Meetings are currently being scheduled in Utah County

Separate meeting will be held for Tooele County in November

NORTH WEBER COUNTY
Marriott-Slaterville Senior Center
1570 W 400 N, Marriott-Slaterville
Wednesday, September 25, 4 - 6 pm

SOUTH WEBER COUNTY
South Ogden City Hall Emergency Operations Center
3950 Adams Ave, South Ogden
Monday, September 23, 4 - 6 pm

NORTH DAVIS COUNTY
Family Activity Center
1181 E Lester Dr, South Weber
Wednesday, October 23, 4 - 6 pm

SOUTHWEST SALT LAKE COUNTY
West Jordan City Hall
Community Room
8000 S Redwood Rd, West Jordan
Monday, October 21, 4 - 6 pm

SOUTHEAST SALT LAKE COUNTY
Cottonwood Heights City Hall
2277 E Bengal Blvd, Cottonwood Heights
Monday, October 28, 4 - 6 pm

NORTH SALT LAKE COUNTY
West Valley City Hall
Multipurpose Room
3600 S Constitution Blvd, West Valley City
Monday, October 7, 4 - 6 pm

BOX ELDER COUNTY
Box Elder County Commission Chambers
1 South Main St, Brigham City
Monday, September 30, 4 - 6 pm

Meetings are currently being scheduled in Utah County

Separate meeting will be held for Morgan County in November
Implementation Workshops

NORTH WEBER COUNTY
Marriott-Slaterville Senior Center
1570 W 400 N, Marriott-Slaterville
Wednesday, September 25, 4 - 6 pm

SOUTH WEBER COUNTY
South Ogden City Hall
Emergency Operations Center
3950 Adams Ave, South Ogden
Monday, September 23, 4 - 6 pm

NORTH DAVIS COUNTY
Family Activity Center
1181 E Lester Dr, South Weber
Wednesday, October 23, 4 - 6 pm

SOUTH DAVIS COUNTY
Davis County Administration Building
Room 131
61 S Main St, Farmington
Wednesday, October 30, 4 - 6 pm

SOUTH SALT LAKE COUNTY
West Valley City Hall
Multipurpose Room
3600 S Constitution Blvd, West Valley City
Monday, October 7, 4 - 6 pm

NORTH SALT LAKE COUNTY
West Jordan City Hall
Community Room
8000 S Redwood Rd, West Jordan
Monday, October 21, 4 - 6 pm

SOUTHEAST SALT LAKE COUNTY
Cottonwood Heights City Hall
2277 E Bengal Blvd, Cottonwood Heights
Monday, October 28, 4 - 6 pm

Meetings are currently being scheduled in Utah County

Separate meeting will be held for Tooele County in November

Separate meeting will be held for Morgan County in November

Meetings are currently being scheduled in Utah County
Wasatch Choice 2050 Implementation

Regional Growth Committee // August 15, 2019
WASATCH CHOICE 2050
VISION FOR OUR FUTURE

Our future quality of life depends on the choices we make today. The Wasatch Choice 2050 Vision is a blueprint for growth in our region. The Vision map and key strategies show how transportation investments, development patterns, and economic opportunities can enhance quality of life now and for generations to come.

Key Strategies

1. Provide transportation choices
2. Support housing options
3. Preserve open space
4. Link economic development with transportation and housing decisions

Benefits of the Vision

Implementing the Wasatch Choice 2050 Vision promotes high quality of life now and for generations to come.

- Livable and healthy communities
- Access to economic and educational opportunities
- Manageable and reliable traffic conditions
- Quality transportation choices
- Safe, user-friendly streets
- Clean air
- Housing choices and affordable living expenses
- Fiscal responsibility and infrastructure
Regional Transportation Plans (RTP) are where our Region’s future transportation system are born with key consideration given to existing land uses and future intentions.

The 2019-2050 RTPs are a long-range blueprint that set forth the 31-year strategy for regional transportation investments for all modes of transportation in the Salt Lake, Davis, Weber (WFRC) and Utah County (MAG) urbanized areas. Rural planning organizations work with UDOT on long range transportation plans for the Wasatch Back & Tooele areas.
The Wasatch Choice 2050 Vision endorses a desire to have a series of employment centers in each part of the Region; a desire to have a focal point, or “heart” for each community; and/or an interest in a walkable form of development that mixes jobs, shopping, and housing.

Use the Land Use layers to explore:
- Centers and other land use goals developed with local government,
- Projected geographic distribution of households and employment,
- Workplace accessibility measures for current and future years (Access To Opportunities)
Today, Wasatch Front region’s strengths include a strong economy supported by a diverse economic base.

On average across the region, there is accessible land for development and consistent transportation mobility by automobile, freight, rail, and air. Our region’s access and proximity to larger markets serves us well along with Utah State’s friendly business climate and policies.

As we grow, we must continue to invest and maintain the region’s transportation infrastructure to ensure that goods and people are able to move around the region.

Land constraints, fiscal demands, and housing concerns are key threats that we must remain ahead of to keep our competitive advantage regionally and nationally.
State of the Centers // Cities // Region

TEDVILLE DOWNTOWN

**Snapshot**

<table>
<thead>
<tr>
<th>Area</th>
<th>Downtown</th>
<th>Tedville</th>
<th>Region</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population</td>
<td>2,200</td>
<td>3,100</td>
<td>32,900</td>
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<tr>
<td>People per ac</td>
<td>7.0</td>
<td>7.1</td>
<td>8.7</td>
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<tr>
<td>Employment</td>
<td>1,400</td>
<td>1,500</td>
<td>16,700</td>
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<tr>
<td>Employment per ac</td>
<td>16.1</td>
<td>14.5</td>
<td>5.3</td>
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**Liability**

<table>
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<th>Area</th>
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<tr>
<td>Land per acre</td>
<td>0.7</td>
<td>0.4</td>
<td>0.3</td>
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<tr>
<td>Housing mix</td>
<td>0.8</td>
<td>0.5</td>
<td>0.2</td>
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<tr>
<td>Households per open space</td>
<td>2.0</td>
<td>2.5</td>
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<tr>
<td>People meeting activity levels</td>
<td>2.0</td>
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<td>2.0</td>
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**Mobility**

<table>
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<tbody>
<tr>
<td>Non-auto mode share</td>
<td>251</td>
<td>123</td>
<td>87</td>
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<tr>
<td>Street connectivity</td>
<td>65</td>
<td>75</td>
<td>97</td>
</tr>
<tr>
<td>Miles of bike facilities</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Percent complete sidewalk</td>
<td>90%</td>
<td>90%</td>
<td>90%</td>
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</tbody>
</table>

**Economic Vitality**

<table>
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<th>Area</th>
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<th>Region</th>
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<td>Access to opportunity - auto</td>
<td>140,000</td>
<td>110,000</td>
<td>110,000</td>
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<tr>
<td>Access to opportunity - transit</td>
<td>70,000</td>
<td>50,000</td>
<td>30,000</td>
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<tr>
<td>Housing plus transportation</td>
<td>15,000</td>
<td>15,000</td>
<td>15,000</td>
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<tr>
<td>Commercial market value</td>
<td>$37</td>
<td>$30</td>
<td>$21</td>
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</table>

**Other**

- Area
- Population and population density
- Employment and employment density
- Commercial market value
- Access to opportunities
- Percent of center vacant or underutilized
- Housing plus transportation costs
- Percent of housing that is affordable
- Housing mix
- Land use mix
- Access to open space and recreation
- Physical inactivity
- Public amenities
- Mode share
- Street connectivity
- Walkability
- Miles of bicycle facilities
Breakout Sessions

1. Provide transportation choices
2. Support housing options
3. Preserve open space
4. Link economic development with transportation and housing decisions

Keynote Speakers

Joe Minnecozzi
What's in Your City's Wallet

Dave Biggs
Rebooting Public Engagement

Drill-down best practices
Local case studies
New legislation
New tools
Wasatch Choice Implementation Workshops

- Detail your Wasatch Choice Vision
- Explore implementation opportunities & challenges
- Highlight implications of new state planning standards
- Capitalize on new ways to compete for funding
WASATCH CHOICE
2050
Regional Growth Committee

Policy Updates Relevant to Wasatch Choice 2050

August 15, 2019
Strategies

The key strategies represent the overarching themes in the WC2050 Vision and help achieve the Regional Goals. The key strategies are as follows:

- **Provide Transportation Choices:** Help us have real options in how we choose to get around and increase the number of easily reached destinations.
- **Support Housing Options:** Support housing types and locations that we can both afford and work best for our lives.
- **Preserve Open Space:** Preserve sufficient and easily accessible open lands that provide us recreational opportunities.
- **Link Economic Development with Transportation and Housing Decisions:** Create a synergy between these three key building blocks. Enable shorter and less expensive travel to afford us more time and money. Efficiently utilize infrastructure to save taxpayer dollars. Provide housing options and increase housing affordability. Improve the air we breathe by reducing auto emissions.
New General Plan Requirements for 2019

Senate Bill 34 (SB34) "Affordable Housing Modifications" encourages local communities to plan for housing for residents of all income levels and to coordinate that housing with transportation and job opportunities.

To remain eligible for state transportation investments, general plans for affected cities and counties must include revisions to the required Land Use, Transportation and Traffic Circulation, and Moderate Income Housing (MIH) elements by December 1st.

The following maps include information from WRRIC to help you meet the requirements set forth by SB34.

For further information on SB34 requirements, please see this.

Image: [source URL]
1. New General Plan Requirements for 2019

2. 2019 - 2050 Regional Transportation Plan (RTP) Projects

SB34 requires cities and counties to "consider the regional transportation plan developed by the region's metropolitan planning organization (MPO)" (SB34, 5751 (128)).

Click on your city to access a link to the RTP interactive map.

Get 2019-2050 RTP Projects GIS Data: WFRC Open Data

3. Major Transit Investment Corridors and Stations

4. How Accessible are Places of Work?

5. Population Projections

6. Employment Projections
1. New General Plan Requirements for 2019

2. 2019 - 2050 Regional Transportation Plan (RTP) Projects

3. Major Transit Investment Corridors and Stations
   - Major Transit Investment Corridors (per SB34): Cities and counties that contain the “major transit investment corridors” shown on this map must plan for residential and commercial development around these corridors to improve connections between housing, employment, education, recreation, and commerce (Utah Code 10-9a-403).
   - “Major transit investment corridor” is defined as public transit service that uses or occupies: (a) public transit rail right-of-way; (b) dedicated road right-of-way for the use of public transit, such as bus rapid transit or (c) fixed-route bus corridors subject to an interlocal agreement or contract between a municipality or county** and (i) a public transit district as defined in Section 17B-3a-802, or (ii) an eligible political subdivision as defined in Section 59-12-2216 (SB34 line 246 for municipalities; 859 for counties).
   - Municipalities without a major transit investment corridor must plan

4. How Accessible are Places of Work?

5. Population Projections

6. Employment Projections
Data Resources for Coordinating Housing & Transportation (SB34)

1. New General Plan Requirements for 2019
2. 2019 - 2050 Regional Transportation Plan (RTP) Projects
3. Major Transit Investment Corridors and Stations
4. How Accessible are Places of Work?
5. Population Projections

SB34 requires municipalities and counties to correlate the transportation plan with population projections and the proposed land use element (SB34 line 502 for municipalities, 1188 for counties). This map shows population projections by 'city area' for 2050. Clicking on a 'city area' provides access to projected population data for each year through 2050.
Data Resources for Coordinating Housing & Transportation (SB34)

3 Corridors and Stations

4 How Accessible are Places of Work?

5 Population Projections

6 Employment Projections

SB34 requires municipalities and counties to correlate the transportation plan with employment projections and the proposed land use element (SB34 line 502 for municipalities, 1188 for counties). This map shows employment projections for typical jobs by city area for 2050. Clicking on a 'city area' provides access to projected employment data for each year through 2050.

Typical jobs include job types that exhibit typical commuting and other travel/vehicle use patterns. Projections are available for all jobs, typical jobs and jobs in specific employment sectors.

See previous tab for descriptions of the City Area and TAZ-level projections.
Data Resources for Coordinating Housing & Transportation (SB34)

1. New General Plan Requirements for 2019

2. 2019 - 2050 Regional Transportation Plan (RTP) Projects

3. Major Transit Investment Corridors and Stations

4. How Accessible are Places of Work?

When siting any new development – be it housing, offices, or transportation infrastructure – the dynamics of where people live and work, and how well connected they are, should be given strong consideration. Accessibility measures look at the quality and efficiency of land use and transportation.

Clicking on a sub-county area will provide links to PDF maps showing existing workplace accessibility for the Wasatch Front (calculated for 2019). These maps consider the location of households and jobs, road and transit travel times, and survey-derived commuting behavior to estimate the number of jobs that could be reached by a typical commute for every location across our metro region.

A related metric, also from the Access to Opportunities (ATO) family of measures, shows how many employees or customers can easily reach an office or business location.

Combine these two measures into a composite score helps answer:

5. Population Projections

6. Employment Projections
SB136 Transportation Governance Amendments (2018)
SB72 Transportation Governance and Funding Revisions (2019)
JUNE-SEPTEMBER  UDOT draft the Rules and Guidance AND develop and test Models

SEPTEMBER  Transportation Commission approve Rule

OCTOBER  Transportation Commission approve Highway Model

NOVEMBER  Transportation Commission approve Transit and Active Transportation Models
Regional Growth Committee

Policy Updates Relevant to Wasatch Choice 2050

August 15, 2019
FUNDING PROGRAMS
FISCAL YEAR 2020

WASATCH FRONT REGIONAL COUNCIL
WFRC Funding Programs

• Wasatch Front Economic Development District
• Community Development Block Grant Program
• Transportation & Land Use Connection Program
• Surface Transportation Program
• Congestion Mitigation Air Quality
• Transportation Alternatives Program
Mission: Support economic development plans, promote long-term economic competitiveness, and attract federal monies in order to implement local plans.

Expand Employment

Develop strategies to expand employment in Utah’s advanced composites manufacturing industry and supply chain

Planning Request

$100,000

Encourage Entrepreneurship

Grow creative industries and connect people and organization to space, technology, and opportunity

Construction Request

$2,000,000

Workforce Training

Provide workforce training to disadvantaged youth in the green construction industry

Workforce Training Request

$614,000
Mission: Support economic development plans, promote long-term economic competitiveness, and attract federal monies in order to implement local plans.

<table>
<thead>
<tr>
<th>PUBLIC WORKS &amp; ECONOMIC ADJUSTMENT ASSISTANCE</th>
<th>REGIONAL INNOVATION STRATEGIES</th>
<th>LOCAL TECHNICAL ASSISTANCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>$100,000 - $3,000,000</td>
<td>$0 – $500,000</td>
<td>$0 – $300,000</td>
</tr>
<tr>
<td>• Job Creation</td>
<td>• Innovation Centers</td>
<td>• Economic Development Plans</td>
</tr>
<tr>
<td>• Job Retention</td>
<td>• Entrepreneurial Centers</td>
<td>• Feasibility Studies</td>
</tr>
<tr>
<td>• Construction</td>
<td>• Cluster-Based Startups</td>
<td>• Impact Analyses</td>
</tr>
<tr>
<td>• Global Competitiveness</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Leverage Private Capital</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Coal Impacted</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Build Regional Capacity</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Community Development Block Grant (CDBG) Small Cities Program

Program Purpose
The purpose of the CDBG Program is to assist in developing viable urban communities by providing decent housing and a suitable living environment, principally for persons of low and moderate income.

Program Eligibility
Morgan, Tooele, and Weber Counties
Community Development Block Grant (CDBG) Program

ELIGIBLE PROJECT TYPES

• Planning
• Building Rehabilitation
• Removal of ADA Barriers
• Public Safety Equipment
• Property Acquisition for Public Purposes
• Promotion of Neighborhood Centers
• Create/Rehab. Recreation Facilities
• Demolish Buildings to Reduce Slum/Blight
• Install/Modify Public Works Infrastructure
• Construct/Reconstruct Streets, Water, Sewer Facilities
• Housing Lot Acquisition for Multiple-Family Housing Construction
**Community Development Block Grant (CDBG) Program**

**HOUSING and COMMUNITY DEVELOPMENT**

**Total Funding for FY 2019**

$870,000

ADA Upgrades
Morgan County $210,000

Curb, Gutter, Sidewalk
Marriott-Slaterville $323,152

Culinary Water Project
Uintah City $36,848
Maximize the **value of investment** in public infrastructure

Enhance **access to opportunities**

Increase **travel options** to optimize mobility

Create **communities** with opportunities to **live, work, and play**
FEDERAL FUNDING PROGRAMS

SURFACE TRANSPORTATION PROGRAM (STP)

CONGESTION MITIGATION/AIR QUALITY (CMAQ)

TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

FEDERAL FUNDING PROGRAMS
SURFACE TRANSPORTATION PROGRAM (STP)
Eligible STP Project Types

• Street widening or new construction
• Improve or reconstruct existing streets
• Bridge replacement
• Projects that reduce traffic demand
• Intersection improvements
5600 West – 6200 South to 7000 South
Reconstruct & Widen
CONGESTION MITIGATION/AIR QUALITY (CMAQ)
Eligible CMAQ Project Types

• Projects that improve Air Quality

• Construct or purchase public transportation facilities and equipment

• Commuter bicycle & pedestrian facilities

• Intelligent Transportation Systems (ITS)

• Projects that reduce traffic demand

• Intersection improvements
Construct/ Purchase Public Transportation Facilities and Equipment

Intelligent Transportation Systems (ITS)

Urban Area – Signal Interconnect

Commuter Bicycle and Pedestrian Facilities
TRANSPORTATION ALTERNATIVES PROGRAM (TAP)
Eligible TAP Project Types

• Construction, planning, and design
• Pedestrian, bicyclists, & other non-motorized forms of transportation
• Improvements could include:
  • Sidewalks
  • Bicycle infrastructure
  • Traffic calming techniques
  • Lighting and safety-related infrastructure for non-drivers
• Safe Routes to School projects
WFRC Funding Program Deadlines

We’re Here

- Funding Programs Announced: August 2019
- Notice for Letters of Intent Sent: August 2019
- Letters of Intent Due: September 2019
- Applications Due: December 2019
- Projects Recommended: Spring 2020
For More Information

Wasatch Front Regional Council

www.wfrc.org  801-363-4250

Scott Hess  x1104
shess@wfrc.org

Christy Dahlberg  x5005
christy@wfrc.org

Megan Townsend  x1101
mtownsend@wfrc.org

Ben Wuthrich  x1121
bwuthrich@wfrc.org
## Community Engagement Summary

### Ridership/Coverage Balance

<table>
<thead>
<tr>
<th>UTA Service Area</th>
<th>Current Service Ratio</th>
<th>Public Web Survey</th>
<th>Community Leader Workshops</th>
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</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Existing Resources</td>
<td>Additional Resources</td>
</tr>
<tr>
<td></td>
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<td>Existing Resources</td>
<td>Additional Resources</td>
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<td>NORTHERN REGION</td>
<td>40/60</td>
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</tr>
<tr>
<td></td>
<td></td>
<td>70/30</td>
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</table>

- Input suggests move towards ridership
- Input suggests move towards coverage
- Input suggests maintain existing balance

Labeled with median response (ridership % / coverage %)

### Coverage Priorities

<table>
<thead>
<tr>
<th>UTA Service Area</th>
<th>Public Web Survey</th>
<th>Community Leader Workshops</th>
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<tbody>
<tr>
<td></td>
<td>Service for people with no transportation alternative</td>
<td>Service for people with no transportation alternative</td>
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<td>Service responding to growth or new development</td>
<td>Service responding to growth or new development</td>
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<td>3</td>
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- Top Priority
- Second Priority
- Third Priority

*Indicates that result varied when weighted by zip code population

## Service Choices Decision Worksheet

<table>
<thead>
<tr>
<th>UTA Service Area</th>
<th>Current Service Ratio</th>
<th>With existing resources, UTA's bus service should be:</th>
<th>With future resources, UTA's bus service should be:</th>
<th>UTA's coverage resources should focus on (ordered 1-3 or %)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Ridership</td>
<td>Coverage</td>
<td>Service for people with no transportation alternative</td>
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<td>Service responding to growth or new development</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Service to all taxpayers</td>
</tr>
<tr>
<td>NORTHERN REGION</td>
<td>40% Ridership</td>
<td>60% Ridership</td>
<td>60% Coverage</td>
<td>70% Ridership</td>
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<td></td>
<td>60% Coverage</td>
<td></td>
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<td>70% Coverage</td>
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<tr>
<td></td>
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<td></td>
<td></td>
<td>70% Service for all taxpayers</td>
</tr>
<tr>
<td>CENTRAL REGION</td>
<td>60% Ridership</td>
<td>40% Ridership</td>
<td>40% Coverage</td>
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<td>60% Service for all taxpayers</td>
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<tr>
<td>SOUTHERN REGION</td>
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<td>40% Ridership</td>
<td>40% Coverage</td>
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<td></td>
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<td></td>
<td>60% Coverage</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>60% Service for all taxpayers</td>
</tr>
</tbody>
</table>

*Notes:
- 40/60 indicates existing resources
- 60/40 indicates additional resources

*Indicates that result varied when weighted by zip code population

---

**Ridership**
- More frequent
- Only serves denser areas
- More riders per tax dollar

**Coverage**
- Less frequent
- Service everywhere
- Fewer riders per tax dollar
UTA SERVICE CHOICES

The Right Service for Your Community
Timeline

March – May 2019  Public Engagement

1. Online Survey
2. Community Leader Workshops
3. Open House Events
4. “Road Show” Presentations

July 2019  UTA Local Advisory Board Meeting

Sept. 2019  UTA Board Meeting


Nov. 2019  Draft Service Plan Engagement

December 2019 - 2020  Refine Draft Plan/Begin Implementation Planning

Fall 2021  Planned Implementation Date
What Should UTA Do?

Transit is asked to serve many different goals, including:

- Reduce traffic congestion
- Improve air quality
- Stimulate development in urban centers
- Provide an affordable transportation alternative to driving
- Get people to jobs and school
- Provide service to everyone who pays for transit
- Connect people to social services

UTA has a limited budget, so doing more of one thing can mean doing less of another. That’s why we need to hear about your priorities!
Ridership or Coverage Planning Choices
Ridership or Coverage?

The many different goals of transit service can be sorted into two major categories:

**Ridership** means attracting as many riders as possible.

**Coverage** means being available in as many places as possible, even if not many people ride.
Different Goals, Different Service

• This is a fictional town, with 18 buses to deploy
• Dots are residents or jobs.
Ridership Goal

Focusing solely on service that generates the most ridership at the least cost
Coverage Goal

Focused on ensuring access to the transit system is available to all residents of the town
Both goals are important, but they lead opposite directions!

Ridership
- Think like a business
- Focus on highest ridership potential
- Support dense, walkable development
- Compete with cars
- VMT reduction

Coverage
- Think like a public service
- Focus on access for all
- Support low-density development
- Lifeline access
- Service to every community
Where is UTA’s bus service today?

- **Central UTA Region Bus Services**
  (Salt Lake and Tooele Counties)
  60% Ridership, 40% Coverage

- **Southern UTA Region Bus Services**
  (Utah County)
  60% Ridership, 40% Coverage

- **All Existing UTA Bus Services**
  55% Ridership
  45% Coverage

- **Northern Region**
  (Davis, Box Elder, Weber Counties)
  30% Ridership, 63% Coverage
  7% Duplication
## Questions For the Community

What do you think the % funding split should be between ridership and coverage service?

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<td>1)</td>
<td>For existing service</td>
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### 3) If UTA runs coverage service, what do you think should be the priority for that service?

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<tbody>
<tr>
<td>a)</td>
<td>People who can’t drive</td>
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<td>b)</td>
<td>Everyone who pays taxes</td>
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<tr>
<td>c)</td>
<td>Newly developing areas</td>
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More Information

rideuta.com/service-choices