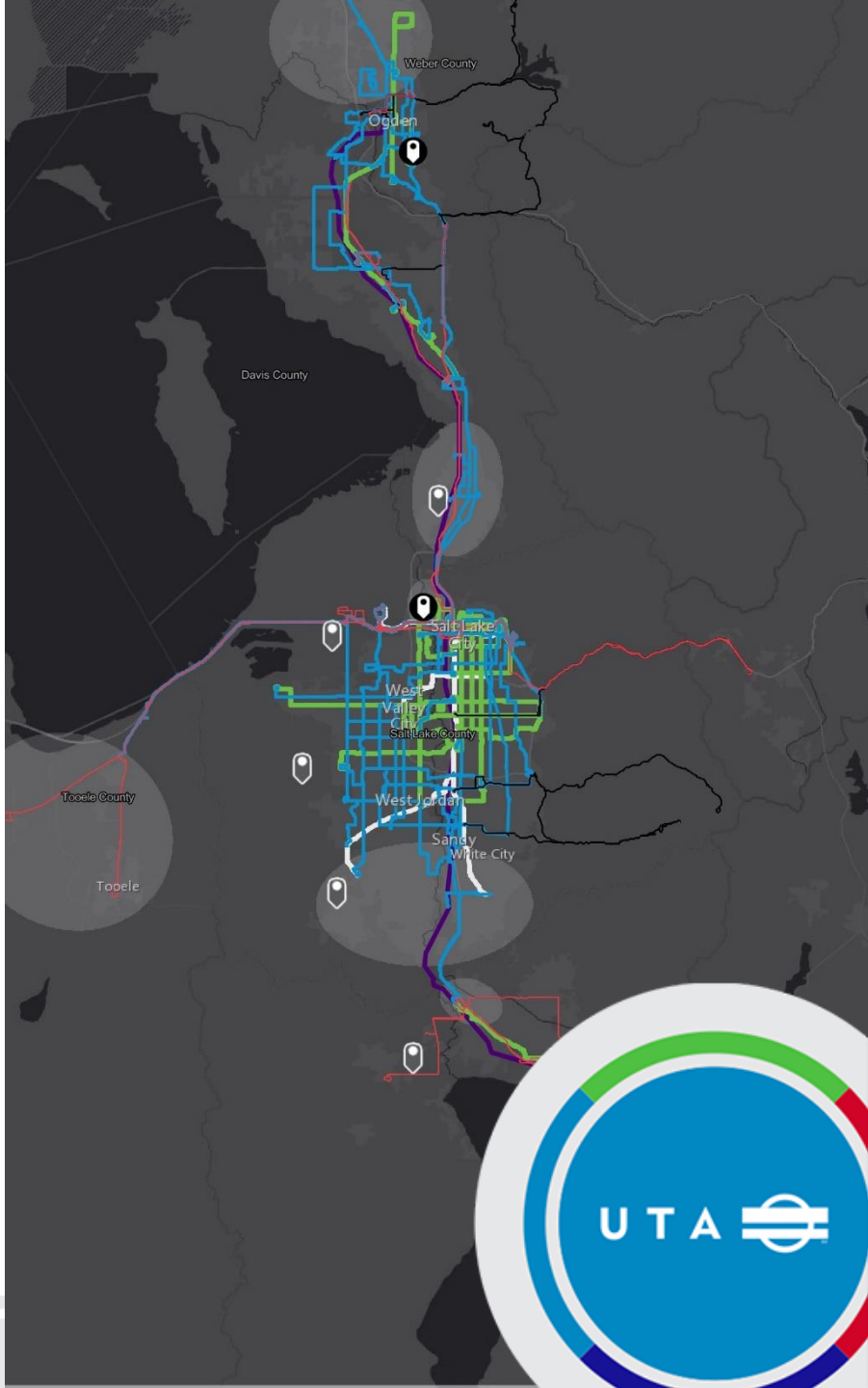
UTA Planning Process

- The **Regional Transportation Plans (RTP)** include major capital projects, major transit needs but not local bus service.
- A future **UTA Long Range Transit Plan (LRTP)**, an extension of the RTP, will present a comprehensive, 30-year vision for public transit including local bus service.
- UTA's **Five-Year Service Plan** outlines a plan for implementation of short-term service improvements.
- The **Operational Planning** process refines and finalizes annual service changes, which are then **Implemented on Change Day**.



Five-Year Service Plan

- System-Wide Planning
- Expanded Hours
- Core Route Network Investment
- New Technologies
- All-Day Service
- New Projects



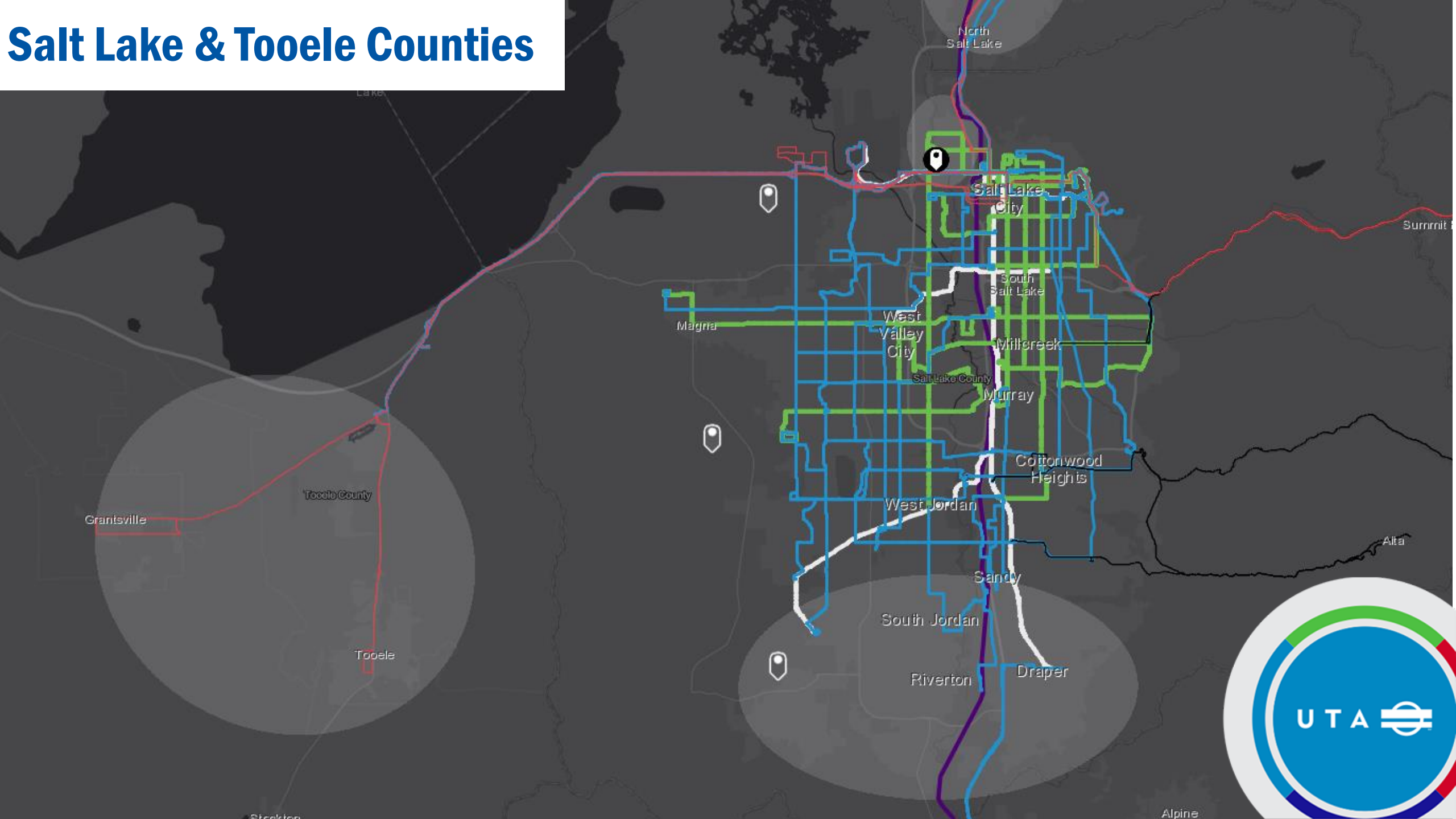
Salt Lake & Tooele Counties

- Improve service on the **west side of Salt Lake County** with new connections to the airport and inland port via 3600 west, 5600 west, and 3100 south
- Improve **frequency and hours of service** on many routes
- Implement a network of high-frequency **Core Routes**
- Adjust local bus routes to **prepare for future Midvalley Connector, 5600 West, and South Davis BRT** service
- Improve connections between **Tooele County** and Salt Lake County
- Improve connections to **Rose Park and Glendale** part of the Salt Lake City Transit Master Plan

Salt Lake & Tooele Counties

- Improve connections from **FrontRunner to the University of Utah and Research Park**
- Consider continued innovative mobility solutions like **Microtransit** in Herriman, Riverton, South Jordan, Bluffdale, and Draper in south Salt Lake County
- Consider **innovative transit solutions** to increase coverage in Tooele Valley
- Construct a new **transit hub** on the west side of SLC
- Improve **all-day service** on many routes

Salt Lake & Tooele Counties



The Right Service for Your Community

You can help us by sharing your:

- Vision for economic development
- Future land use plans
- Desired community character
- Vision for public transit
- Current and planned projects
- Opportunities to partner with UTA

www.rideuta.com/serviceplan

Stay in Touch

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Highlighted Projects Update

FrontRunner Forward

Background

- Vital transportation backbone for the Wasatch Front and alternative to the Interstate 15 freeway
- Additional investment contemplated in plans by the MPOs and previously studied
- Supports economic development and access to opportunity
- UTA's service area is forecast to double in population by 2065
- Strong state interest

Service Objectives for FrontRunner

Frequent service

Increase capacity

Increase reliability

Allow skip-stop operations

Faster trains

Regional Objectives for FrontRunner Service

Provide additional options to connect jobs and employees

Increase ridership of FrontRunner and overall transit system

Support real estate and economic development

Reduce congestion on the I-15 corridor

Improve air quality

Enhance safety at grade crossings

Consider as backbone to future passenger rail

Vision

- Conceptual framework that guides the approach to preparing a strategy and work program for growing FrontRunner capacity
- High-level synopsis of the overall program, based on the business plan
- Useful for communicating what UTA and project partners are seeking to accomplish to grow the capacity and reliability of FrontRunner

FrontRunner Next Steps Professional Services Strategy

- Multifaceted development strategy for FrontRunner
  - FR Next Steps Program Management & Strategic Business Plan
  - On-Call Operations Planning & Simulation Assistance
  - Project Implementation Plan
  - Environmental, Design & Construction Projects

FrontRunner Next Steps Professional Services Strategy

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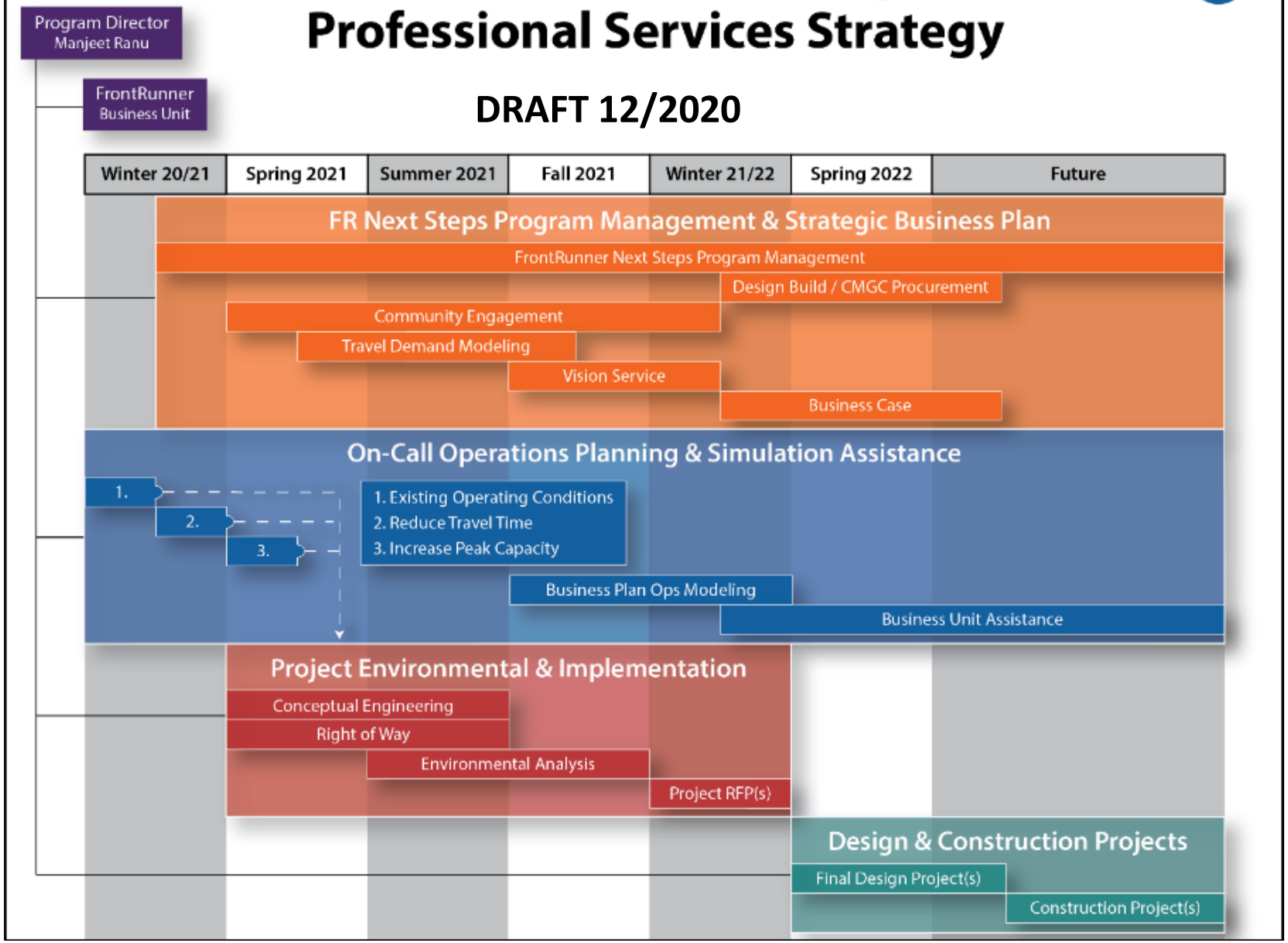
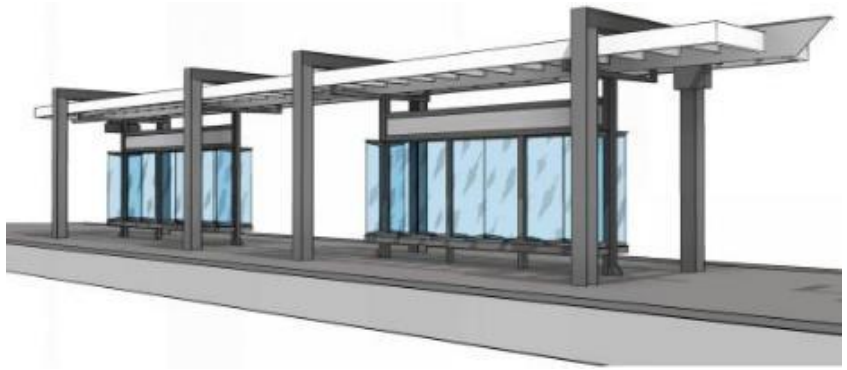


Vineyard Station and Associated Double Track

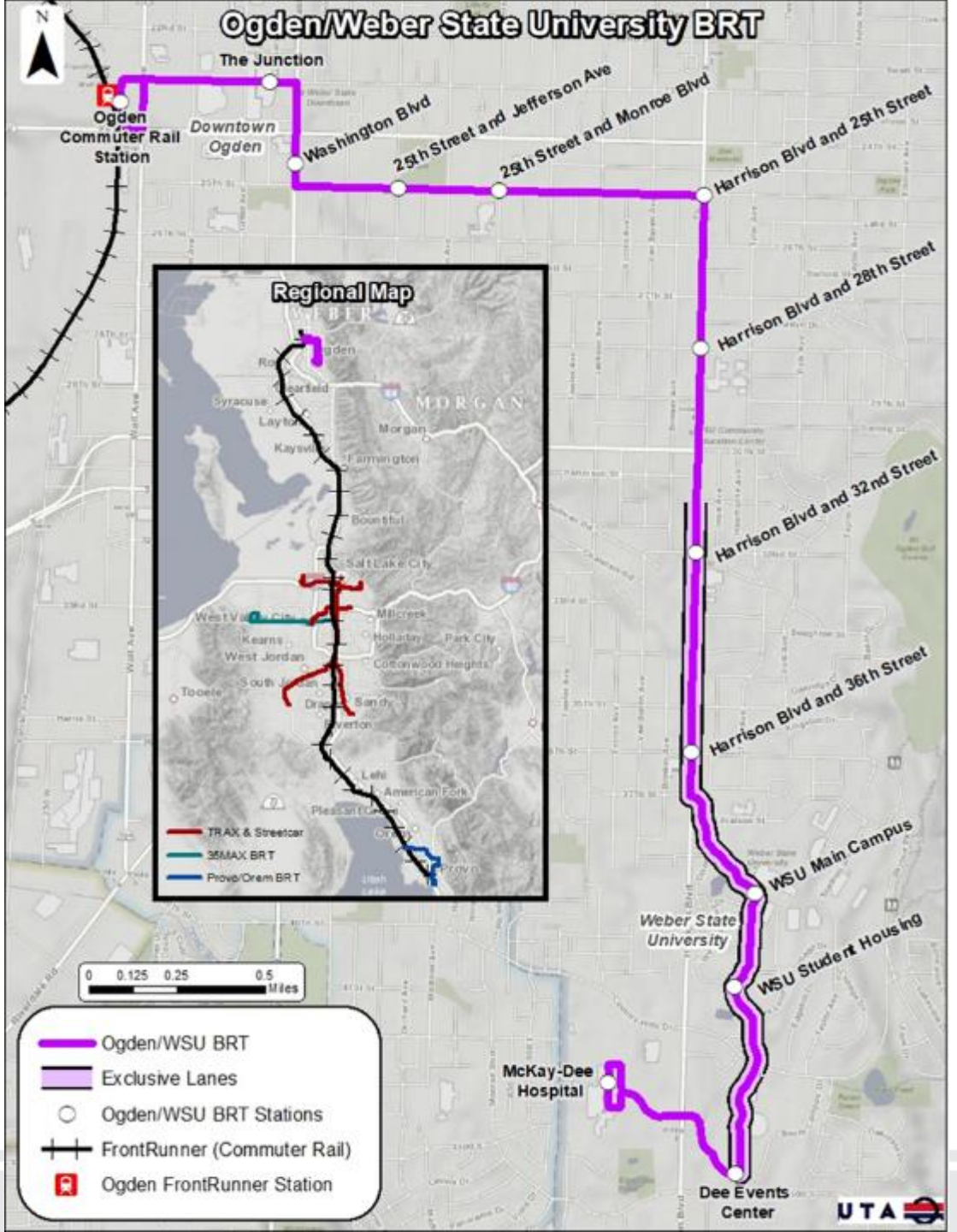
- Final Design – Complete
- UTA and UDOT ILA – Working to finalize amendment for additional budget needs and UTA purchase of long lead materials.
- Long Lead Material Purchase – All long lead material orders have been placed.
- 404 Permit – UDOT waiting for response from Corps of Engineers.
- ROW – UDOT nearing completion of obtaining all construction easements.
- Developer Plans – Waiting for revised plans from developer for roadway, bus stops, and parking facilities for the station.
- Schedule – Completion in late 2021



Ogden-WSU BRT

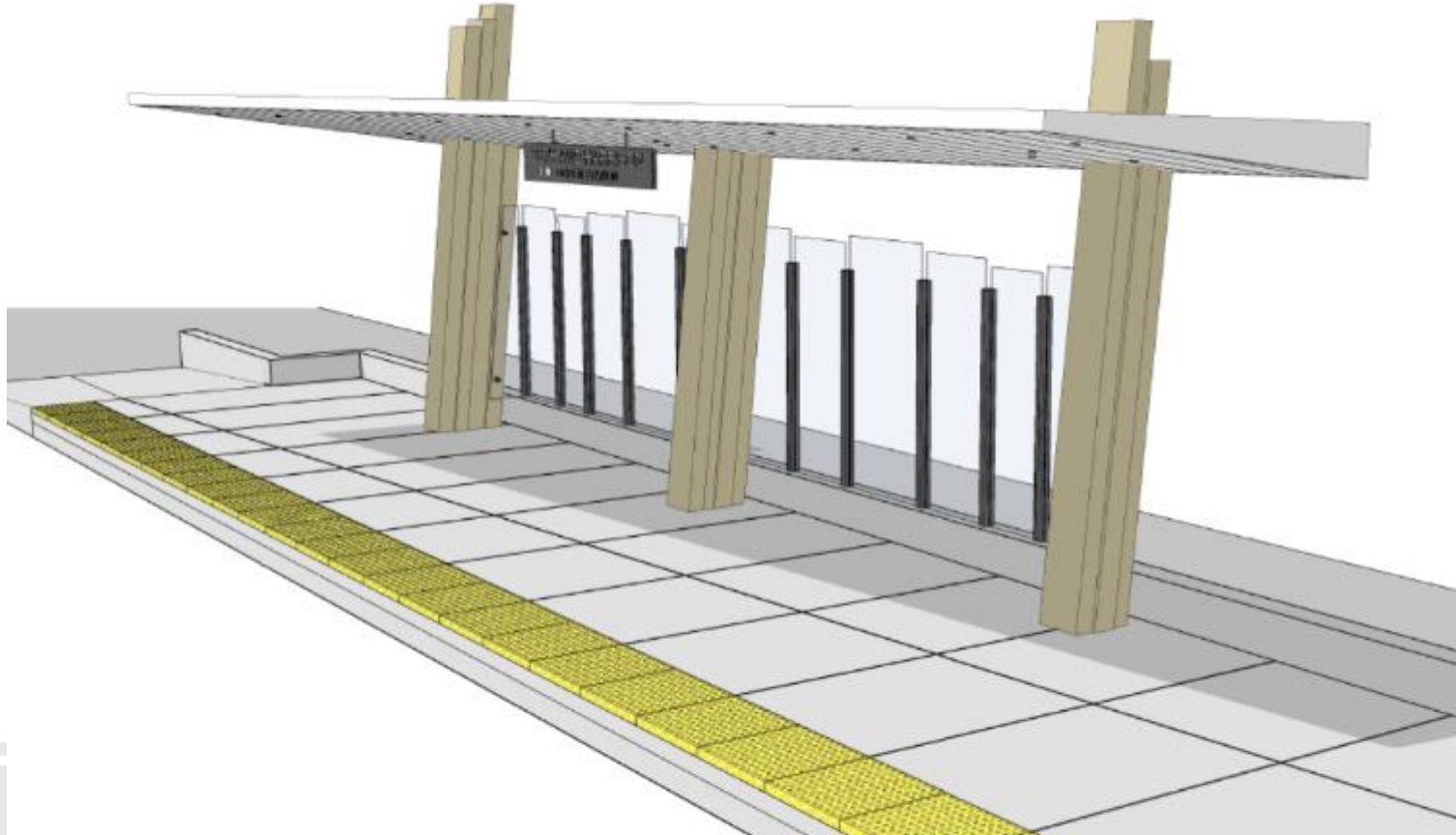
Project Overview

- 5.3-mile corridor
- 1.8 miles of exclusive bus lanes
- 13 station locations
- 11 electric buses
- Mount Ogden Business Unit Expansion
- 2500 riders per day from existing route 603 + 5500 riders per day from the WSU shuttle = 8000 riders per day
- 10-minute peak service and 5-minute shuttle service on WSU campus



Schedule Overview

- WSU construction substantially complete Summer 2022.
- WSU shuttle operational by late 2022.
- Harrison Blvd. construction substantially complete Summer 2023.
- Full route operational late 2023.
- Grant revenue ready April 2024.



Midvalley Connector BRT

Midvalley Connector

PROJECT PARTNERS

UTA

MURRAY CITY UTAH

THE CITY OF TAYLORSVILLE, UTAH

UDOT

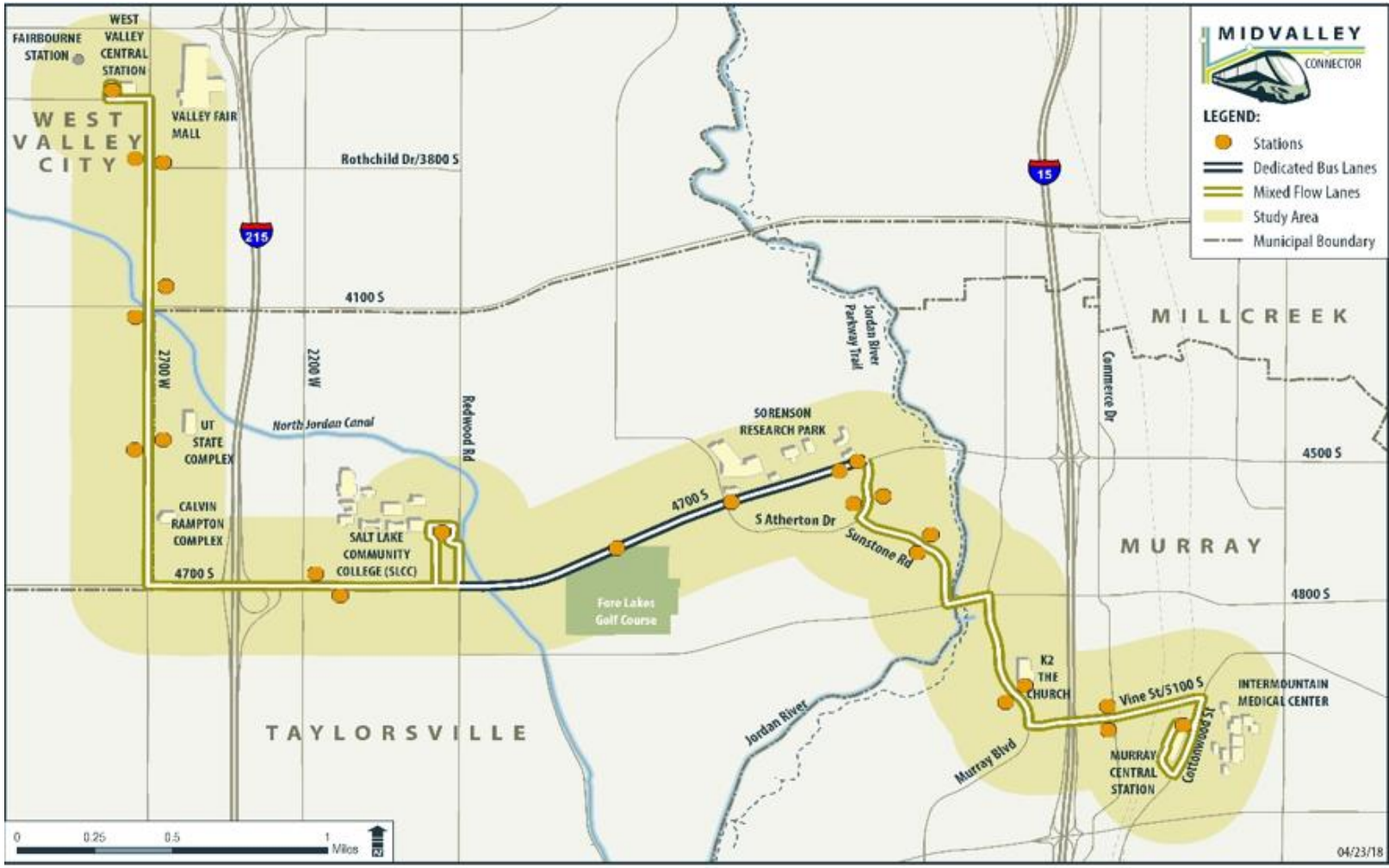
WASATCH FRONT REGIONAL COUNCIL

Salt Lake Community College

WEST VALLEY CITY
Unity Pride Progress

Project Overview

- 7 miles
- 1.4 miles dedicated bus lanes
- 14 stations
- 10-15 min peak frequency
- 8-11 buses
- 2200-3100 boardings per day (15 min vs 10 min headways)



CENTER STATION

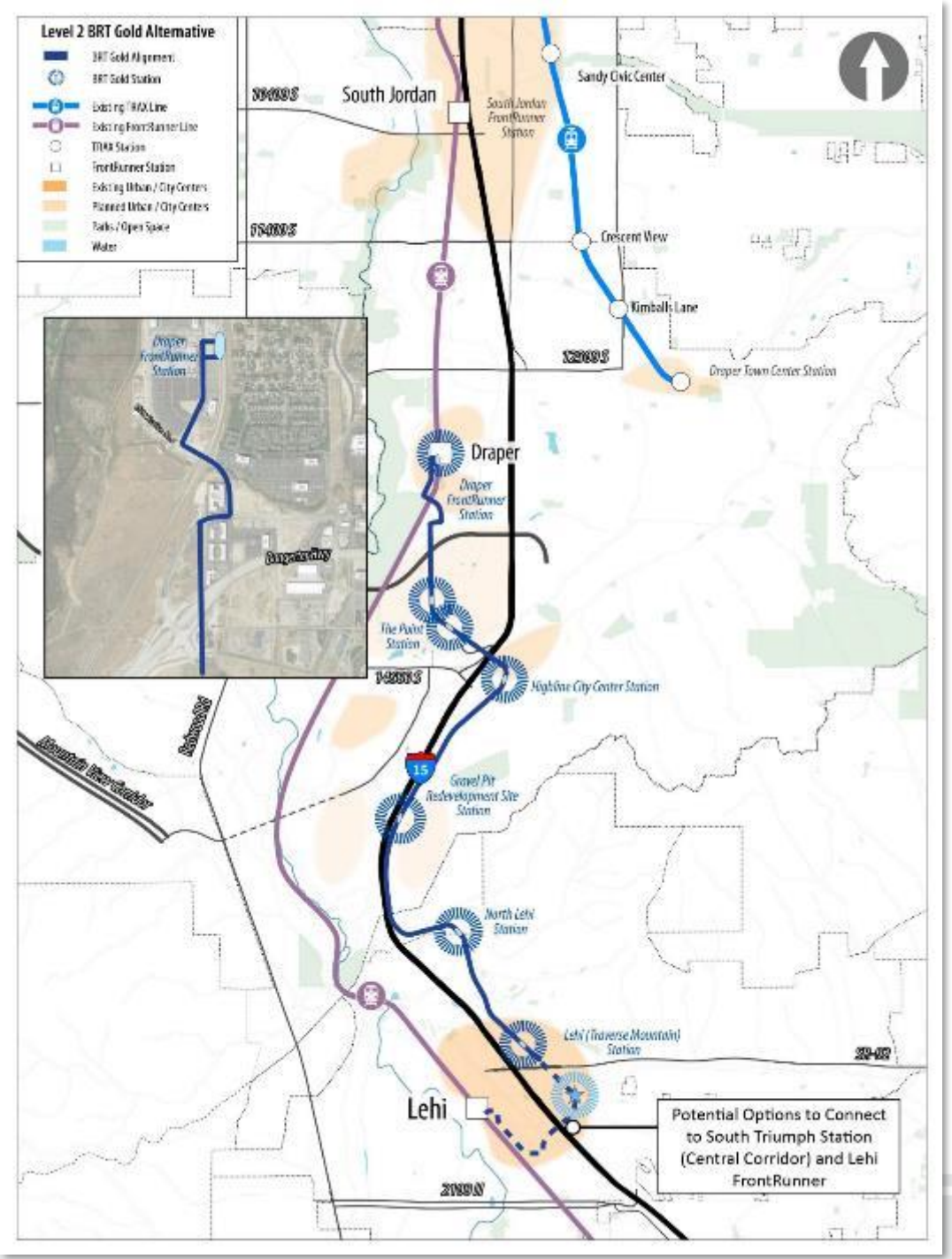
POINT OF THE MOUNTAIN

TRANSIT STUDY

Transit Study Overview

- Project purpose
  - Provide high-capacity transit connection between southern Salt Lake County and northern Utah County
  - Connect and serve existing and emerging development areas
- Collaborative process with UTA, UDOT, MAG, WFRC, Sandy, Draper, South Jordan, Bluffdale, & Lehi

Level 2 Preferred Alternative - BRT



Cleveland Healthline BRT

- High-quality “gold standard” BRT
- Nearly 90% exclusive operations with distinctive guideway
- 6 to 7 stations with enhanced area amenities, option for 2 more to south

UTA UVX BRT

Level 2 Alternatives -Key Findings

Key Differentiators

- Cost
  - BRT – $300-450M
  - Rail – $450-650M DMU | $600-850M LRT
- Construction and Operational Complexity
  - BRT has less complex construction and operations, but both rail and BRT development are helped by the largely undeveloped corridor they would use
- Timing and Implementation
  - BRT's lower cost and reduced complexity may make it faster to implement, depending on funding availability
- Cost/ridership related transit integration in Lehi
  - BRT – lower cost to add (with greater flexibility), with increased ridership
  - Rail –higher cost to add, with increased ridership

Level 2 Alternatives - Key Findings

Key Similarities

- Land Use and Economic Development
  - Good results tied to high-quality investment, regardless of mode
- Ridership
  - Similar based on modeling from WFRC
  - Minor differences influenced by mode transfer in Lehi between POM and Central Corridor
  - Room for improvement given the future population and employment in the corridor: transit share of all trips is still low

Schedule and Next Steps

- **Common Ground Segment – LPA Adoption by Project Stakeholders**
- **Next Steps**
  - City Council meetings – adopt through resolution
  - MPO regional transportation plan amendments
  - UTA Advisory Council adoption
  - UTA Board of Trustees adoption
  - Secure additional funding for environmental study
  - Enter next phase of project development