TABLE OF CONTENTS

4 PLAN OVERVIEW
5 What is the Five-Year Service Plan?
5 Plan Goals
6 Planning for the Future
7 Guiding Principles
8 UTA’s Planning Process
10 Timeline

12 COMMUNITY ENGAGEMENT
16 Frequently Asked Questions

18 DEVELOPMENT PROCESS

20 THE PLAN IN DETAIL

AUGUST & DECEMBER 2023
23 Park City/Salt Lake City Connect
24 Bus Rapid Transit in Ogden
25 TRAX Service Improvements
26 Flex Route Improvements
27 Service Improvements
28 Salt Lake County Ski Service

AUGUST 2024
30 Ogden Local
31 South Utah County
32 Salt Lake County Local

AUGUST 2025
34 Salt Lake City - 200 South & University of Utah

AUGUST 2026
36 West Salt Lake County - 3500 S to 9000 S
37 SLC - Ogden Regional

AUGUST 2027
39 West SL Co - 5600 W
40 Northwest Utah County

VISION (LONGER TERM)
42 Frequency Improvements
43 BDO & Pleasant View
44 North Davis and South Weber County
45 West SL Co - Airport to 3500 S
46 South Salt Lake County
47 Utah County - Lehi
48 Utah County - Vineyard to Provo
49 UTA On Demand
50 Future Projects

APPENDIX
53 Weber & Davis System Map
54 Salt Lake County System Map
55 Tooele County System Map
56 Utah County System Map
57 Rail & BRT System Map
PLAN OVERVIEW
OVERVIEW

WHAT IS THE FIVE-YEAR SERVICE PLAN?

The Five-Year Service Plan is a dynamic guide for UTA’s near-term future. Our region is growing rapidly. Where and how we grow has impacts on the transportation network. This vision for the path ahead works to address these impacts through improvements to the transit system. This plan, like a route map, is a snapshot in time. It reflects UTA’s intended service based on the best information available. This plan is updated every two years and considers other regional and local transportation plans in its development.

To learn more, take a look at the current Five-Year Service Plan for 2023-2027: [www.rideuta.com/FYSP](https://www.rideuta.com/FYSP)

Five-Year Service Plan for 2021-2025: [https://arcgis/15HvbS](https://arcgis/15HvbS)

PLAN GOALS

For the 2023-2027 Five-Year Service Plan, UTA is focusing on the following goals:

1. **FOCUS SERVICE**
   - Align UTA’s service network with new projections of available revenue

2. **IMPROVE RIDERSHIP**
   - Achieve higher ridership long-term by aligning service with emerging travel patterns

3. **INCREASE RELIABILITY**
   - Strengthen customer confidence in UTA by ensuring public transit is available when and where people need it

4. **ENGAGE THE COMMUNITY**
   - Support community engagement with the public by soliciting feedback that is need-based and specific

---

1 Permalink: [https://maps.rideuta.com/portal/apps/storymaps/stories/41190971467544baa61d71bacdf4ad67](https://maps.rideuta.com/portal/apps/storymaps/stories/41190971467544baa61d71bacdf4ad67)
OVERVIEW

PLANNING FOR THE FUTURE

To give people an idea of what potential regional changes are part of the Five-Year Service Plan, three one-pagers were developed and posted online for the following geographic regions in the UTA service area:

- Salt Lake & Tooele Counties
- Box Elder, Weber & Davis Counties
- Utah County

Constraints

Each concept in the Plan is subject to change. UTA has limited resources, including staffing shortages in operations. We carefully consider the operational cost and feasibility of any potential change. As this plan is updated, any additional service will be subject to available resources.
OVERVIEW

GUIDING PRINCIPLES

SYSTEM-WIDE PLANNING
This plan maximizes regional connectivity by emphasizing links between modes and geographic areas.

ALL-DAY SERVICE
More service means more transit available when you need it.

CORE ROUTE NETWORK
A connected network of high-frequency core routes is designed for convenience and efficiency.

EXPANDED HOURS
Earlier and later trips mean additional options for a ride home – even if your work, entertainment, or shopping runs late.

TRANSIT EQUITY
Expand access to opportunities through transit.

INNOVATIVE SOLUTIONS & NEW TECHNOLOGIES
Innovative transportation zones create opportunities for mobility and connection in areas less amenable to traditional public transit.

SERVICE CHOICES
Working with input from the communities we serve, this plan seeks opportunities to increase frequency and ridership while providing options in coverage areas.

THE PATH AHEAD FOR FUTURE PROJECTS
Exciting new services are coming, and this plan is a step toward them.
OVERVIEW

UTA’S PLANNING PROCESS

How and When the Plan Happens

The path ahead for public transit has many partners and many moving parts. UTA’s service planning and implementation process seeks to refine proposals based on input received and ongoing analysis. We conduct this process in four phases:

- Strategic Planning
- Service Planning
- Operations Planning
- Implementation

STRATEGIC PLANNING

Planning begins with collaboration in developing long-range Regional Transportation Plans (RTPs).

Our best long-term look at the path ahead comes through community collaboration and data-driven analysis. WFRC and MAG develop RTPs in partnership with the community, UTA, and other partner agencies. These plans set the direction for the region’s transportation system over the next 30 years.

SERVICE PLANNING

The Five-Year Service Plan covers all UTA transit services that do not involve major capital construction projects.

The plan presented here is the product of the service planning phase. UTA’s Local Advisory Council approves the plan and UTA’s Board of Trustees adopts the plan after extensive public engagement and development of service plan scenarios.

OPERATIONS PLANNING

This phase translates proposed changes into guidance for transit operations. This often leads to further adjustments to the Five-Year Service Plan.

Proposed service changes are fluid; many factors shape their final form. Before they are implemented, service changes are the subject of additional outreach, public hearings, a Title VI analysis, and the development of route schedules.

IMPLEMENTATION

In this phase, all final transit service changes become active on one of UTA’s Change Days, which occur every April, August, and November.

UTA informs affected riders well in advance about service changes through social media, new printed schedules, signage at transit stops, and media announcements. In addition, customer service representatives are available to help riders navigate changes.
OVERVIEW

PHASE 1: STRATEGIC PLANNING
- Establish Goals
- Draft Plan & Local Stakeholder Input
- Draft Preferred Plans
- Refine Plans
- Community Engagement on the Draft Plan
- Finalize Plans
- RTP Adopted by the Metropolitan Planning Organization
- UTA LRTP Approved by Board of Trustees
- Capital Development Process

PHASE 2: SERVICE PLANNING
- Establish Goals
- Draft Plan & Local Stakeholder Input
- Draft Plan
- Community Engagement on the Draft Plan
- Refine Plan
- Finalize Five-Year Service Plan

PHASE 3: OPERATIONS PLANNING
- Operations Planning Analysis
- Public Comment Period
- Board of Trustees Approves Title VI Analysis
- Approval by UTA Board of Trustees

PHASE 4: IMPLEMENTATION
- August Change Day
  Major Service Changes
- December Change Day
  Ski Service
- April Change Day

Community Engagement Opportunity
OVERVIEW

TIMELINE

2022
- AUG: KICKOFF
  - Analysis begins
- SEPT: COMMUNITY ENGAGEMENT BEGINS
  - Website
  - Survey
- OCT: VETTING
  - Draft FYSP refinements
- NOV: COMMUNITY ROAD SHOWS
  - Draft FYSP developed
- DEC: PUBLIC COMMENT PERIOD
  - Public feedback on the draft FYSP

2023
- JAN: REFINE
  - FYSP refined
- FEB: DRAFT
  - Draft plan developed
- MAR: FINAL
  - Plan adopted
CHAPTER 1

11
COMMUNITY ENGAGEMENT
COMMUNITY ENGAGEMENT

UTAH TRANSIT AUTHORITY  •  FIVE-YEAR SERVICE PLAN  •  2023 - 2027

Key Themes

MAJORITY OF RESPONDENTS (75%) RIDE TRANSIT
- Most ride because it’s economical, good for the community/environment, and they don’t have to deal with parking

MOST COMMON REASONS WHY RESPONDENTS DON’T RIDE
- Transit is inconvenient
- Doesn’t go where they want to go, or transit isn’t easy to get to

EXPANDING COVERAGE & SERVICE
- Southwest Salt Lake County (Riverfront/Herriman/Bluffdale)
- West Salt Lake County
- Utah County
- Underserved communities

OVERALL IMPROVEMENTS TO FREQUENCY, RELIABILITY, & TRAVEL TIMES
- Also transit stop/station improvements, more partnerships, and faster transition to renewable energy sources
- Free fare

ADDING SERVICE
- Earlier morning and later night service
- More weekend service, esp. on Sundays

SAFETY & SECURITY CONCERNS
- Additional security on all modes of transit
- Visible enforcement of UTA policies
- Lighting, cameras, patrols
- Safety at Park & Ride lots

ADA & OTHER ACCESSIBILITY CONCERNS
- More ADA-accessible bus stops
- Upkeep & maintenance of existing ADA facilities
- More considerations for aging population

TECHNOLOGY & TICKETING
- Make purchasing tickets faster & intuitive
- Add more payment options (tap card, Apple Pay, Google Wallet, etc.)
- Accurate, live GPS,incl. updates with detours, construction, etc.
COMMUNITY ENGAGEMENT

This section provides an overview of the FYSP community engagement efforts. For more information, see the FYSP Public Involvement Report located at www.rideuta.com/FYSP.

This Five-Year Service Plan is a conceptual path forward. It represents a vision for the future, not a prescriptive list of definitive changes. UTA is committed to creating a service that works for the community.

UTA reached out to the communities we serve to understand their priorities for public transit. We used a variety of tools and approaches to engage local governments, transit riders, community leaders, and the general public. These tools give residents and communities opportunities to shape service changes and regional improvements.

Public comments make up one factor in UTA’s decision-making process, which also includes factors such as budget, staffing constraints, operational feasibility, ridership, and more. These factors have been and will be used to finalize the Five-Year Service Plan and present for approval in February to UTA Board of Trustees. The changes identified in the Five-Year Service Plan will be used to identify and implement changes throughout the coming years and particularly in August of each year (“Change Day”).

UTA requested public comments on the Five-Year Service Plan. Are we on track with this plan? What route-specific and location-specific information do we need to know? What’s working or not working now, and why? We heard from community members via the transit needs survey and know that the following are important:

- Expanded service coverage
- Added frequency
- Improved amenities at bus stops
- Improved on-time reliability
- Added weekend service
- Improved travel times

---

1 Permalink: https://maps.rideuta.com/portal/apps/storymaps/stories/41190971467544baa61d71bacdf4ad67
Public Comment Period

During the public comment period (December 7, 2022 – January 23, 2023), people were invited to share feedback with UTA on the updated draft Five-Year Service Plan via one of the methods listed on this page. Comments received are still being processed and will soon be available in full as part of the public comment record.

Virtual Public Meeting

A virtual public meeting was held on December 14, 2022. This meeting was recorded and posted to UTA’s YouTube Channel at the following link: www.youtube.com/watch?v=fJJI42kRPIc.

Survey

Information shared with UTA via the survey has been considered as part of the update to the draft Five-Year Service Plan and a full summary will be made available soon. Additionally, the survey will be used to guide the development of UTA’s Long-Range Transit Plan, which looks out longer-term. We encourage you to share your ideas and participate in that planning process.

The Transit Needs Survey: https://arcg.is/KHu490

Public Engagement Consideration
COMMUNITY ENGAGEMENT

FREQUENTLY ASKED QUESTIONS

To help prevent the spread of misinformation, a list of Frequently Asked Questions ("FAQ") was developed with full answers and posted on the FYSP website. This FAQ is provided in its entirety on the following pages:

Q. What is the Five-Year Service Plan?
A. The Five-Year Service Plan ("FYSP") guides how UTA’s transit services will improve, adapt, and change over the coming Five-Years and beyond. The Five-Year Service Plan is a dynamic guide for UTA’s near-term future. It reflects UTA’s intended service based on the best information available. The Plan also allows local decision-makers to evaluate and plan public transportation services and make recommendations to guide the day-to-day operations. The Five-Year Service Plan covers all UTA transit services that don’t involve major capital construction projects.

Q. Why is it important?
A. Our region is growing rapidly. Where and how we grow impacts the transportation network. The Five-Year Service Plan helps us respond to that growth proactively and focus on service.

Q. How does it fit into the larger picture?
A. The path ahead for public transit has many partners and many moving parts. UTA conducts this process in four phases:
- **Strategic Planning:** Looks long-range and high-level. Coordinates with regional transportation plans and looks ahead 30 years.
- **Service Planning:** Looks ahead Five-Years and develops the Five-Year Service Plan.
- **Operations Planning:** Translates service changes into guidance for transit operations.
- **Implementation:** All final transit service changes become active on one of UTA’s Change Days, which occur every April, August, and December.

The Five-Year Service Plan falls under Phase 2: Service Planning. However, it is only one part of a larger process. Each phase coordinates with the other three phases to create a consistent set of plans for the path ahead.

Q. Is this UTA’s first Five-Year Service Plan?
A. No. The 2021-2025 Five-Year Service Plan was adopted in 2021, and more information can be found here. UTA updates the Five-Year Service Plan every two years to incorporate the best available information.

Q. What do you want from me?
A. UTA would like your input to help develop the Five-Year Service Plan and the vision beyond Five-Years. Learn more about the Five-Year Service Plan and get involved by leaving comments, submitting the transit needs survey, signing up for email updates, and participating in the upcoming public comment period. Visit rideuta.com/FYSP to get involved, ask questions, and stay in touch.

The survey will take about 10 minutes and asks about community priorities and values related to transit service, including bus, TRAX, and FrontRunner.

Q. Why should I get involved?
A. Because UTA reads and reviews all stakeholder, rider, and resident comments regarding service as part of each update to the Five-Year Service Plan. Even if we aren’t able to implement your suggestion immediately, it may become part of a future plan.
COMMUNITY ENGAGEMENT

In addition, we rely on “eyes on the ground” to notice details about our system and welcome new insights that we receive from our riders.

Q. How does this relate to the Gondola?
A. This doesn’t involve the gondola at all. The Five-Year Service Plan and UTA service changes in general, are separate from the Utah Department of Transportation. The Little Cottonwood Canyon Transportation study, which the gondola is a part of, is a separate effort being led by UDOT.

Q. What’s up with the December 2022 Suspended Services?
A. UTA, like many other places nationwide, is experiencing significant staffing shortages. We simply don’t have enough bus drivers to drive the routes we operated prior to December 2022. We can’t provide the same level of service to communities without enough bus drivers. We are working to increase operator incentives and recruiting efforts now. But that means we have to make several emergency bus service adjustments on December Change Day, impacting Weber, Davis, and Salt Lake counties and service to Summit County.

Read more about the emergency changes in December, including how UTA plans to address operator shortages: rideuta.com/ChangeDay.

Q. Wait, first service was expanded, then you announced service was being suspended, now you’re saying that you’re expanding service again?
A. The Five-Year Service Plan sets out a plan for the future and guides decision-making. It does not mean that a specific service change or increase is happening yet. Many factors influence UTA’s plans and ability to deliver service. However, the Five-Year Plan provides us with a forward-looking plan so we can be prepared should circumstances allow for service improvements.

Q. Why do you cut routes?
A. The Planning team evaluates transit service and seeks to deliver transit service that serves the most people the best – this includes looking at factors such as population and employment density; service to communities that rely on transit the most; favorable market segments; street connectivity; rider and employee feedback; upcoming transit projects; and more. This sometimes results in reallocating resources to better serve the community as a whole. UTA also has finite resources and budgets and is limited by ongoing impacts, including staffing shortages and the COVID-19 pandemic.

We know that cutting service has real impacts on real people. Therefore, we carefully consider any potential change’s operational cost and feasibility.

Q. How final is this draft Five-Year Service Plan?
A. Each proposed concept in the proposed initial draft Plan is subject to change. This is the draft framework upon which the Five-Year Service Plan is built, updated, and refined before anything is adopted or implemented. We are in the initial draft phase of the Plan, so these proposed components aren’t set in stone and will undergo revisions and changes based on community feedback and other inputs. Give us your feedback on the draft plan here and fill out the survey!

Q. How final is this draft Five-Year Service Plan?
A. Each proposed concept in the proposed initial draft Plan is subject to change. This is the draft framework upon which the Five-Year Service Plan is built, updated, and refined before anything is adopted or implemented. We are in the initial draft phase of the Plan, so these proposed components aren’t set in stone and will undergo revisions and changes based on community feedback and other inputs. Give us your feedback on the draft plan here and fill out the survey!

Q. Wait, first service was expanded, then you announced service was being suspended, now you’re saying that you’re expanding service again?
A. The Five-Year Service Plan sets out a plan for the future and guides decision-making. It does not mean that a specific service change or increase is happening yet. Many factors influence UTA’s plans and ability to deliver service. However, the Five-Year Plan provides us with a forward-looking plan so we can be prepared should circumstances allow for service improvements.

Q. Why do you cut routes?
A. The Planning team evaluates transit service and seeks to deliver transit service that serves the most people the best – this includes looking at factors such as population and employment density; service to communities that rely on transit the most; favorable market segments; street connectivity; rider and employee feedback; upcoming transit projects; and more. This sometimes results in reallocating resources to better serve the community as a whole. UTA also has finite resources and budgets and is limited by ongoing impacts, including staffing shortages and the COVID-19 pandemic.

We know that cutting service has real impacts on real people. Therefore, we carefully consider any potential change’s operational cost and feasibility.

Q. How final is this draft Five-Year Service Plan?
A. Each proposed concept in the proposed initial draft Plan is subject to change. This is the draft framework upon which the Five-Year Service Plan is built, updated, and refined before anything is adopted or implemented. We are in the initial draft phase of the Plan, so these proposed components aren’t set in stone and will undergo revisions and changes based on community feedback and other inputs. Give us your feedback on the draft plan here and fill out the survey!

Q. Where can I find more information?
A. UTA has launched a website for the Five-Year Service Plan that is a repository of the latest information at rideuta.com/FYSP. The website is constantly being updated, so please check back regularly.
DEVELOPMENT PROCESS
FIVE-YEAR SERVICE PLAN DEVELOPMENT PROCESS

**BACKGROUND ANALYSIS**
- Customer Comments
- UTA’s Comprehensive System Analysis
- UTA Innovative Mobility Solution Service Pilots
- UTA Market Segmentation Studies
- Transit Propensity Index
- Local Government Long-Range Plans
- Operator Feedback

**COLLABORATIONS WITH SERVICE UNITS**
- Existing Five-Year Service Plan
- Revisions or Updates Identified
- "Intense Collaboration Sessions" with Business Units
- Board of Trustees Initial Review
- Conversations with local governments and other stakeholders
- Deliverables: Establish Five-Year Plan Goals

**ALL SERVICE PLANNERS**
- Mt. Ogden
- Salt Lake
- Timpanogos
- Special Services
- Light Rail
- FrontRunner

**ALL OPERATIONS PLANNERS**
- Mt. Ogden
- Salt Lake
- Timpanogos
- Special Services
- Light Rail
- FrontRunner

**ALL REGIONAL GENERAL MANAGERS**
- Mt. Ogden
- Salt Lake
- Timpanogos
- Special Services
- Light Rail
- FrontRunner

**PUBLIC INPUT PROCESS**
- Deliverables: Board of Trustees Presentation of Public Draft Network
- Deliverables: Summary of Existing Conditions

**STEP 1**
- STEP 2
- STEP 3
- STEP 4
- STEP 5
- STEP 6
- STEP 7
- STEP 8
- STEP 9

**DELIVERABLES**
- Establish Five-Year Plan Goals
- Endorse Vision
- Endorse Draft Five-Year Service Plan
- Revisions to Draft Plan as necessary
- Approval of Five-Year Plan
- Adoption of Five-Year Plan

**CHANGE DAY PROCESS**
- Outreach to affected Local Governments
- Public Hearing
- Service Planning Revisions
- Title VI Analysis & Board Approval
- Operations Planning

- Five-Year Mobility Plan Development Process (2-year Update Cycle)**
THE PLAN IN DETAIL
THE PLAN – IN DETAIL

UTA’s Service Planning team has considered stakeholder and community feedback, emerging circumstances, and the best available information to draft an updated Five-Year Service Plan. Priorities expressed by communities through the transit needs survey indicate that expanding service coverage and frequency, as well as improving on-time reliability, travel times, and weekend service are important.

The following section outlines the updated draft plan for the Five-Year Service Plan by year. This is the framework upon which the plan is built, updated, and refined before final adoption and implementation. These components aren’t set in stone and will undergo additional revisions and changes based on community feedback and other inputs following public comment. We carefully consider the operational cost and feasibility of any potential change. As this plan is updated, any additional service will be subject to available resources.

The information contained in the Five-Year Service Plan reflects changes to service, not a full picture of UTA’s entire transit system or network. As part of this plan, system maps are created for each update, and the latest system maps, current as of December 2022, are located in the Appendix.

### FIVE-YEAR SERVICE PLAN - PHASING AT A GLANCE

#### Subject to change

<table>
<thead>
<tr>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>2026</th>
<th>2027</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>AUGUST</strong></td>
<td><strong>AUGUST</strong></td>
<td><strong>AUGUST</strong></td>
<td><strong>AUGUST</strong></td>
<td><strong>AUGUST</strong></td>
</tr>
</tbody>
</table>
| Park City/Salt Lake City  
901, 902 | Ogden Local  
607, 611, 612, 618, 625, 645  
Salt Lake County Local  
205 | Salt Lake City  
2A, 2X, 2A, 2B, 220 | SLC-Ogden Regional  
456, 470, 600, 609, 627  
Midvalley  
47, 50, 227, 240, 590 | 5600 West  
250, 5956, Paratransit  
Northwest Utah County  
806, 809, Paratransit |
| **DECEMBER** | **CONTINGENT UPON RESOURCES** | **CONTINGENT UPON RESOURCES** | **CONTINGENT UPON RESOURCES** | **CONTINGENT UPON RESOURCES** |
| Flex Routes  
F202, F570, F638 | Contingent Upon Resources  
39, 201, 218, 830X (MTC-PVU)  
953, 972, 994 | Contingent Upon Resources  
953, 972, 994 | Contingent Upon Resources  
953, 972, 994 | Contingent Upon Resources  
953, 972, 994 |

**HOURS:** 54,059  
**MILES:** 640,131

**HOURS:** 72,925  
**MILES:** 342,642

**HOURS:** 28,197  
**MILES:** 190,265

**HOURS:** 126,858  
**MILES:** 1,446,047

**HOURS:** 118,588  
**MILES:** 1,195,468

**VISON (LONG TERM)**

| 4 | 17 | 31 | 39 | 45 | 54 | 62 | F126 | 146 | 201 | 209 | 218 | 232 | 236 | 248 | 266 | 604 | 613 | 616 | F68 | 626 | 627 | 631 | 640 | 641 | 656 | 837 | 833 | 842 | 850 | 864 | 877 | Paratransit |
| 4 | 17 | 31 | 39 | 45 | 54 | 62 | F126 | 146 | 201 | 209 | 218 | 232 | 236 | 248 | 266 | 604 | 613 | 616 | F68 | 626 | 627 | 631 | 640 | 641 | 656 | 837 | 833 | 842 | 850 | 864 | 877 | Paratransit |

**Bold** = new service, **Italics** = changed service, **Strikethrough** = discontinued service
THE PLAN

AUGUST & DECEMBER 2023

Added Service Hours: 54,059
Added Service Miles: 640,131
THE PLAN – AUGUST 2023

PARK CITY/SALT LAKE CITY CONNECT

Discontinue Routes 901 and 902

High Valley Transit to operate Route 107
THE PLAN – AUGUST 2023

BUS RAPID TRANSIT IN OGDEN

New OGX service replaces Routes 603 and 650
THE PLAN – AUGUST 2023

TRAX SERVICE IMPROVEMENTS

TRAX and S-Line increased to 15-minute service on Saturdays
THE PLAN – AUGUST 2023

FLEX ROUTE IMPROVEMENTS
Routes F202 and F570 adjusted to improve reliability, increase coverage
Additional stops on Route F638 within Brigham City
THE PLAN – AUGUST 2023: CONTINGENT UPON RESOURCES & NEEDS

SERVICE IMPROVEMENTS

Restore service on Routes 39, 201, and 218

Implement UVX service to Provo Airport
SALT LAKE COUNTY SKI SERVICE

Increase service on Routes 972 and 994
Implement select trips on Route 953
THE PLAN

AUGUST 2024

Added Service Hours: 72,925
Added Service Miles: 342,642
THE PLAN – AUGUST 2024

OGDEN LOCAL

New Route 607 provides one seat ride to Weber State University, Wall Ave, and Ogden Station

New Route 611 at 15-minute service on weekdays between Washington Terrace and Ogden-Weber Technical College
SOUTH UTAH COUNTY

Routes to Payson, Salem, Spanish Fork, and Springville streamlined to reduce travel time, serve additional destinations

Adjustments to the Paratransit service area
SALT LAKE COUNTY LOCAL

Increase frequency on Route 205
THE PLAN – AUGUST 2025

AUGUST 2025

Added Service Hours: 28,197
Added Service Miles: 190,265
SALT LAKE CITY - 200 SOUTH & UNIVERSITY OF UTAH

End Route 220 at the University of Utah

Routes 2A/2B to replace route 2, with combined 6 - 9 minute service

Replaces Route 2X
THE PLAN - AUGUST 2026

AUGUST 2026

Added Service Hours: 126,858
Added Service Miles: 1,446,047
THE PLAN

WEST SALT LAKE COUNTY - 3500 S TO 9000 S

Route changes to prepare for Midvalley Connector
Route 227 extended to SLCC-WJ campus, SLCC-Redwood campus, and 9000 S
SLC - OGDEN REGIONAL

Split Routes 455 and 470 at Farmington Station

Northern segment of current Route 470 (State/Main) increased to 15-minute service

Route 627 rerouted for additional connection at Fruit Heights Park ‘n Ride
THE PLAN – AUGUST 2027

AUGUST 2027

Added Service Hours: 118,588
Added Service Miles: 1,195,468
THE PLAN – AUGUST 2027

WEST SL CO - 5600 W
New frequent service on 5600 W, the International Center, North Temple, and Downtown SLC
Increase to Paratransit Service Area
THE PLAN - AUGUST 2027

NORTHWEST UTAH COUNTY

New service on Pioneer Crossing and Pony Express Parkway
Route will serve new Park & Ride locations
Increase to Paratransit service area
VISION
(LONGER TERM)

UNPHASED PROJECTS BEYOND FIVE YEARS
VISION (LONGER TERM)

FREQUENCY IMPROVEMENTS

Improved frequency on Routes 4, 17, 39, 45, 54, 62, 209, 223, and 850
VISION (LONGER TERM)

BDO & PLEASANT VIEW

Route F618 realigned to serve Business Depot Ogden ("BDO") via 12th St (replaces Route 613)

New service between Pleasant View Station and Ogden Station

Deviation service on Route F618 replaces Paratransit in BDO
VISION (LONGER TERM)

NORTH DAVIS AND SOUTH WEBER COUNTY

New route serving Roy Innovation Center
Route 626 extended to Roy FrontRunner Station
Route 627 streamlined to Antelope Dr
Frequency improvements on Routes 604, 626, and 627
VISION (LONGER TERM)

WEST SL CO – AIRPORT TO 3500 S

New service on 3100 S

New service on 3600 W between the Salt Lake International Airport and West Valley Central Station

Route 248 extended to serve Lake Park Corporate Center and 1700 S (replaces Route 513)
VISION (LONGER TERM)

SOUTH SALT LAKE COUNTY

New UTA On Demand Zones
Increased fixed route service to handle demand
Increased Paratransit coverage
**VISION (LONGER TERM)**

**UTAH COUNTY - LEHI**

New UTA On Demand Zone

Route 871 streamlined between Lehi FrontRunner Station and Draper Town Center Station. Improved frequency.
VISION (LONGER TERM)

UTAH COUNTY – VINEYARD TO PROVO

Route 831 realigned to Columbia Ln and State St
New service between Vineyard Station and UVU
VISION (LONGER TERM)

UTA ON DEMAND

New zones in north Weber County, Sandy, Cottonwood Heights, South Jordan, West Jordan, Lehi, and West Provo
VISION

FUTURE PROJECTS

Point of the Mountain Transit Study

Paratransit Forward

South Valley Transit Study

Little Cottonwood Canyon Environmental Impact Statement

Davis-Salt Lake Community Connector

Central Corridor Transit Study

FrontRunner Forward
UTAH TRANSIT AUTHORITY  • FIVE-YEAR SERVICE PLAN  • 2023 - 2027

CHAPTER 1

A

CHAPTER 2

CHAPTER 3

CHAPTER 4
APPENDIX

SYSTEM MAPS
APPENDIX

SALT LAKE COUNTY SYSTEM MAP
APPENDIX

TOOELE COUNTY SYSTEM MAP

Tooele County
SYSTEM MAP

Legend

Bus
- Regular bus
- Limited bus
- UTA On Demand

Park-and-ride

Plan your trip

Transit, UTA’s preferred trip planning app

More information at rideuta.com

EFFECTIVE 7 AUGUST 2022

Tooele County
SYSTEM MAP

Tooele County
SYSTEM MAP

Tooele County
SYSTEM MAP

Tooele County
SYSTEM MAP
APPENDIX

UTAH COUNTY SYSTEM MAP
APPENDIX

RAIL & BRT SYSTEM MAP

Legend

RAIL

BRT

NOT TO SCALE