

UTA Board of Trustees Meeting

December 20, 2023



Call to Order and Opening Remarks

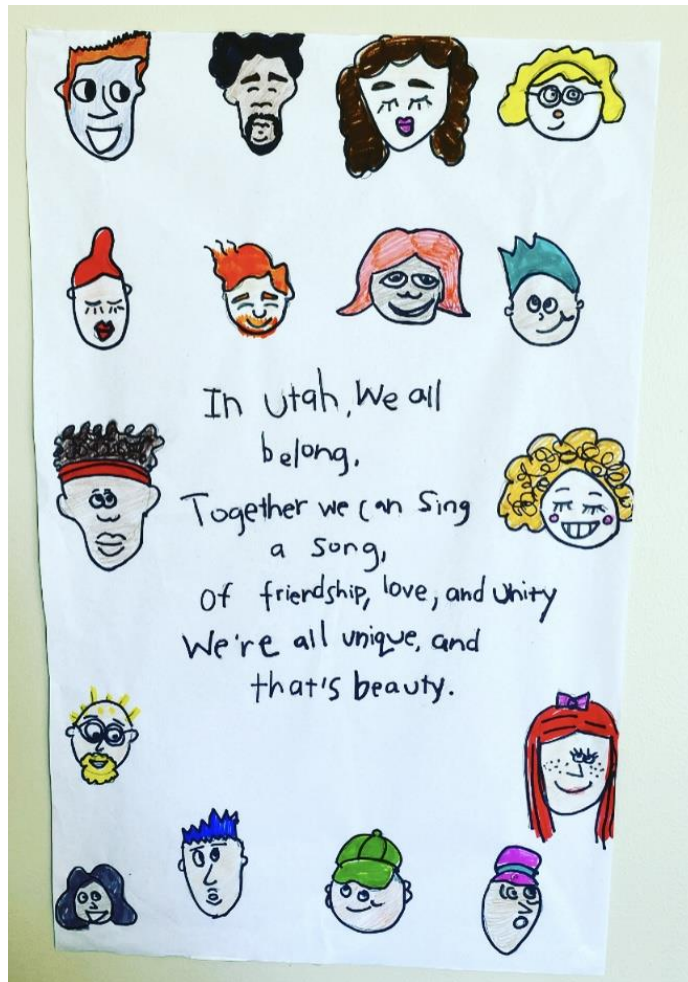


My BeUTAHful Community Student Art Competition

2023 Winning Art



In Utah We All Belong – Beau Beck - Kindergarten



"I love to draw pictures of peoples' faces. My artwork is inspired by all the unique people in Utah. I hope we can all be kind to one another, no matter what we look like or where we're from."

Pledge of Allegiance



Safety First Minute



Public Comment

- Live comments are limited to 3 minutes per commenter
- Live comments may be heard from in-person attendees as well as Zoom attendees
- For comments via Zoom, use the “raise hand” function in Zoom to indicate you would like to make a comment
- Public comment was solicited prior to the meeting through alternate means, including email, telephone, and the UTA website
- Any comments received through alternate means were distributed to the board for review in advance of the meeting



Consent Agenda

- a. Approval of December 6, 2023, Board Meeting Minutes



Recommended Action

(by acclamation)

Motion to approve consent agenda



Reports



Executive Director's Report

- UTA Memorial Grove



UTA Memorial Grove



In Memory and Honor

The Utah Transit Authority cares deeply about the community we serve. Our priority is safety. Unfortunately, we sometimes see tragic incidents or unexpected losses on our system.

UTA created this page to honor the memory of those who lost their lives in relation to UTA's operations or while working for our agency. We express heartfelt condolences to their families and loved ones.

In honor and deepest respect, we have arranged a memorial program to plant a tree in living tribute to the memory of those named on this page.



Memorial Tree Program

[Learn More](#)



Resolutions



R2023-12-06
Resolution Adopting the Authority's
Final 2024 Budget





Resolution R2023-12-06 Adopting the Final 2024 Budget

December 20, 2023



Final 2024 Operating Budget

UTAH TRANSIT AUTHORITY
2024 OPERATING BUDGET
December 20, 2023
Exhibit A

<u>Revenue</u>		<u>2024 Budget</u>
1	Sales Tax	\$ 493,670,000
2	Federal Preventive Maintenance	96,960,000
3	Passenger Revenue	37,981,000
4	Advertising	2,328,000
5	Investment Income	5,625,000
6	Other Revenues	12,647,000
7	Stimulus Funding	-
8	Total Revenue	649,211,000
<u>Operating Expense</u>		
9	Bus	142,990,000
10	Commuter Rail	38,020,000
11	Light Rail	64,500,000
12	Paratransit	29,144,000
13	Rideshare/Vanpool	4,012,000
14	Microtransit	12,949,000
15	Operations Support	64,519,000
16	Administration	54,756,000
17	Planning/Capital Support	13,622,000
18	Non-Departmental	1,000,000
19	Total Operating Expense	425,512,000
<u>Debt Service, Contribution to Reserves, and Transfer to Capital</u>		
20	Principal and Interest	165,725,000
21	Bond Service Utah County for UVX BRT program	3,375,000
22	Contribution to Reserves	21,000,000
23	Transfer to Capital	33,599,000
24	Total Debt Service, Reserves, Transfers	223,699,000
25	Total Expense	\$ 649,211,000

Agenda Item 7.a.



Final 2024 Capital Program

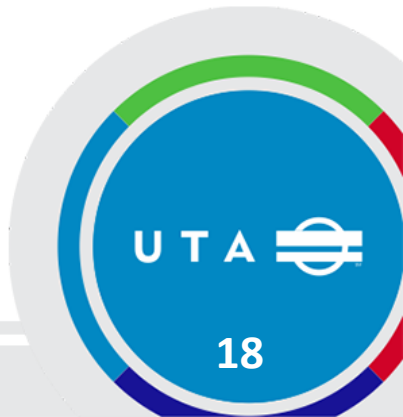
UTAH TRANSIT AUTHORITY 2024 CAPITAL BUDGET December 20, 2023 Exhibit A-1

<u>Funding Sources</u>		<u>2024 Budget</u>
1	UTA Current Year Funding	\$ 116,579,000
2	Grants	58,020,000
3	Local Partner Contributions	8,823,000
4	State Contribution	13,447,000
5	Leasing	27,234,000
6	Bonds	6,330,000
7	Total Funding Sources	230,433,000
<u>Expense</u>		
8	State of Good Repair	115,176,000
9	Mid Valley Connector	10,000,000
10	VW Battery Buses	7,391,000
11	Ogden/Weber State University BRT	5,600,000
12	HB322 Future Rail Car Purchase Payment	5,000,000
13	Capital Contingency	5,000,000
14	Other Capital Projects	82,266,000
15	Total Expense	\$ 230,433,000

Agenda Item 7.a.



Questions?



Recommended Action

(by roll call)

Motion to approve R2023-12-06 Resolution Adopting the
Authority's Final 2024 Budget, as presented



R2023-12-07

**Resolution Extending Free Fares on the
UVX Line through August 2024**



RESOLUTION R2023-12-07

- On November 10, 2021 the UTA Board of Trustee approved Resolution R2021-11-02 providing for free fares on UVX
- Free fare on UVX is set to expire on December 31, 2023
- The Board of the Authority would like to begin collecting Fare on UVX in August 2024

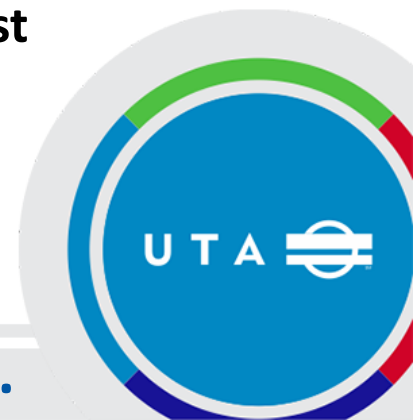
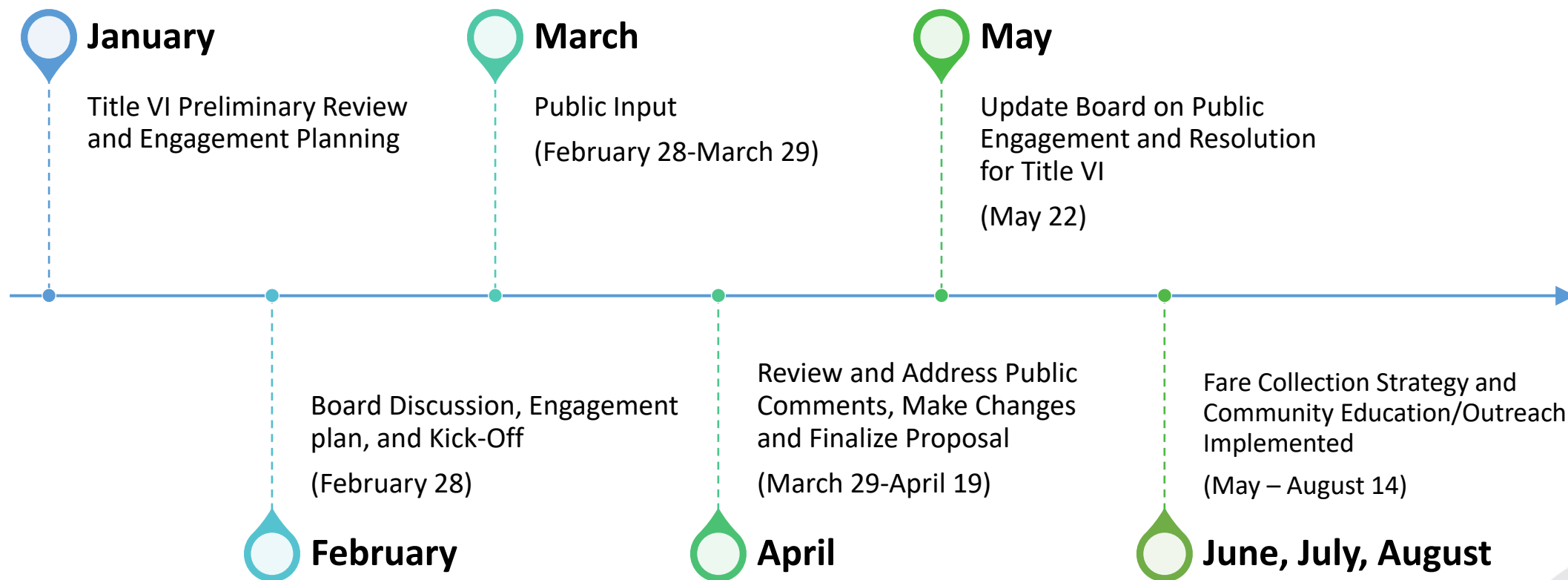


RESOLUTION R2023-12-07

- Resolution R2023-12-07 will extend and authorize free fares for UVX bus rapid transit through August 2024, ending on the change day, currently scheduled for August 14, 2024
- A Title VI analysis will be prepared by UTA staff and presented to the Board of Trustees at an open and public meeting upon completion
- A plan will be submitted to the Board, no later than the February 28, 2024 Board of Trustee's Meeting, on how to implement fare collection on UVX



TENTATIVE TIMELINE



Recommended Action

(by roll call)

Motion to approve R2023-12-07 Resolution Extending Free Fares
on the UVX Line through August 2024, as presented



R2023-12-08

**Resolution Authorizing the Executive
Director to Execute Grant Agreements for
Specified Projects**



Grants Selected for Award as of 11/20/23

15 Grants = \$31.62M



Projects

- **MidValley Connector Pre-Award funds (\$8.13 million)**
- **25 CNG Buses (\$17.05 million)**
- **Transit Signal Priority (\$317K) (2 Grants)**
- **On-Route Electric Bus Infrastructure (\$1.92 million) (2 Grants)**
- **Locomotive Rebuild (\$80K)**
- **Rideshare/Vanpool Management (\$2.08 million) (3 Grants)**
- **Provo to Payson High-Capacity Transit Analysis (\$233K)**
- **UTA On-board Technology (\$1 million) (3 Grants)**
- **Provo TIGER Pedestrian Bridge (\$800K)**



Recommended Action

(by roll call)

Motion to approve R2023-12-08 Resolution Authorizing the Executive Director to Execute Grant Agreements for Specified Projects, as presented



R2023-12-09

Resolution Adopting Revised Bylaws



Board Bylaw Revisions – December 2023

Revisions include five primary updates:

1. Provides clarity around roles and duties of the Board of Trustees, Local Advisory Council, and Officers of the Board.
2. Adds Oath of Office requirements for Board Officers and officers appointed by the Executive Director.
3. Removes Committee on Accessible Transportation (CAT) as a Board Committee.
 - *CAT will continue to be governed by a Charter approved by the Board.*

Board Bylaw Revisions – December 2023

Revisions include five primary updates:

4. Updates provisions for electronic meetings as defined in the Utah Open and Public Meetings Act (OPMA).
5. Updates the requirements for the recording of Board of Trustee and Local Advisory Council votes.

Board Bylaw Revisions – December 2023

Review and Next Steps:

- Consulted with Local Advisory Council on November 29th
- Resolution R2023-12-09 being presented today for approval

Questions?

Recommended Action

(by roll call)

Motion to approve R2023-12-09 Resolution
Adopting Revised Bylaws, as presented



Contracts, Disbursements, and Grants



Contract: Operations Work Assignment and Tracking System (Trapeze Software Group Inc.)

Recommended Action (by acclamation)

Motion to approve the contract with Trapeze Software Group Inc.
for the Operations Work Assignment and Tracking System, as presented



Contract: UTA Headquarters and Salt Lake Central Redevelopment Preconstruction Advisory Services (Okland Construction Company, Inc.)

Recommended Action (by acclamation)

Motion to approve the contract with Okland Construction Company, Inc.
for UTA Headquarters and Salt Lake Central Redevelopment
Preconstruction Advisory Services, as presented



Contract: Route Restoration and Equity Index Study (X-Factor Strategic Communications, LLC)



Project Overview

- The project will create an on-going measurement tool to address service restoration in the near term; in addition, on-going route planning in an equitable way.
- This project is being funded with an FTA grant, through the Federal Rescue Action Plan of 2021 funding under the Route Restoration Program.
 - The program was created to provide funding for public transportation planning associated with the restoration of transit service reduced due to the pandemic
- Scope of Services:
 - Public Outreach and Community Engagement
 - Route Restoration Model(s) and Equity Index Development



Project Outcomes

- Expand, or improve, routes to communities that have the most critical need for public transit.
- Have an on-going measurement tool for equity analysis that will impact and help inform service and long-range planning.
- Document processes used in creating inputs and outputs of the developed equity tool for future replication and necessary updates.
- Creation of a final route restoration plan and equity index.



Recommendation

Authorize the Executive Director to execute the contract and associated disbursements with X-Factor Strategic Communications, LLC in the amount of \$277,000 to create an equity index for route restoration and future planning.



Contract: Route Restoration and Equity Index Study (X-Factor Strategic Communications, LLC)

Recommended Action (by acclamation)

Motion to approve the contract with X-Factor Strategic Communications, LLC
for the Route Restoration and Equity Index Study, as presented



Contract: 2023-2024 On-Board Survey (Resource Systems Group Inc.)



Federal Requirement

- Title VI regulations (49 CFR part 21) require that *“passenger surveys shall be employed by transit providers on a schedule determined by the transit provider but no less than every five years.”*
- The primary purpose of these surveys is to allow UTA to develop demographic profiles with trip and fare usage information.



Data Collection Requirements

- Title VI regulations (49 CFR part 21) require at a minimum the following information be collected during the survey:
 - Race
 - National origin
 - Language other than English spoken at home
 - English proficiency
 - Household income
 - Travel patterns, including origin and destination, routes used etc.
 - Fare usage by fare type



Additional Benefits to UTA

- Informs agency decision making
- Longitudinal data shows changes in travel behavior over time
 - Previous surveys in 2006, 2011, 2015, 2019
- Origin and Destination (OD) data supports updates to regional travel demand model



2023 – 2024 OBS Survey Details

- Administered by Resource Systems Group, Inc. (RSG).
 - RSG has extensive transportation surveying experience
 - Consultant for 2015 and 2019 UTA OBS.
- Will be administered during peak ridership times in the winter of 2024 through the spring of 2024.
- Will not be administered during holiday periods and when schools and universities are not in session.
- Will include all bus and rail, as well as UTA On Demand.



Recommendation

Authorize the Executive Director to execute the contract and associated disbursements in the amount of \$674,998.00 with Resource Systems Group Inc to conduct an on-board survey of UTA riders.



Contract: 2023-2024 On-Board Survey (Resource Systems Group Inc.)

Recommended Action (by acclamation)

Motion to approve the contract with Resource Systems Group Inc.
for the 2023-2024 On-Board Survey, as presented



Contract: UTA Support Fleet Purchase Order (Ken Garff West Valley Ford, LLC)

Recommended Action (by acclamation)

Motion to ratify the contract with Ken Garff West Valley Ford, LLC
for the purchase of UTA Support Fleet Vehicles, as presented



Contract: UTA Support Fleet Purchase Order (Tony Divino Toyota)

Recommended Action (by acclamation)

Motion to ratify the contract with Tony Divino Toyota
for the purchase of UTA Support Fleet Vehicles, as presented



Contract: Critical Connections Study Funding Agreement (Redevelopment Agency of Salt Lake City, Salt Lake City, UDOT)

Recommended Action (by acclamation)

Motion to approve the funding agreement with the Redevelopment Agency of Salt Lake City, Salt Lake City, and UDOT for the Critical Connections Study, as presented



Contract: UTA Retirement Plan Investment Management Services (Cambridge Associates, LLC)

Recommended Action (by acclamation)

Motion to ratify the contract with Cambridge Associates, LLC for UTA Retirement Plan Investment Management Services, as presented



Change Order: Onsite Wellness Clinic Services Amendment No. 3 - Contract Extension and Ratification of Past Disbursements (CareATC)

Recommended Action (by acclamation)

Motion to approve Amendment 3 to the Onsite Wellness Clinic Services contract with CareATC and also ratify past disbursements to CareATC, as presented



Change Order: On-Call Systems Maintenance Contract Task Order #24-002 - 2024 TDX and Network Maintenance (Rocky Mountain Systems Services)

Recommended Action (by acclamation)

Motion to approve On-Call Systems Maintenance Task Order #24-002 with Rocky Mountain Systems Services for 2024 TDX and Network Maintenance, as presented



Change Order: On-Call Systems Maintenance Contract Task Order #24-003 - 2024 General Engineering and Maintenance Support (Rocky Mountain Systems Services)

Recommended Action (by acclamation)

Motion to approve On-Call Systems Maintenance Task Order #24-003 with Rocky Mountain Systems Services for 2024 General Engineering and Maintenance Support, as presented



Change Order: On-Call Systems Maintenance Contract Task Order #23-025 - 450 E. Crossover Materials (Rocky Mountain Systems Services)

Recommended Action (by acclamation)

Motion to approve On-Call Systems Maintenance Task Order #23-025 with Rocky Mountain Systems Services for 450 E. Crossover Materials, as presented



Change Order: On-Call Systems Maintenance Contract Task Order #24-001 - 2024 Key Personnel (Rocky Mountain Systems Services)

Recommended Action (by acclamation)

Motion to approve On-Call Systems Maintenance Task Order #24-001 with Rocky Mountain Systems Services for Key Personnel, as presented



Change Order: On-Call Systems Maintenance Contract Task Order #23-026 - 200 S. Boring Services (Rocky Mountain Systems Services)

Recommended Action (by acclamation)

Motion to approve On-Call Systems Maintenance Task Order #23-026 with Rocky Mountain Systems Services for 200 S. Boring Services, as presented

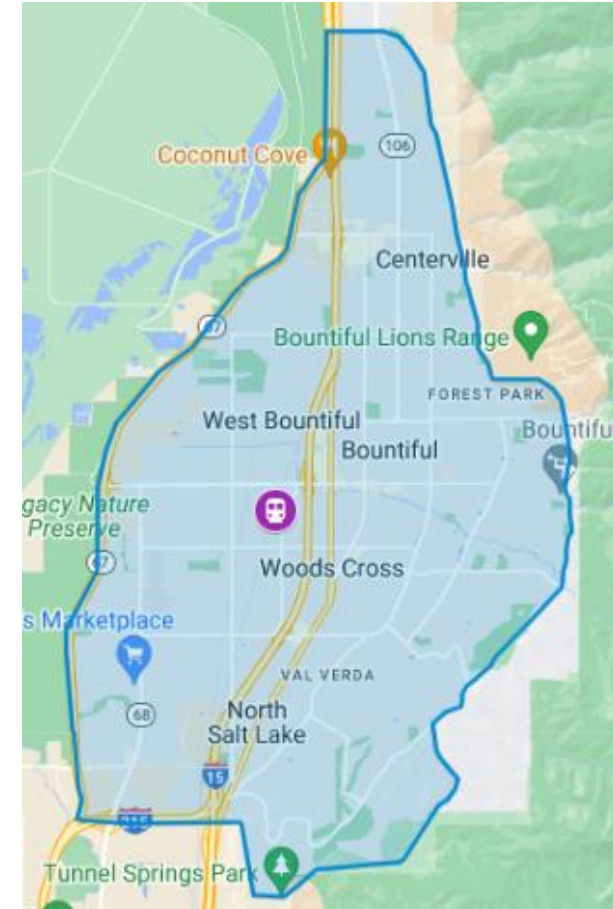


**Change Order: On Demand Technologies Master Service Agreement
Cost Estimate Increase and Service Order No. 5 - Southern Davis
County & Southern Salt Lake County
(River North Transit, LLC / Via)**

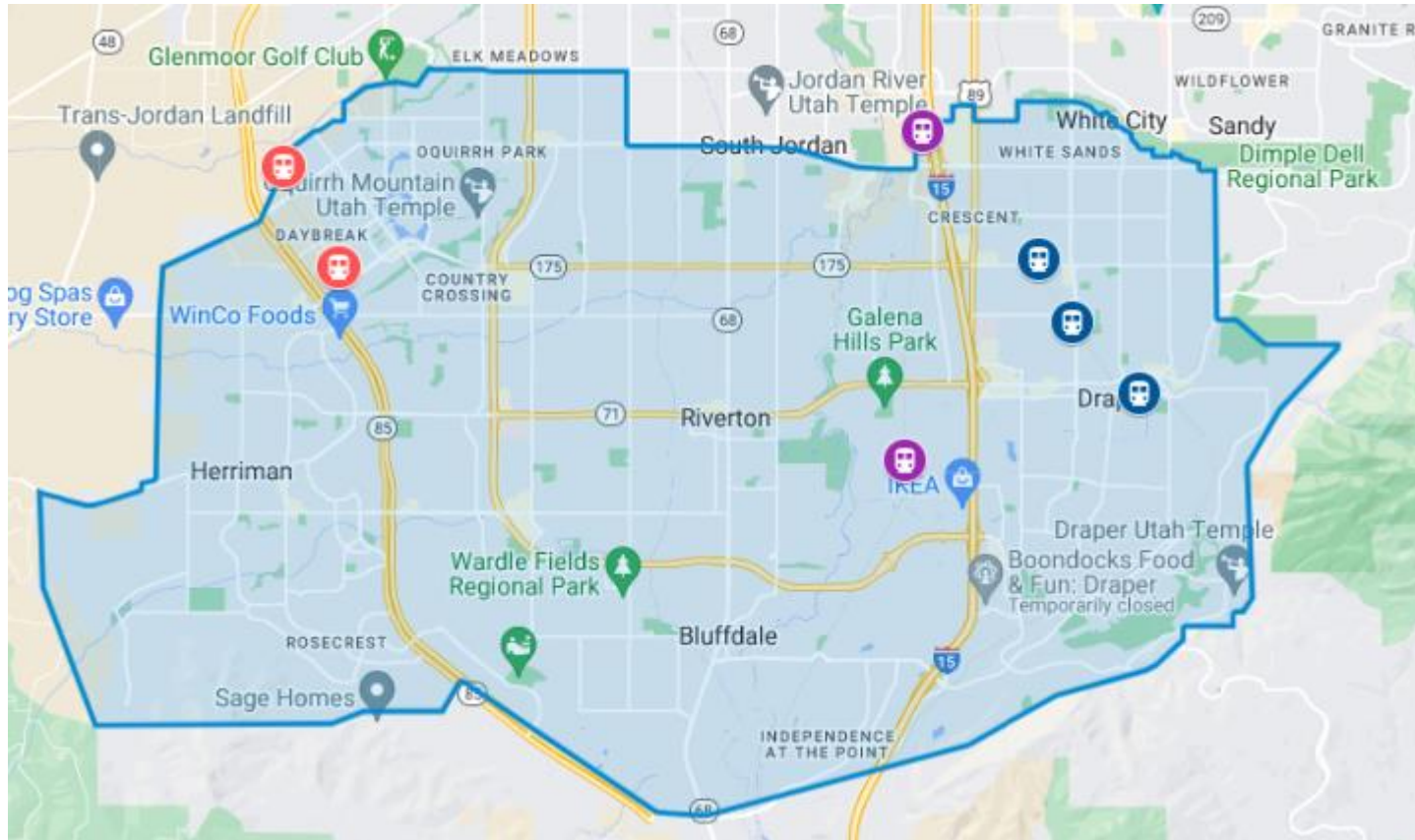


Contract #20-03399-5: Renewing South Salt Lake County and South Davis Microtransit Service with Via

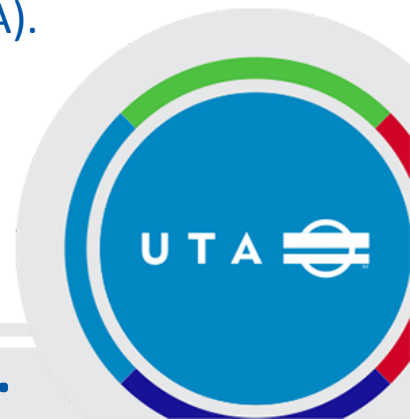
- UTA desired a multi-year agreement to facilitate budgeting and service planning.
- The proposed new service order merges two separate service orders into one.
- It extends the contract terms for three additional calendar years: 2024, 2025, and 2026 to align with Via's Master Service Agreement (MSA) term.
- Hourly rates are now consistent across both zones and are all-inclusive.
- New pricing is a base increase of +4% per year or +12% over the 3-year term.



(Continued) Contract #20-03399-5: Renewing South Salt Lake County and South Davis Microtransit Service



- Approx. \$22M for both zones.
- Microtransit, branded as UTA On Demand, has emerged as a cost-effective coverage solution.
- Ridership continues to grow, and this extension increases service hours in 2024 only.
- UTA has contracted with River North Transit, LLC (Via) through a Master Services Agreement (MSA).



Change Order: On Demand Technologies Master Service Agreement Cost Estimate Increase and Service Order No. 5 - Southern Davis County & Southern Salt Lake County (River North Transit, LLC / Via)

Recommended Action (by acclamation)

Motion to approve the On Demand Technologies Master Service Agreement Cost Estimate Increase and Service Order No. 5 with River North Transit, LLC (Via) for UTA On Demand Service in Southern Davis County & Southern Salt Lake County, as presented

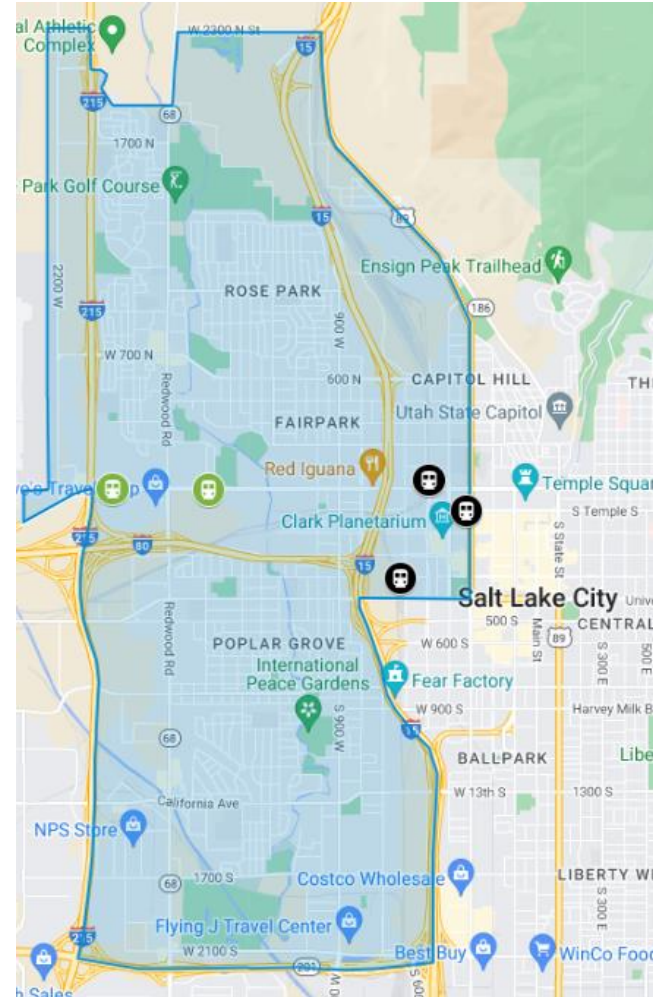


Change Order: Second Amendment to the Microtransit Cooperative Agreement (Salt Lake City Corporation)



Contract #21-P00119-2: Renewing Salt Lake City Westside Microtransit Service with Salt Lake City

- UTA and SLC desire to extend this agreement as a cost-effective coverage solution.
- This contract amendment extends the terms for one additional calendar year: 2024.
- \$3M sponsored from Salt Lake City.
- Previously \$1.9M was provided.
- Ridership continues to grow, and this amendment allows new driver hours to support increases.
- New pricing increases +2% effective July 1, 2024.



Change Order: Second Amendment to the Microtransit Cooperative Agreement (Salt Lake City Corporation)

Recommended Action (by acclamation)

Motion to approve the Second Amendment to the Microtransit Cooperative Agreement with Salt Lake City Corporation, as presented



Pre-Procurements

- Wayfinding Phase II - Blue Line
- Right of Way Program Manager



Service and Fare Approvals



Contract: 2024 UTA On Demand Service Multi-Rider Fare

Recommended Action (by acclamation)

Motion to approve the promotional fare request for 2024 UTA On Demand Service Multi-Rider Fare, as presented



Contract: Ski Bus Agreement (Davis County)

Recommended Action (by acclamation)

Motion to approve the Ski Bus Agreement with
Davis County, as presented



Contract: Ski Bus Agreement (Snowbasin Resort Company)

Recommended Action (by acclamation)

Motion to approve the Ski Bus Agreement with
Snowbasin Resort Company, as presented



Contract: Ski Bus Agreement (SMHG Management LLC/Powder Mountain)

Recommended Action (by acclamation)

Motion to approve the Ski Bus Agreement with
SMHG Management LLC/Powder Mountain, as presented



Discussion Items



Outcomes for the Tender Offer for a Portion of the Authority's Outstanding Bonds



“Tendering” Outstanding Taxable and Tax-Exempt UTA Sales Tax Bonds for Savings

Bond Tender Refunding Steps to Completion

- Board of Trustees indicated intention to proceed at the May 10th meeting
- Transaction was presented to the Local Advisory Council at their May 31st meeting for comments
- Transaction was presented to State Finance Review Commission at their June 24th meeting. The commission passed a resolution authorizing the new bonds
- Board of Trustees authorized the tender offer to bondholders and issuance of refunding bonds at its July 26th meeting with the following parameters:
 - Net Savings % need to exceed 5%
 - Net Present Value Savings should exceed \$6M
 - Tendering offers should only be to 2015A and 2016 tax exempt, and 2020, 2019B and 2020B taxable bondholders maturing debt prior to December 15, 2042
 - Refunding bonds should not exceed the original tendered bond
 - Time to perform the tendering should be a year



“Tendering” Outstanding Taxable and Tax-Exempt UTA Sales Tax Bonds for Savings

Incentive offered to Bond Holders - Taxable

Officers worked with our Municipal Advisor, Bond Counsel, Information Agent, and Underwriter to price the tender offer.

Series	CUSIP Base 917567 ¹	Maturity Date	Interest Rate	Outstanding Par Amount	Maximum Principal Amount to be Accepted for Purchase	Purchase Price as a Percentage of Par2
2020B	FR5	12/15/2033	2.375%	\$2,835,000	\$2,835,000	79.178%
2020B	FS3	12/15/2034	2.475	2,905,000	2,905,000	78.201%
2020B	FT1	12/15/2035	2.575	2,965,000	2,965,000	77.322%
2020B	FU8	12/15/2036	2.675	4,365,000	4,365,000	76.581%
2020B	FV6	12/15/2039	2.970	61,680,000	61,680,000	75.649%
2019B ³	EX3	12/15/2042	3.443	188,810,000	100,445,000	77.236%

Series	CUSIP Base 917567 ¹	Maturity Date	Interest Rate	Outstanding Par Amount	Maximum Principal Amount to be Accepted for Purchase	Purchase Price as a Percentage of Par2
2016	CH0	12/15/2029	4.000%	\$18,865,000	\$18,865,000	101.882
2016	CF4	12/15/2030	4.000	29,915,000	29,915,000	101.229
2016	CG2	12/15/2031	4.000	31,110,000	31,110,000	100.748
2015A	BD0	6/15/2024	5.000	33,255,000	33,255,000	101.256
2015A	BE8	6/15/2025	5.000	34,385,000	34,385,000	103.127

Agenda Item 10.a.



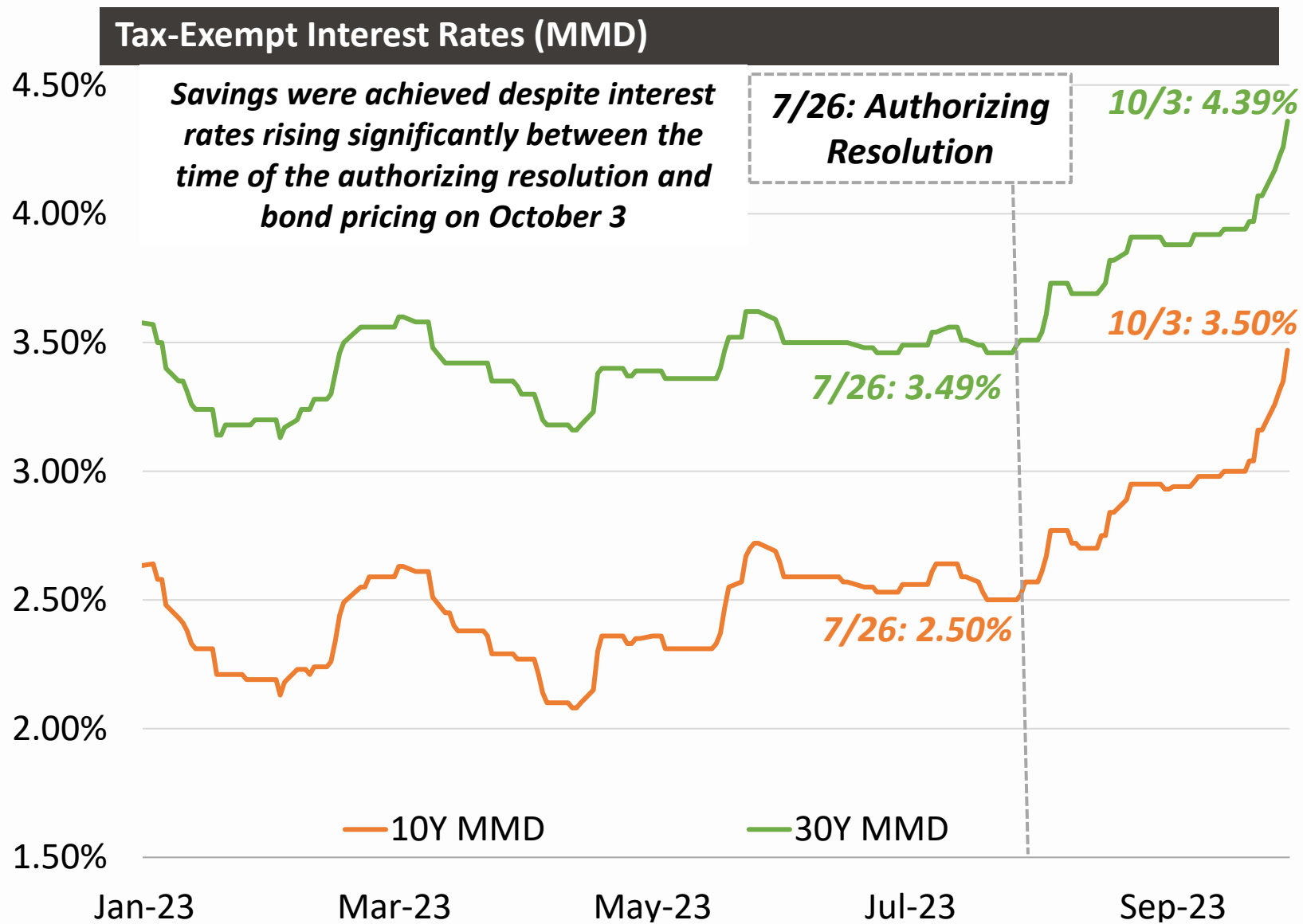
Summary Financing Results

- Tendering offers were only accepted on the 2015A tax exempt, 2019B and 2020B taxable bonds. No 2016 bonds were accepted due to higher tax-exempt rates, but that \$80 million will be eligible for potential refunding in 2026.
- Tendering participation was overall 35.7% (based on total outstanding bonds) and 45% (based on maximum principal amount eligible for acceptance)
- UTA accepted \$101,175,000 in tendered bonds (out of \$155,110,000 that were submitted for tendering), but due to the meaningful discount at which taxable bonds were purchased, UTA only had to borrow \$77,600,000 in tax-exempt refunding bonds to satisfy the tender.
- The tender also improved future optionality by replacing bonds with an average coupon of 3.4% with new, 5% coupon tax-exempt bonds

Tendered & Accepted Senior Lien Bonds		
Series	Par	Maturities
2015A	\$7,350,000	2024-2025
2019B	84,870,000	2037-2042
2020B	8,955,000	2033 & 2037
Total	\$101,175,000	

Refunding Bonds Statistics	
Closing Date	10/17/2023
Refunding Par Amount	\$77,600,000
Refunded Bonds Average Coupon	3.41%
Debt Service Savings	\$11,481,261
NPV Debt Service Savings (\$)	\$6,290,481
NPV Savings (% of tendered par)	6.22%

Agenda Item 10.a.



Source: Thomson Reuters TM3 as of 10/3/2023.



UTA Moves 2050 – Long Range Transit Plan (LRTP)



December 2023

UTA Moves 2050

Long Range Transit Plan 2023 - 2050

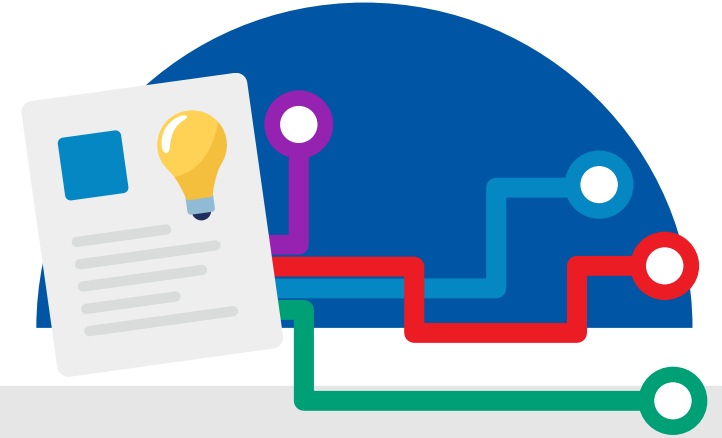


What is the UTA Long Range Transit Plan UTA Moves 2050?



Responding to Needs

UTA is developing a 30-year Long Range Transit Plan focused on understanding and planning for the **future needs of the communities we serve**

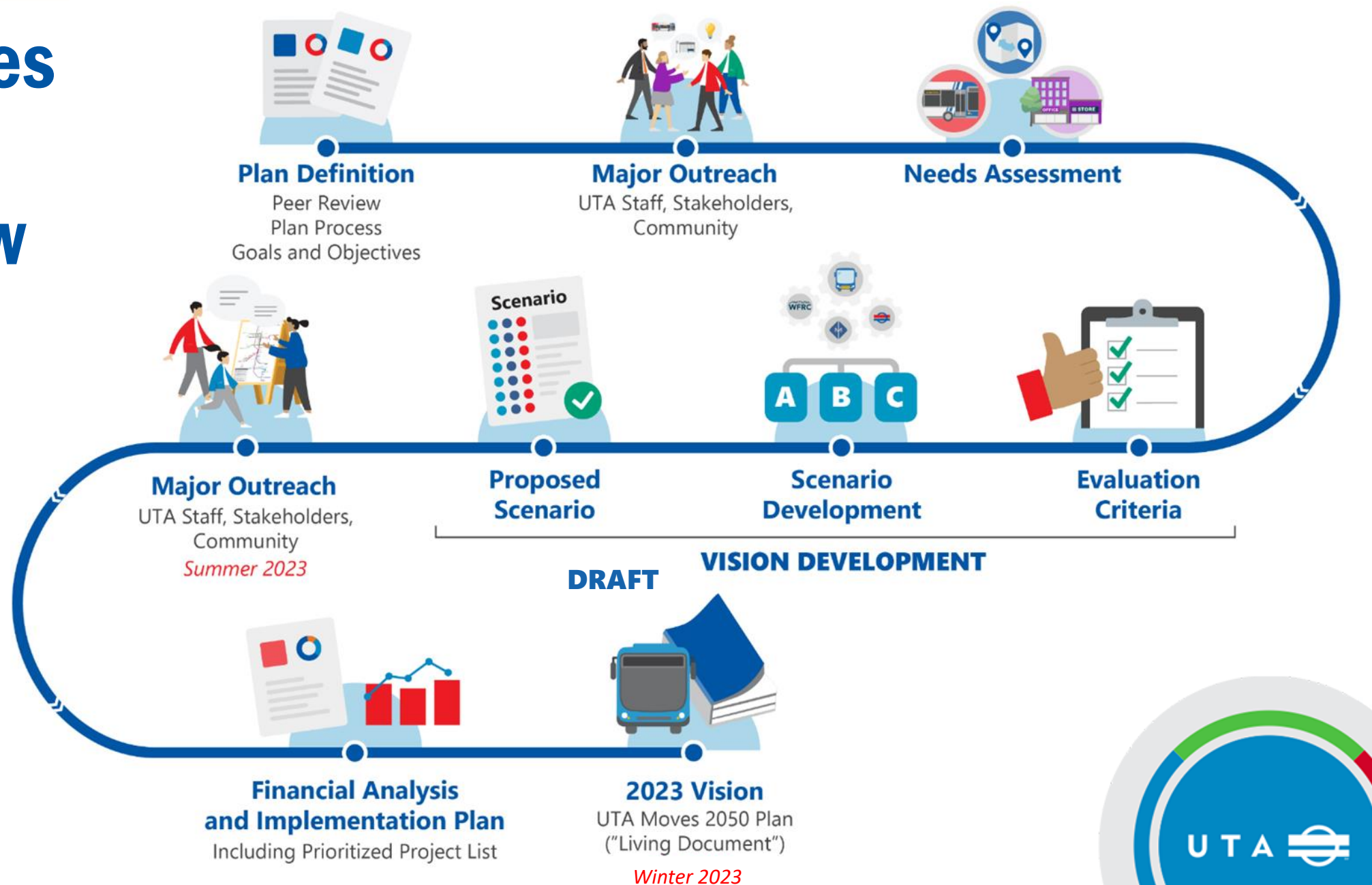


Thinking Big

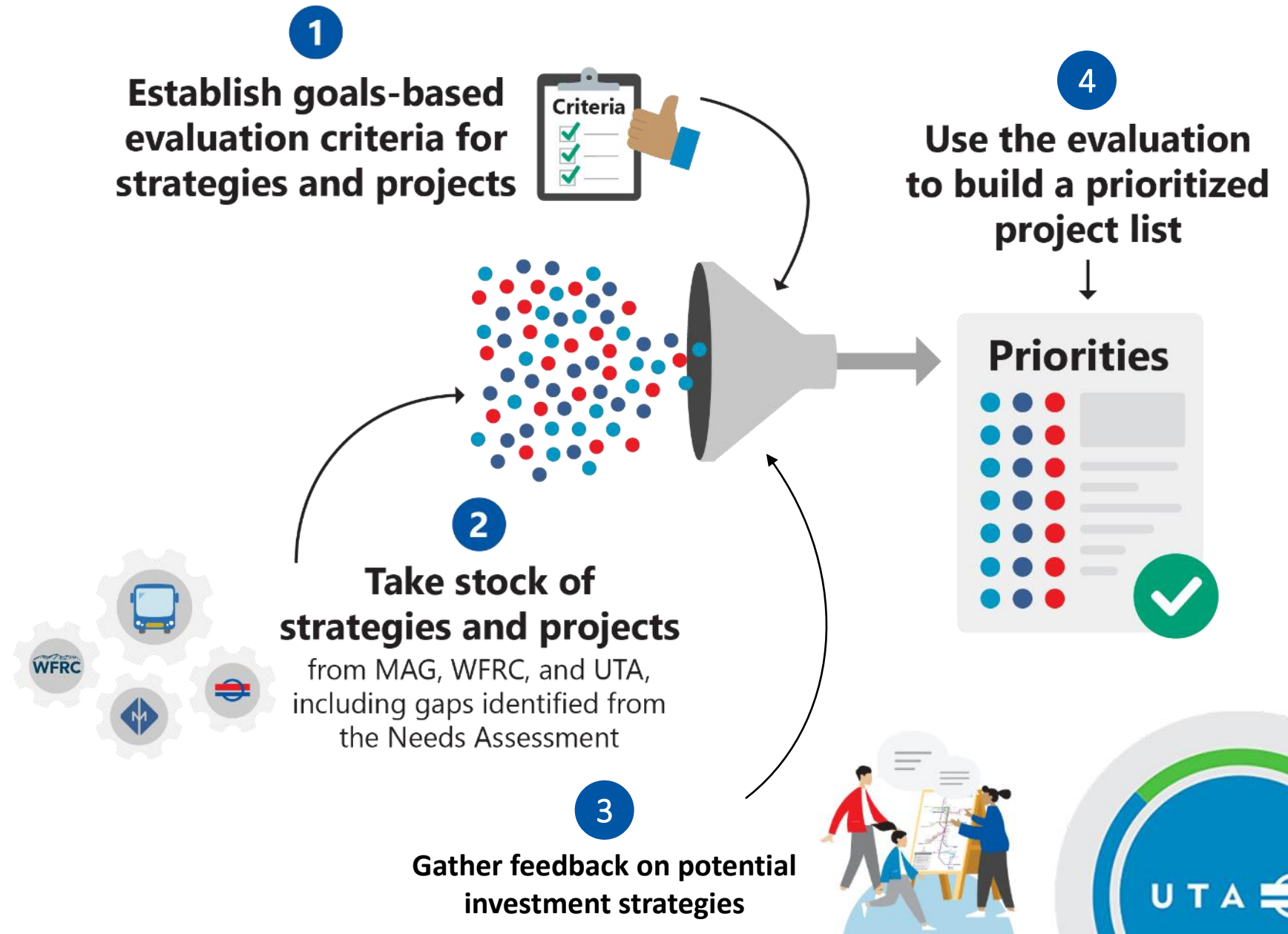
It will result in a vision for the future of public transportation—***considering all ideas, not restricted by funding***


















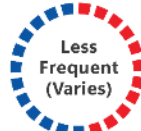















































UTA Moves 2050: Overview



Plan Vision Development



Coordinate Investment Strategy to Growth

	Frequent Service Network (15 minute or better all-day service including weekends)								
Mode	 FrontRunner (Regional Rail)	 TRAX (LRT)	 S-Line (Streetcar)	 RapidBus	 Enhanced Bus	 Frequent Bus	 Local Bus	 Limited Stop Bus	 Innovative Mobility Solutions
Frequency	 Frequent (Peak Hours) 30 mins	 Most Frequent ≤15 mins	 Frequent 15 mins	 Very Frequent ≤15 mins	 Frequent 15 mins	 Frequent 15 mins	 Less Frequent (Varies)	 Less Frequent (Varies)	 On-Demand (varies)
Corridor Investment	 Highest Permanence	 Highest Permanence	 High Permanence	 Moderate to High Permanence	 Moderate Permanence	 Corridor Commitment, Maintains Flexibility	 Flexible	 Flexible	 Most Flexible
Market Demand/Activity Density	 Connects urban and suburban centers	 Serves high volume corridors and connects centers	 Serves dense urban areas	 Serves medium-high volume corridors	 Serves medium-high volume corridors	 Serves medium volume corridors	 Serves low to medium volume corridors	 Bidirectional, all-day freeway-based service	 Serves low density areas or operates at lower-demand times (such as late night)
Passenger Capacity ¹	 10	 10	 5	 5	 5	 3	 2	 2	 1
Transit Access Shed	 5+ Miles	 1/2 to 1+ Mile	 1/3 Mile	 1/2 Mile	 1/2 Mile	 1/4 Mile	 1/4 Mile	 1/4 Mile	 1/4 Mile
Stop/Station Amenities									

1. Based on vehicle capacity and frequency

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



Evaluation Goals Tied to UTA Strategic Plan Goals



Moving Utahns to a Better Quality of Life

- Air quality
- Access to transit



Exceeding Customer Expectations

- Ridership
- Increased frequency & span
- Travel time improvements



Achieving Organizational Excellence

- Cost-Effectiveness



Building Community Support

- Access to communities with high need



Generating Critical Economic Return

- Serving future transit-supportive land use
- Improved access to jobs & essential services



How Did We Engage With the Community?

- **57 Listening Sessions** with municipal staff across UTA service area
- **1 Virtual Town Hall Kick-off**
- **8 Public Meetings (1 virtual)** across UTA service area
- **38 Social media posts** gathering over 82,000 impressions
- **2 Online engagements, including survey data** gathering over 5,000 responses
- **30+ Stakeholder Presentations**



What Did We Hear?

- **Frequency** is a priority
- **FrontRunner** improvements and extensions
- **Expanded coverage** & new routes
- **Geographic & route-specific feedback** from across service area with over 1,600 unique responses



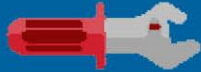
Four Investment Strategies

Maintain Our System

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



FLEET



STATE OF GOOD REPAIR



CORRIDORS



WORKFORCE



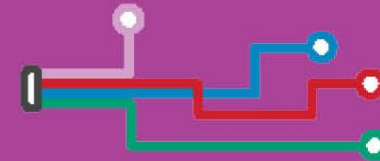
FACILITIES

Expand Our Frequent Service Network

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



FREQUENT BUSES



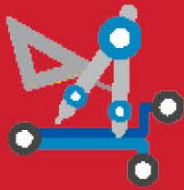
FRONTRUNNER AND TRAX

Enhance Our System

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



INFORMATION



CAPITAL



TECHNOLOGY



RELIABILITY

Serve Our Growth Areas

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



LOCAL SERVICE



EARLIER AND LATER SERVICE



NEW SERVICE



Vision Network

The UTA Moves 2050 Vision Network is designed to provide more service, more choices, and an easy-to-use system over the next 30 years. It is financially unconstrained, meaning not everything in this network can be realized.

What Does the Vision Network Accomplish?



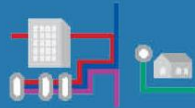
**PROVIDES
MORE TRANSIT**

110

Total Routes

49

Frequent Routes



**SERVES MORE
PEOPLE AND
JOBS**

365K

Additional People

250K

Additional Jobs



**GETS MORE
RIDERS ON
BOARD**

300K+

New riders per
Weekday



**What Does
the Vision
Network Cost?**



\$6.7B

Capital cost



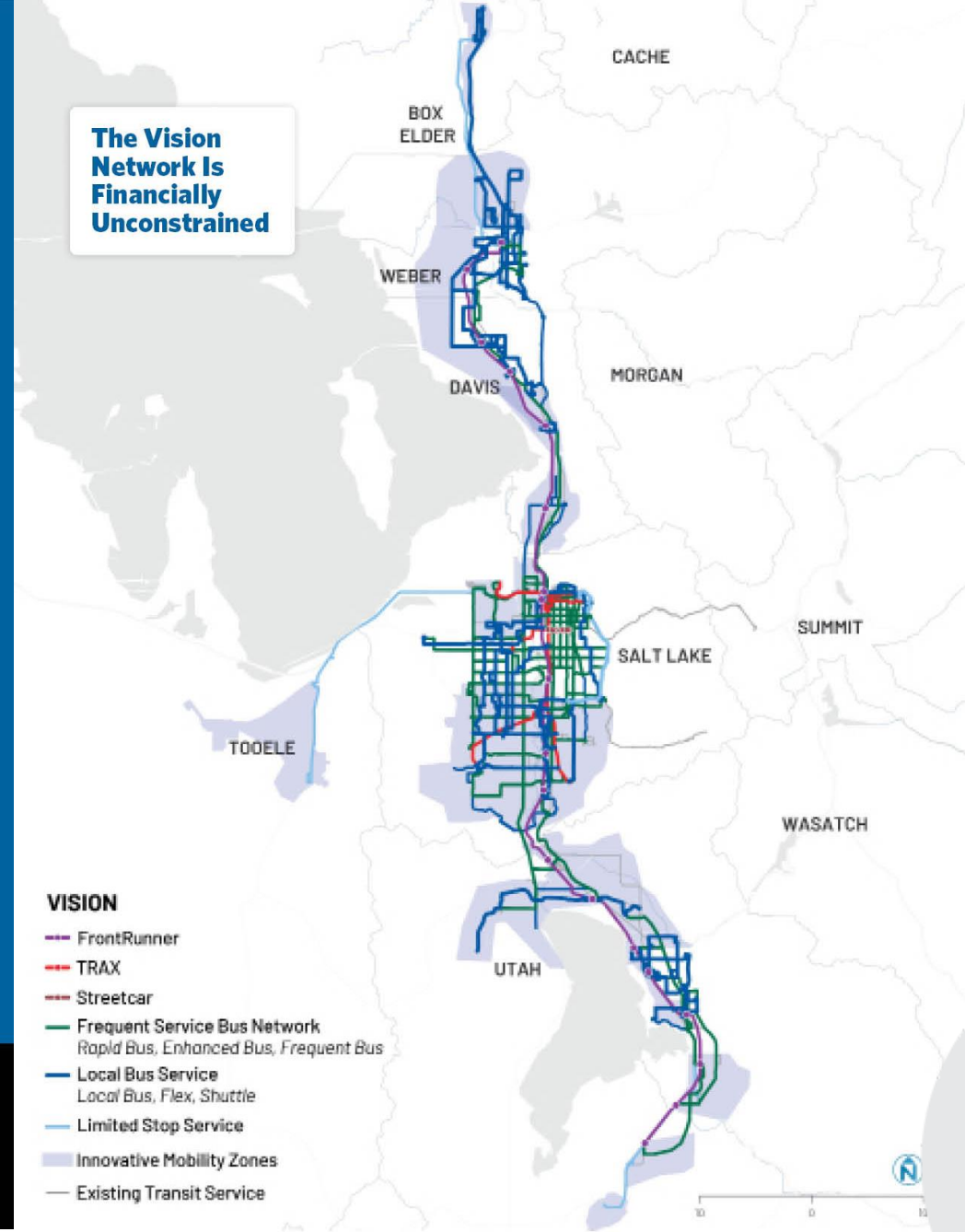
\$225M

Additional annual
operating cost

**The Vision
Network Is
Financially
Unconstrained**

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



UTA

Plan Network

The UTA Moves 2050 Plan Network is financially constrained. It is designed to provide more service, more choices, and an easy-to-use system over the next 30 years, within the resources UTA projects to be available.

What Does the Plan Network Accomplish?

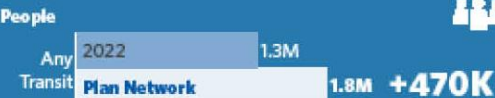


**PROVIDES
MORE TRANSIT**

100
Total Routes*

50+
Frequent Routes

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



**What Does
the Plan Network
Cost?**



\$6.7B
Capital cost



\$190M
Additional annual
operating cost

Selected Highlights

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

PLAN (PHASES 1, 2, & 3)

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

Concurrent Plans and Community Vision Elements

Including, but not limited to:

Concurrent Efforts:

- Point of the Mountain
- FrontRunner Forward
- LCC EIS
- Seasonal service (ski bus)
- Statewide Transit Connections

Community Vision Elements:

- Rio Grande Plan
- Possible Future Light Rail Extensions
- Additional Transit Service & Projects



UTA Moves 2050 Next Steps

- The LRTP becomes an ongoing UTA program
- LRTP is incorporated into regional planning processes
- Updates to financial assumptions
- Ongoing public engagement
- Next plan update occurs in sync with RTPs - 2027



Questions & Discussion



<https://rideUTA.com/LRTP>

LRTP@rideuta.com

Other Business

- a. Next Meeting: Wednesday, January 10, 2024, at 9:00 a.m.



Adjourn

