

**RESOLUTION OF THE LOCAL ADVISORY COUNCIL OF THE UTAH
TRANSIT AUTHORITY APPROVING THE PROPOSED
2023-2027 FIVE-YEAR SERVICE PLAN AND RECOMMENDING ADOPTION
BY THE AUTHORITY'S BOARD OF TRUSTEES**

AR2023-02-01

February 15, 2023

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

WHEREAS, the Utah Public Transit District Act (UCA 17B-2a-808) (the "Act") required creation of a Local Advisory Council to discuss and comment on the service, operations and concerns with public transit district operations and functionality and to advise the Board of Trustees regarding operation and management of the district, and

WHEREAS, under the Act, the Local Advisory Council is obligated to review, approve, and recommend final adoption by the Board of Trustees of district service plans at least every two and one-half years; and

WHEREAS, Board Policy 3.2 Service Planning Implementation requires the Authority to develop a five-year service plan every two years that is developed in collaboration with counties and local municipalities to guide the Authority's planning decisions; and

WHEREAS, the Authority has developed a Five-Year Service Plan for the years 2023 through 2027 (the "Plan") which seeks to align UTA's service network with new projections of available revenue; aims to achieve higher ridership long term by aligning service with emerging travel patterns; and works to strengthen customer confidence in UTA by ensuring that public transit is available when and where people need it; and

WHEREAS, the Authority has submitted its proposed Plan to the Local Advisory Council seeking its review, approval, and recommended adoption by the Board of Trustees; and

WHEREAS, the Local Advisory Council has reviewed the Authority's proposed Plan and believes it is in the best interest of the Authority and all constituents to approve the 2023-2027 Five-Year Service Plan and to forward it to the Board of Trustees with a recommendation for approval.

NOW, THEREFORE, BE IT RESOLVED by the Local Advisory Council of the Utah Transit Authority:

1. That the Local Advisory Council hereby approves the proposed 2023-2027 Five-Year Service Plan, attached hereto as Exhibit A.
2. That the Local Advisory Council forwards the 2023-2027 Service Plan to the Authority's Board of Trustees with a recommendation for approval.

Approved and adopted this 15th day of February 2023.

Mark Johnson, Acting Chair Local Advisory Council

DocuSigned by:

Mark Johnson

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Julie Fullmer, Chair
Local Advisory Council

ATTEST:

Troy Walker, Second Vice Chair Local Advisory Council

DocuSigned by:

Troy Walker

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Mark Johnson, Vice Chair



(Corporate Seal)

Approved As To Form:

DocuSigned by:

Mike Bell

70E33A415BA44F6...

Legal Counsel

Exhibit A

2023-2027 Five-Year Service Plan



2023 - 2027
FIVE-YEAR
SERVICE PLAN

PROPOSED PLAN



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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/FYSP¹

Five-Year Service Plan for 2021-2025: <https://arcg.is/15HvbS>

PLAN GOALS

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

The image displays four goal cards arranged horizontally. Each card has a circular icon at the top, a title in a light blue box, and a descriptive sentence below. The icons are: a map with a magnifying glass, a bus at a stop, a bus stop sign, and two speech bubbles.

- FOCUS SERVICE**
Align UTA's service network with new projections of available revenue
- IMPROVE RIDERSHIP**
Achieve higher ridership long-term by aligning service with emerging travel patterns
- INCREASE RELIABILITY**
Strengthen customer confidence in UTA by ensuring public transit is available when and where people need it
- 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>



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 proposed concept in the Draft 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



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**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**

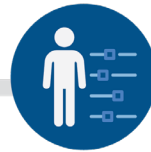
Earlier and later trips means additional options for a ride home – even if your work, entertainment, or shopping runs late.

**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 and Board of Trustees adopt 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.

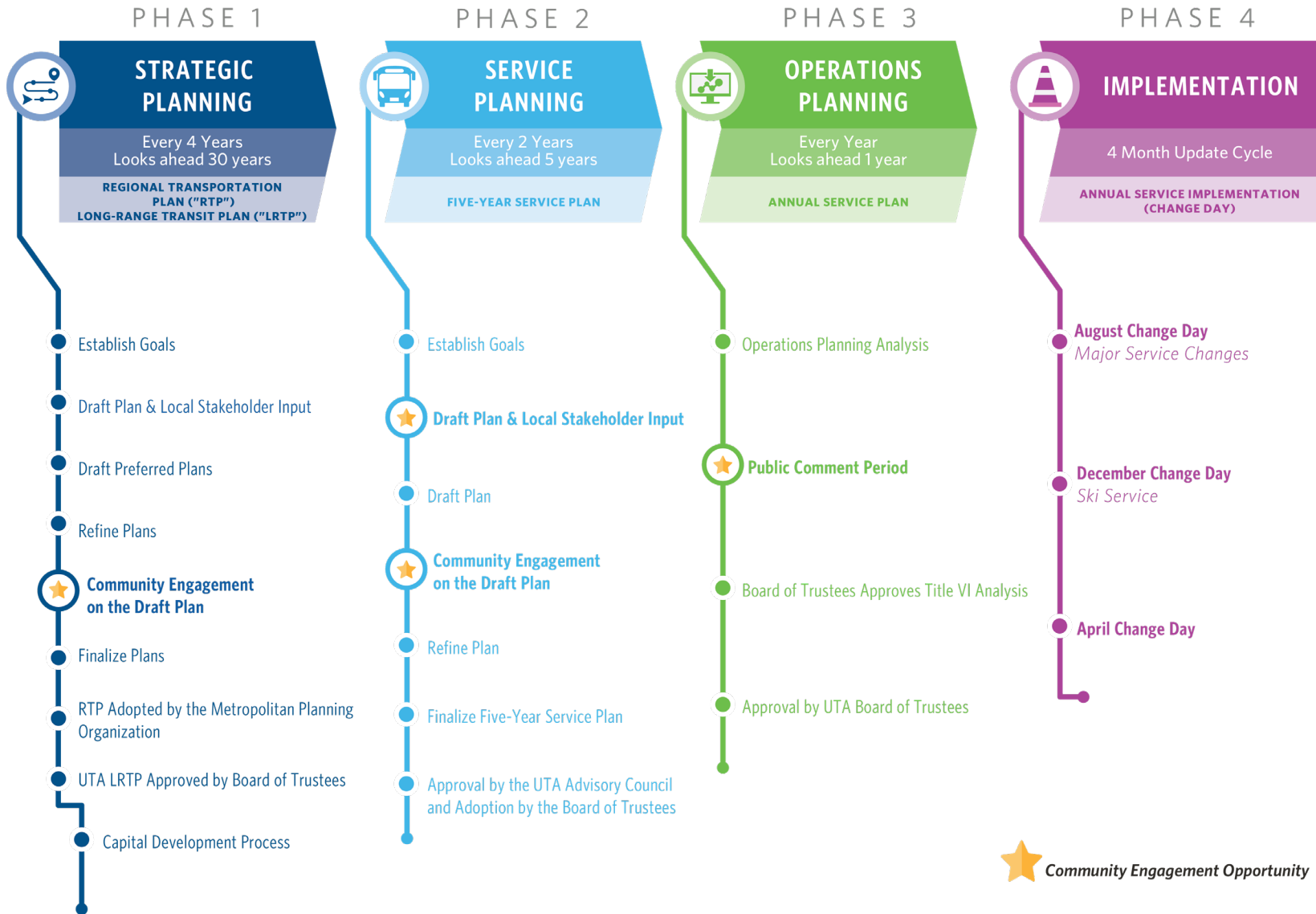
Proposed service changes are fluid; many factors shape their final form. Before they are implemented, service changes are the subject of additional outreach, public hearings, a Title VI analysis, and the development of route schedules.

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

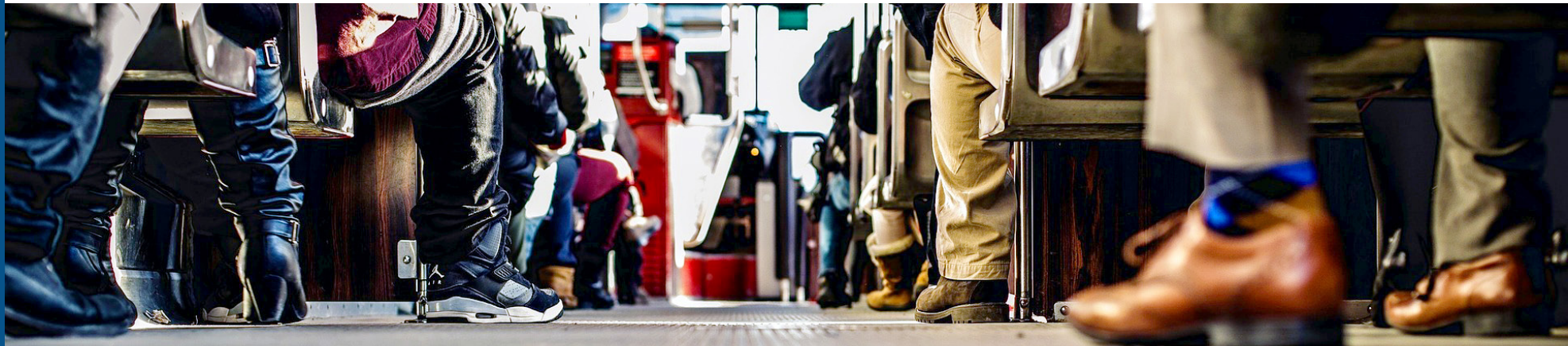
UTA informs affected riders well in advance about service changes through social media, new printed schedules, signage at transit stops, and media announcements. In addition, customer service representatives are available to help riders navigate changes.

OVERVIEW



OVERVIEW

TIMELINE





A photograph of three young women in a transit setting, possibly a train or bus. They are all smiling and looking at a smartphone held by the woman in the foreground. The woman on the left has long brown hair and is wearing a dark green sweater. The woman in the middle has long brown hair with sunglasses on her head and is wearing a dark jacket. The woman on the right has curly dark hair and is wearing glasses and a dark jacket. The background shows metal railings and a yellow light source. A dark blue horizontal bar is overlaid on the image, containing the text 'COMMUNITY ENGAGEMENT' in white, uppercase, sans-serif font.

COMMUNITY ENGAGEMENT

COMMUNITY ENGAGEMENT

TRANSIT NEEDS SURVEY



COMMUNITY/CITY NOTIFICATIONS & COMMUNICATIONS



SUBSCRIBERS COMMUNICATIONS



ENGAGED MEDIA OUTLETS



SOCIAL MEDIA & WEBSITE



COMMUNITY MEETINGS



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Key Themes

RIDERSHIP AT-A-GLANCE

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 (Riverton/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 credit card, Apple Pay, Google Wallet, etc.)
- Accurate, live GPS, incl., updates with detours, construction, etc.





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COMMUNITY ENGAGEMENT

This section provides an overview of the FYSP community engagement efforts thus far. Community engagement is still ongoing.

GET INVOLVED

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 is reaching out to the communities we serve to understand your priorities for public transit. We use a variety of tools and approaches to engage local governments, transit riders, community leaders, and the general public. These

tools give you and your community 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 is requesting 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



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.

✉ hearingofficer@rideuta.com

☎ (801) 743-3882, option 5

📍 Utah Transit Authority,
C/O Megan Waters,
669 W 200 S,
Salt Lake City, UT 84101

💻 rideuta.com/FYSP

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=fJJI42kRPlc.

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>



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.*



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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. 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/fy5p. The website is constantly being updated, so please check back regularly.



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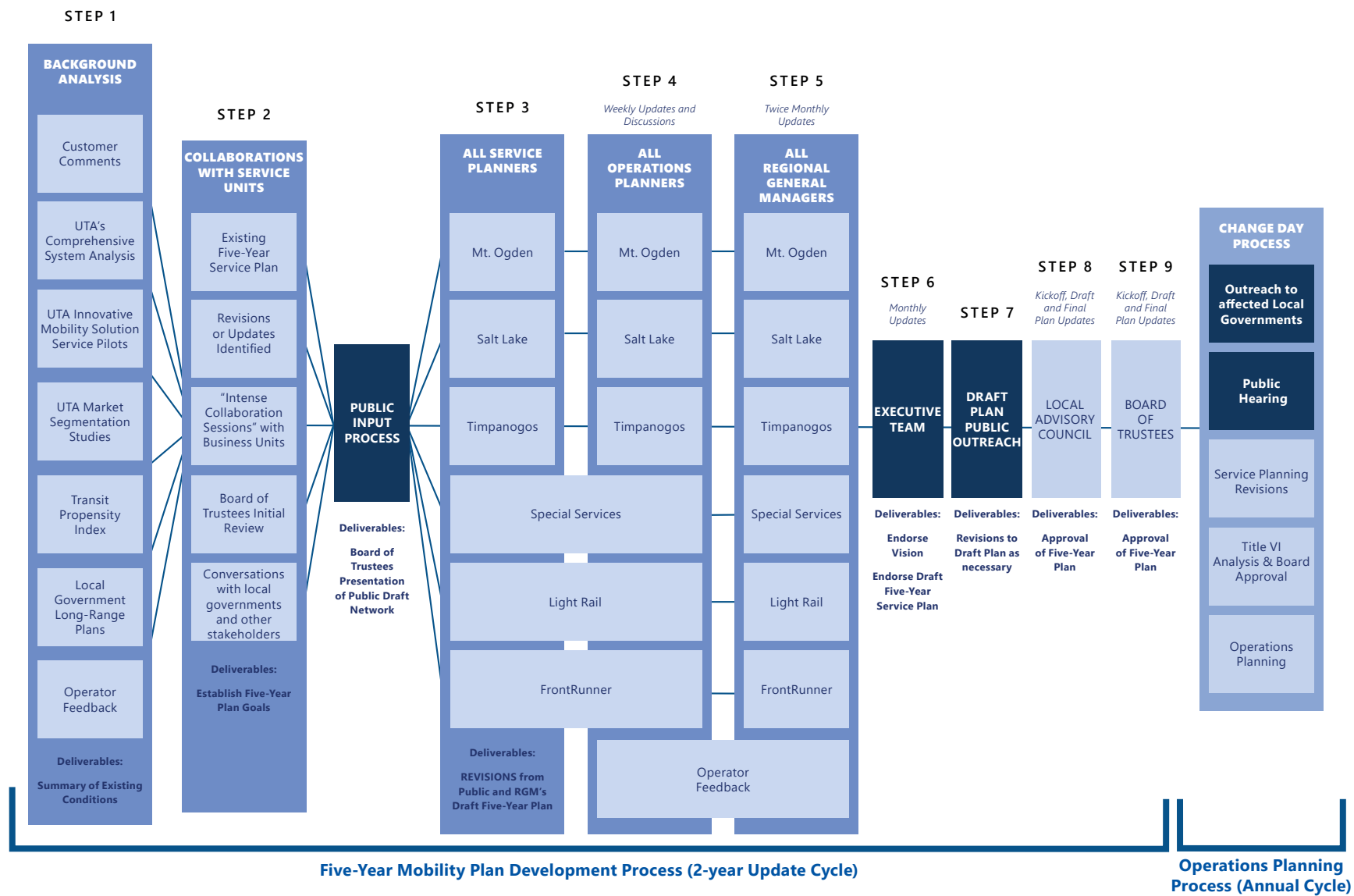
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DEVELOPMENT PROCESS

FIVE-YEAR SERVICE PLAN DEVELOPMENT PROCESS





PROPOSED PLAN IN DETAIL

PROPOSED PLAN - IN DETAIL

UTA’s Service Planning team has considered stakeholder and ongoing 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 proposed 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 2023, are located in the [Appendix](#).

THE PROPOSED INITIAL DRAFT PLAN - PHASING AT A GLANCE

Subject to change

2023	2024	2025	2026	2027	VISION (LONG TERM)
<p>AUGUST</p> <p>Park City/Salt Lake City <i>901, 902</i></p> <p>OGX <i>602, 603X, 603, 650</i></p> <p>TRAX Saturday <i>701, 703, 704, 720</i></p> <p>Flex Routes <i>F202, F570, F638</i></p> <p>Contingent Upon Resources <i>39, 201, 218, 830X (MTC-PVU)</i></p> <p>DECEMBER</p> <p>Contingent Upon Resources <i>953, 972, 994</i></p>	<p>AUGUST</p> <p>Ogden Local 607, 611, <i>612, F618, 625, 645</i></p> <p>Salt Lake County Local <i>205</i></p> <p>South Utah County <i>821, 822, 823, Paratransit</i></p>	<p>AUGUST</p> <p>Salt Lake City <i>2, 2X, 2A, 2B, 220</i></p>	<p>AUGUST</p> <p>SLC-Ogden Regional <i>455, 470, 600, 609, 627</i></p> <p>Midvalley <i>47, 50, 227, 240, F590</i></p>	<p>AUGUST</p> <p>5600 West <i>256, F556, Paratransit</i></p> <p>Northwest Utah County <i>806, 809, Paratransit</i></p>	<p>UNPHASED</p> <p>4, 17, 31, 39, 45, 54, 62, F126, 146, 201, 209, 218, 223, 236, 248, 509, 513, 604, 613, 616, F618, 626, 627, 631, 640, 641, 656, 831, 833, 842, 850, 864, 871, Paratransit</p> <p>North Weber On Demand</p> <p>Lehi On Demand</p> <p>West Provo On Demand</p> <p><i>South Salt Lake County On Demand</i></p> <p>Sandy/Cottonwood Heights On Demand</p> <p>West Jordan On Demand</p>
<p>HOURS: 54,059 MILES: 640,131</p>	<p>HOURS: 72,925 MILES: 342,642</p>	<p>HOURS: 28,197 MILES: 190,265</p>	<p>HOURS: 126,858 MILES: 1,446,047</p>	<p>HOURS: 118,588 MILES: 1,195,468</p>	

Font Key:
Bold = new service, *Italics* = changed service, ~~Strikethrough~~ = discontinued service



PROPOSED PLAN

AUGUST & DECEMBER 2023



Proposed Service Hours: 54,059
Proposed Service Miles: 640,131

PROPOSED PLAN - AUGUST 2023

PARK CITY/SALT LAKE CITY CONNECT

Discontinue Routes 901 and 902

High Valley Transit to operate Route 107



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PROPOSED PLAN - AUGUST 2023

BUS RAPID TRANSIT IN OGDEN

New OGX service replaces Routes 603 and 650

PROPOSED PLAN - AUGUST 2023

TRAX SERVICE IMPROVEMENTS

TRAX and S-Line increased to 15-minute service on Saturdays



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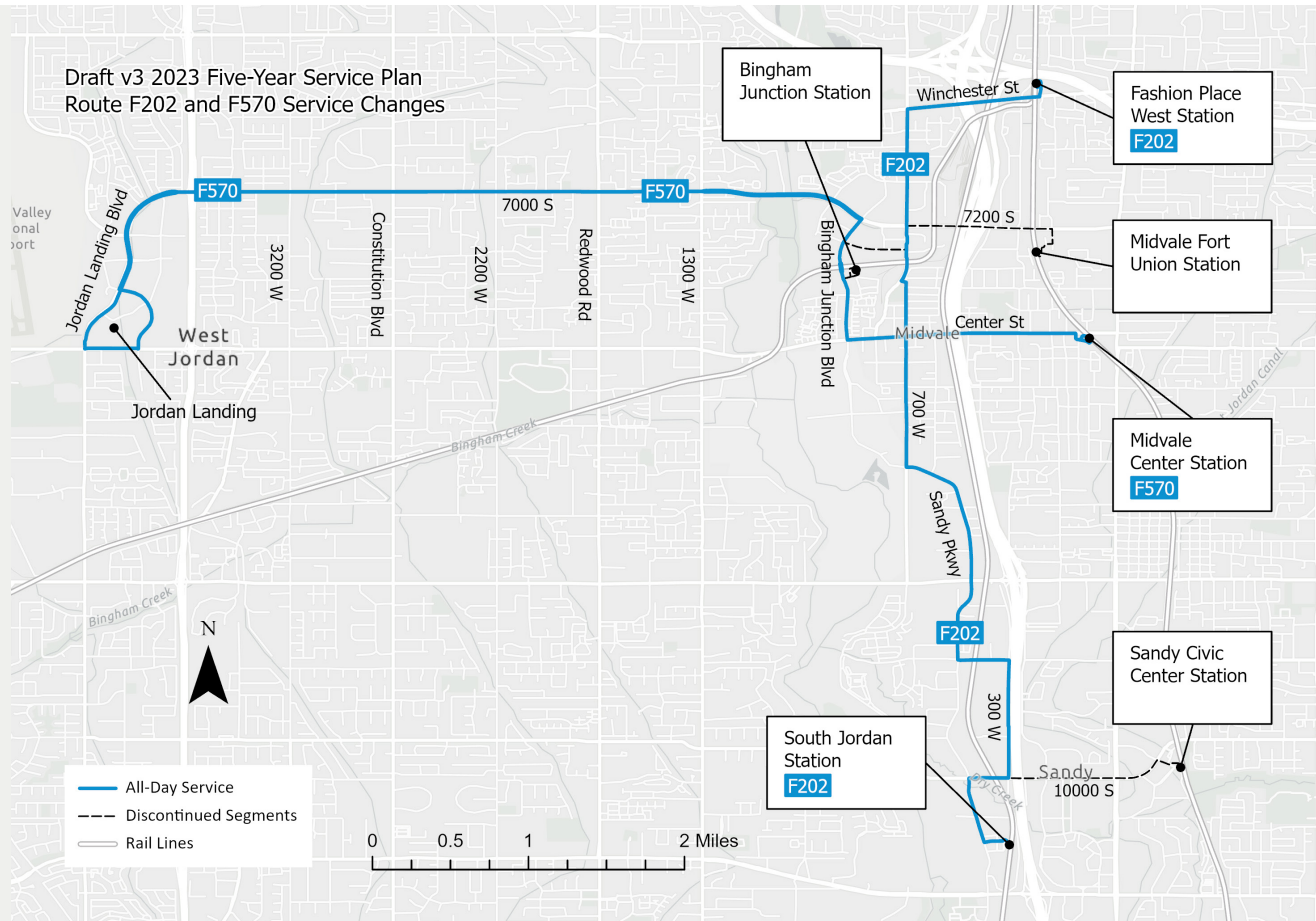
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PROPOSED PLAN - AUGUST 2023

FLEX ROUTE IMPROVEMENTS

Routes F202 and F570 adjusted to improve reliability, increase coverage

Additional stops on Route F638 within Brigham City



PROPOSED PLAN - AUGUST 2023: CONTINGENT UPON RESOURCES & NEEDS

SERVICE IMPROVEMENTS

Restore service on Routes 39, 201, and 218

Implement UVX service to Provo Airport



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PROPOSED PLAN - DECEMBER 2023: CONTINGENT UPON RESOURCES & NEEDS

SALT LAKE COUNTY SKI SERVICE

Increase service on Routes 972 and 994

Implement select trips on Route 953



PROPOSED PLAN

AUGUST 2024



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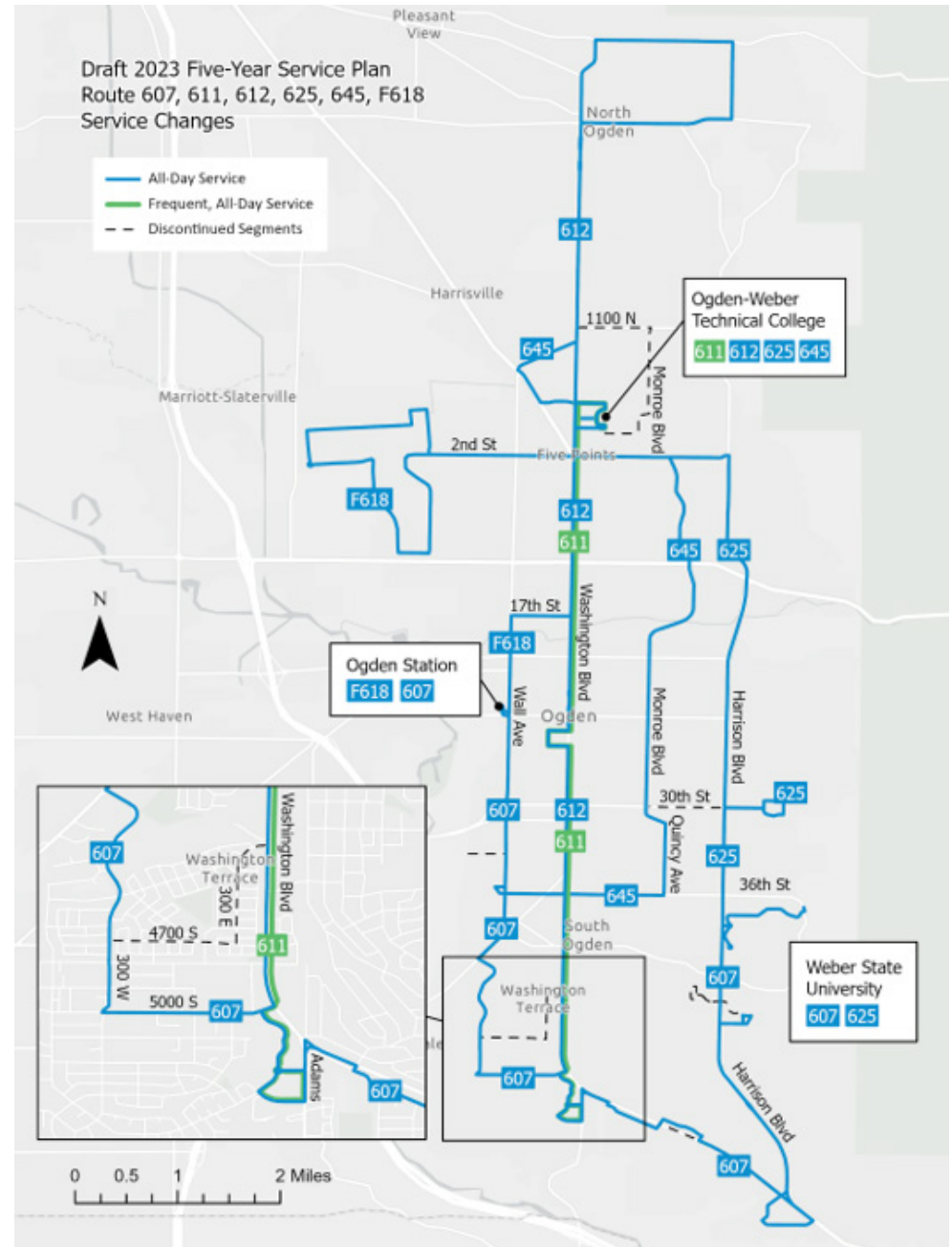
Proposed Service Hours: 72,925
Proposed Service Miles: 342,642

PROPOSED PLAN - AUGUST 2024

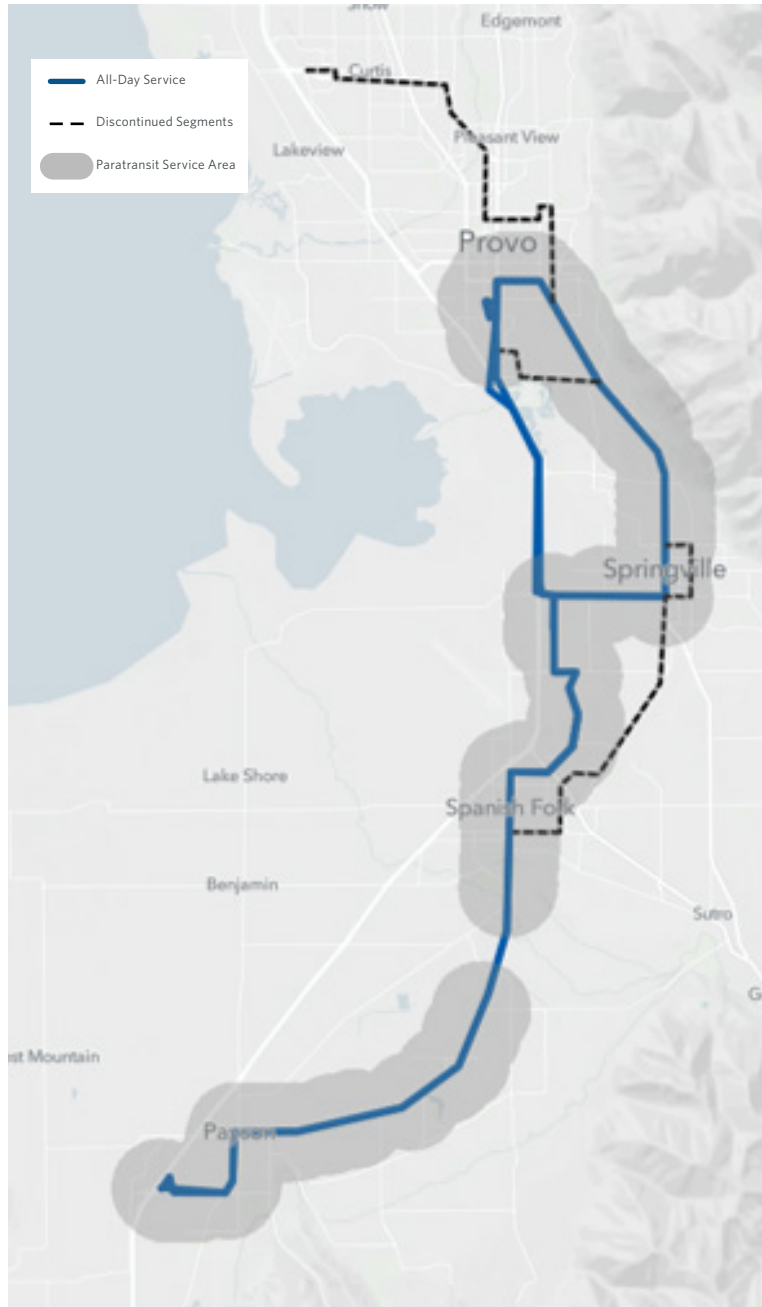
OGDEN LOCAL

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



PROPOSED PLAN - AUGUST 2024



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



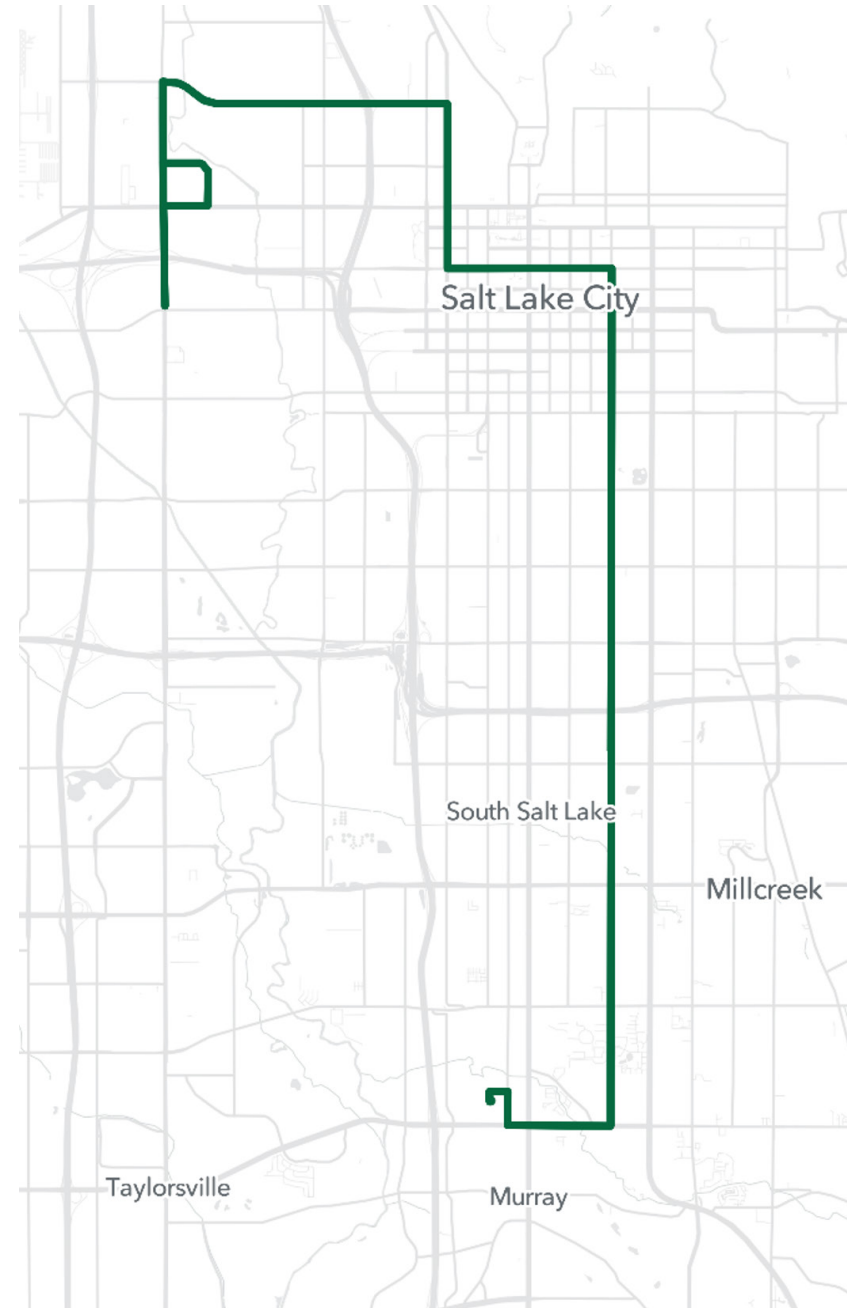
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PROPOSED PLAN - AUGUST 2024

SALT LAKE COUNTY LOCAL

Increase frequency on Route 205



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PROPOSED PLAN - AUGUST 2025

AUGUST 2025



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Proposed Service Hours: 28,197
Proposed Service Miles: 190,265

PROPOSED PLAN - AUGUST 2025

SALT LAKE CITY - 200 SOUTH & UNIVERSITY OF UTAH

End Route 220 at the University of Utah

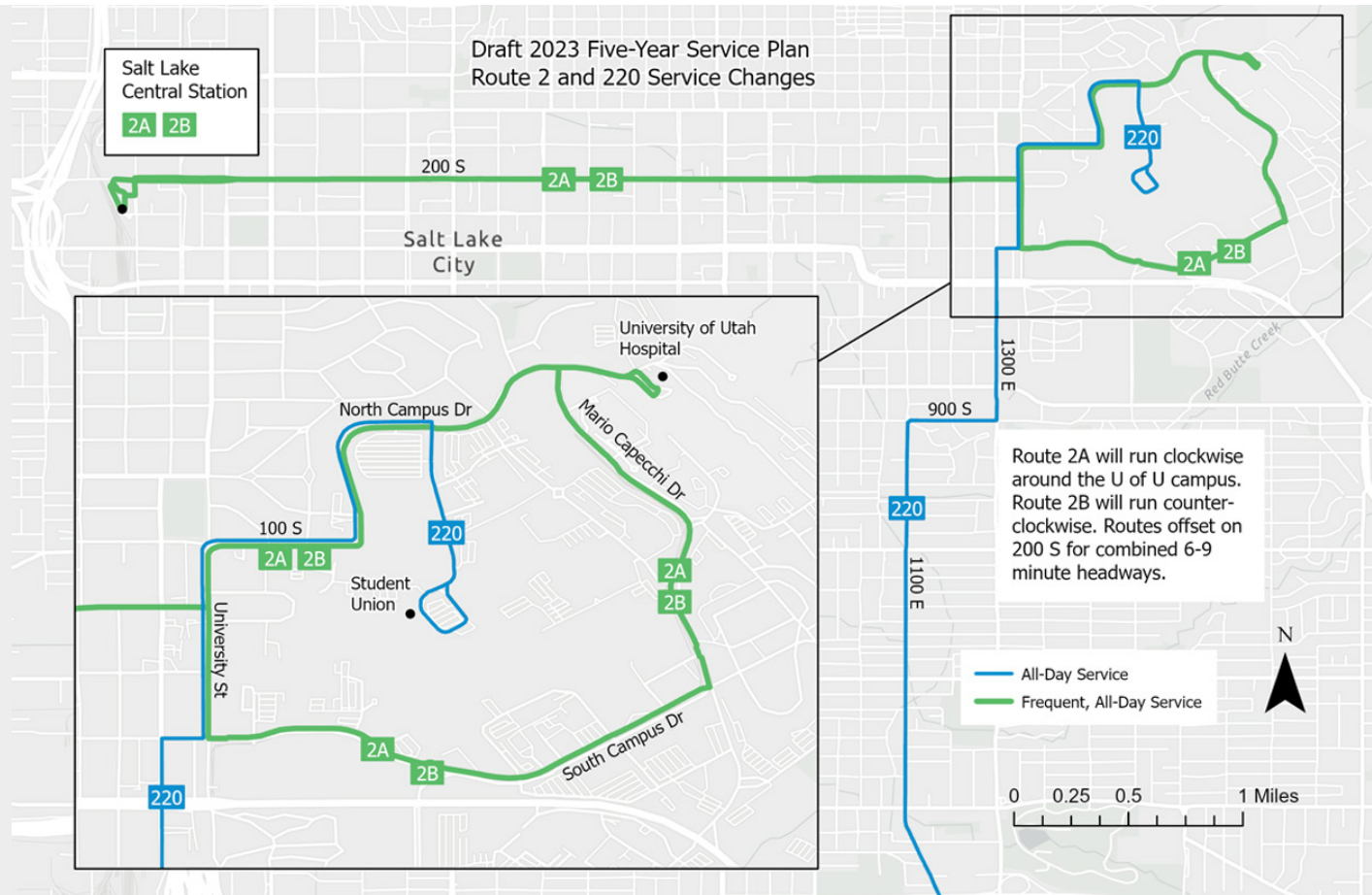
Routes 2A/2B to replace route 2, with combined 6 - 9 minute service

Replaces Route 2X



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PROPOSED PLAN - AUGUST 2026

AUGUST 2026



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Proposed Service Hours: 126,858
Proposed Service Miles: 1,446,047

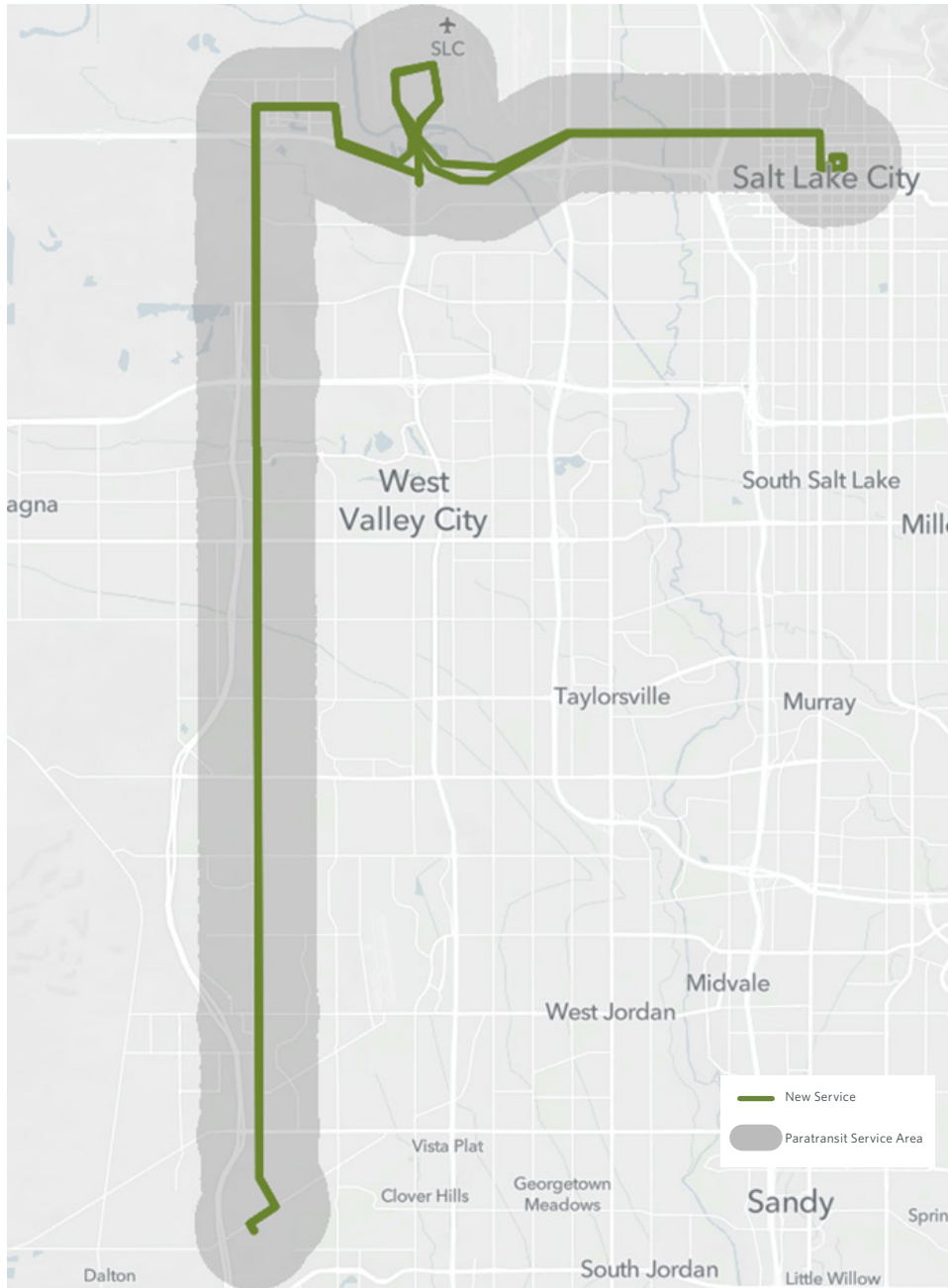
PROPOSED PLAN - AUGUST 2027

AUGUST 2027



Proposed Service Hours: 118,588
Proposed Service Miles: 1,195,468

PROPOSED 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



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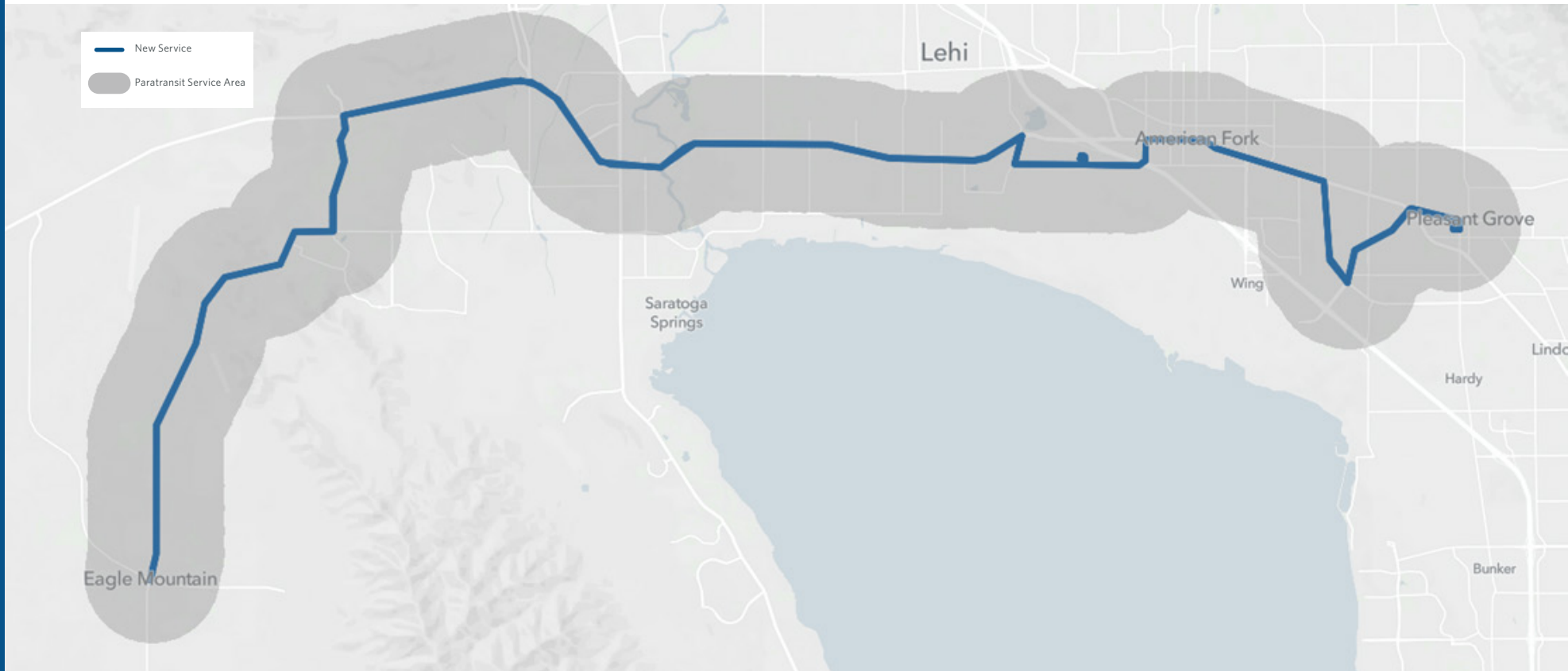
PROPOSED PLAN - AUGUST 2027

NORTHWEST UTAH COUNTY

New service on Pioneer Crossing and Pony Express Parkway

Route will serve new Park & Ride locations

Increase to Paratransit service area



PROPOSED PLAN - VISION

VISION (LONGER TERM)

UNPHASED PROJECTS BEYOND FIVE-YEARS



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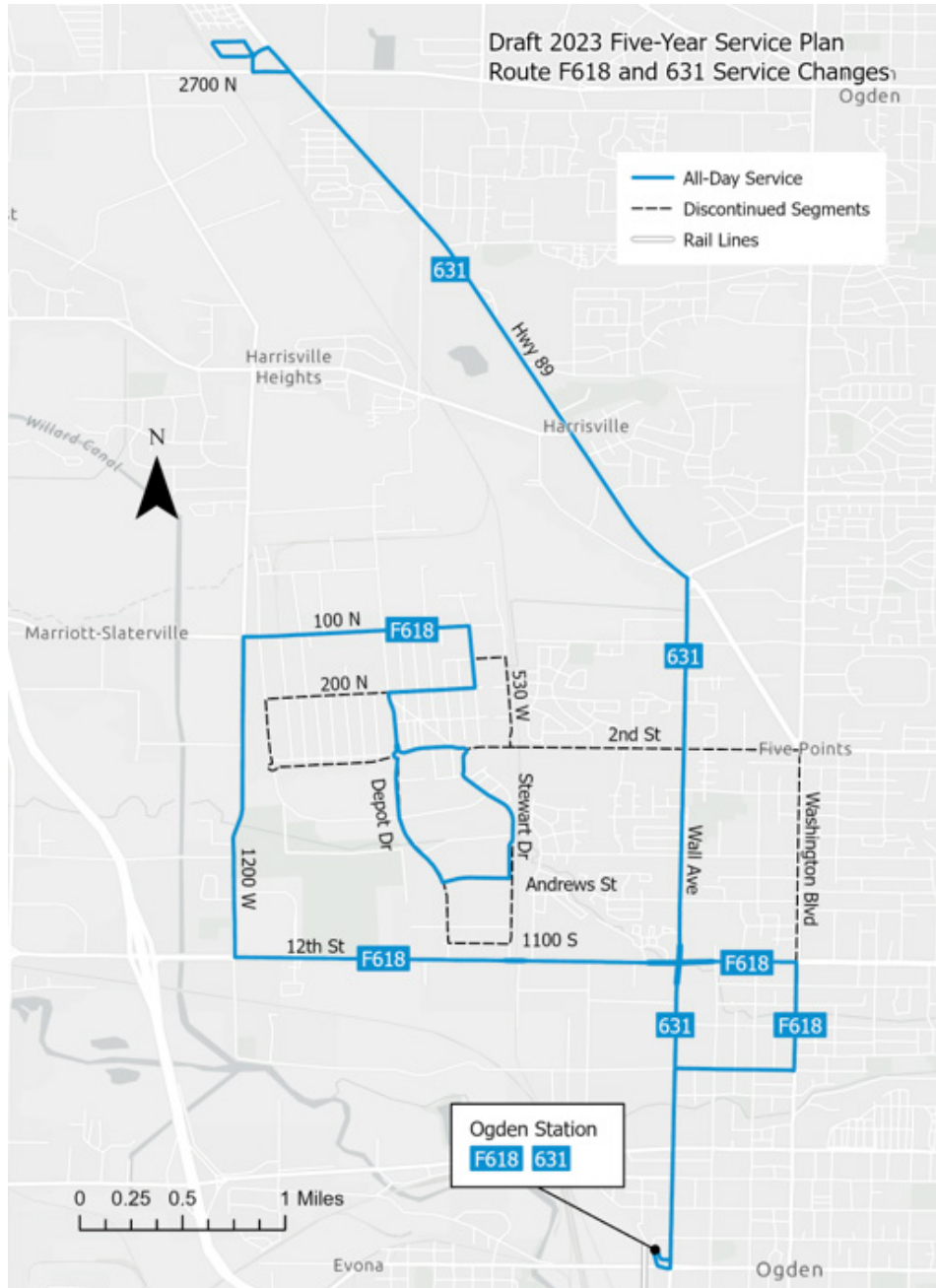
VISION (LONGER TERM)

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)

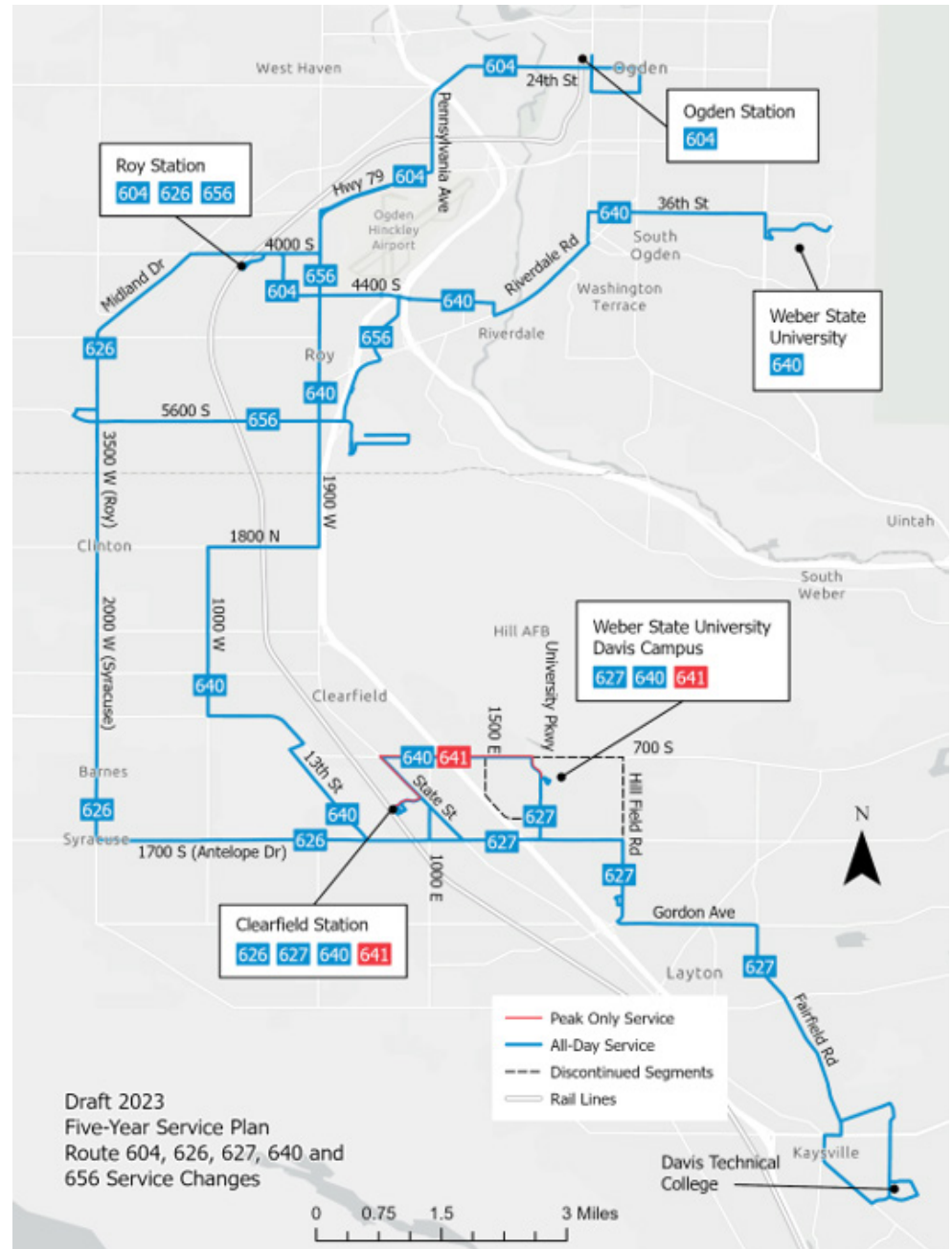
NORTH DAVIS AND SOUTH WEBER COUNTY

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)

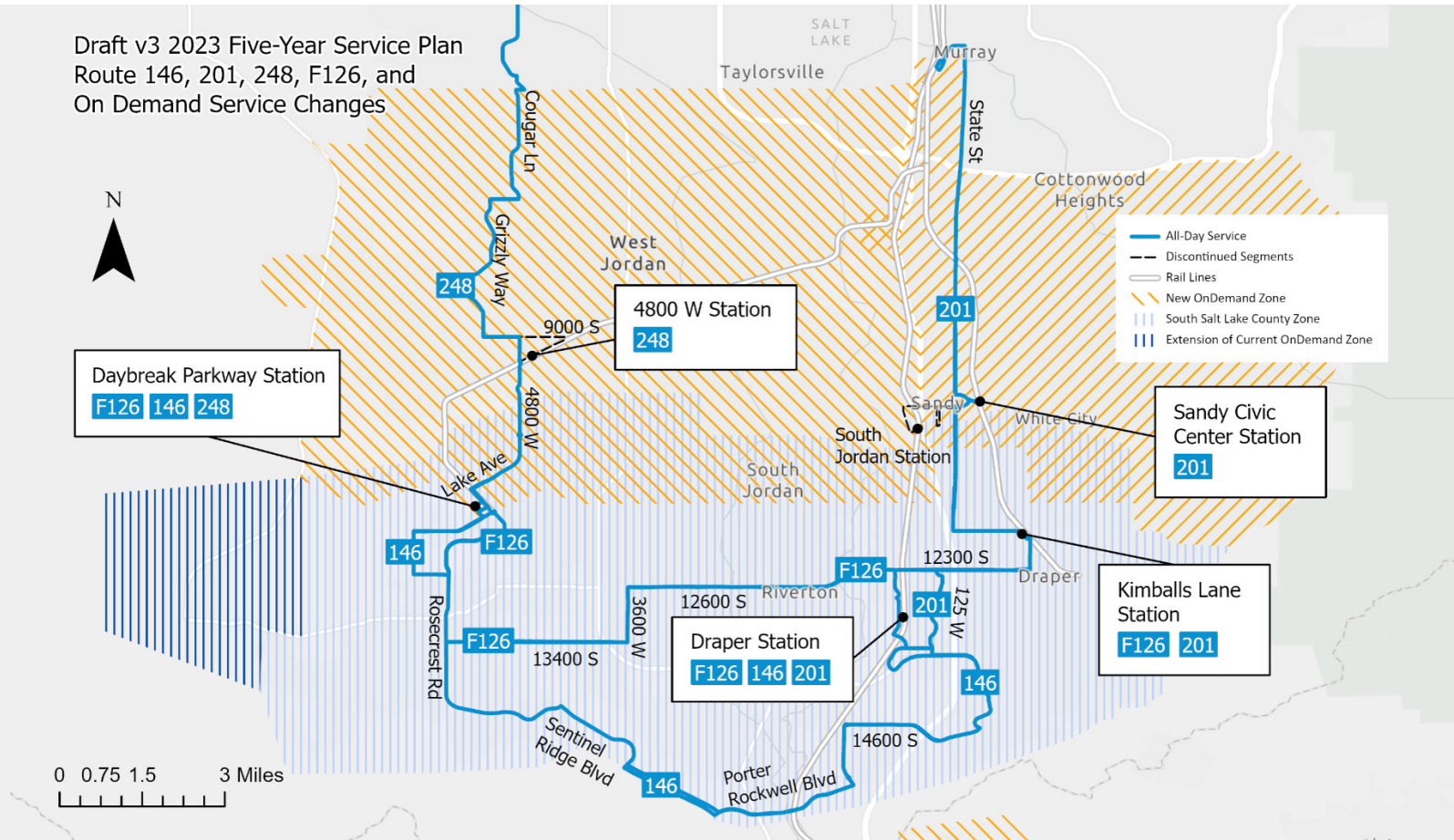
SOUTH SALT LAKE COUNTY

New UTA On Demand Zones

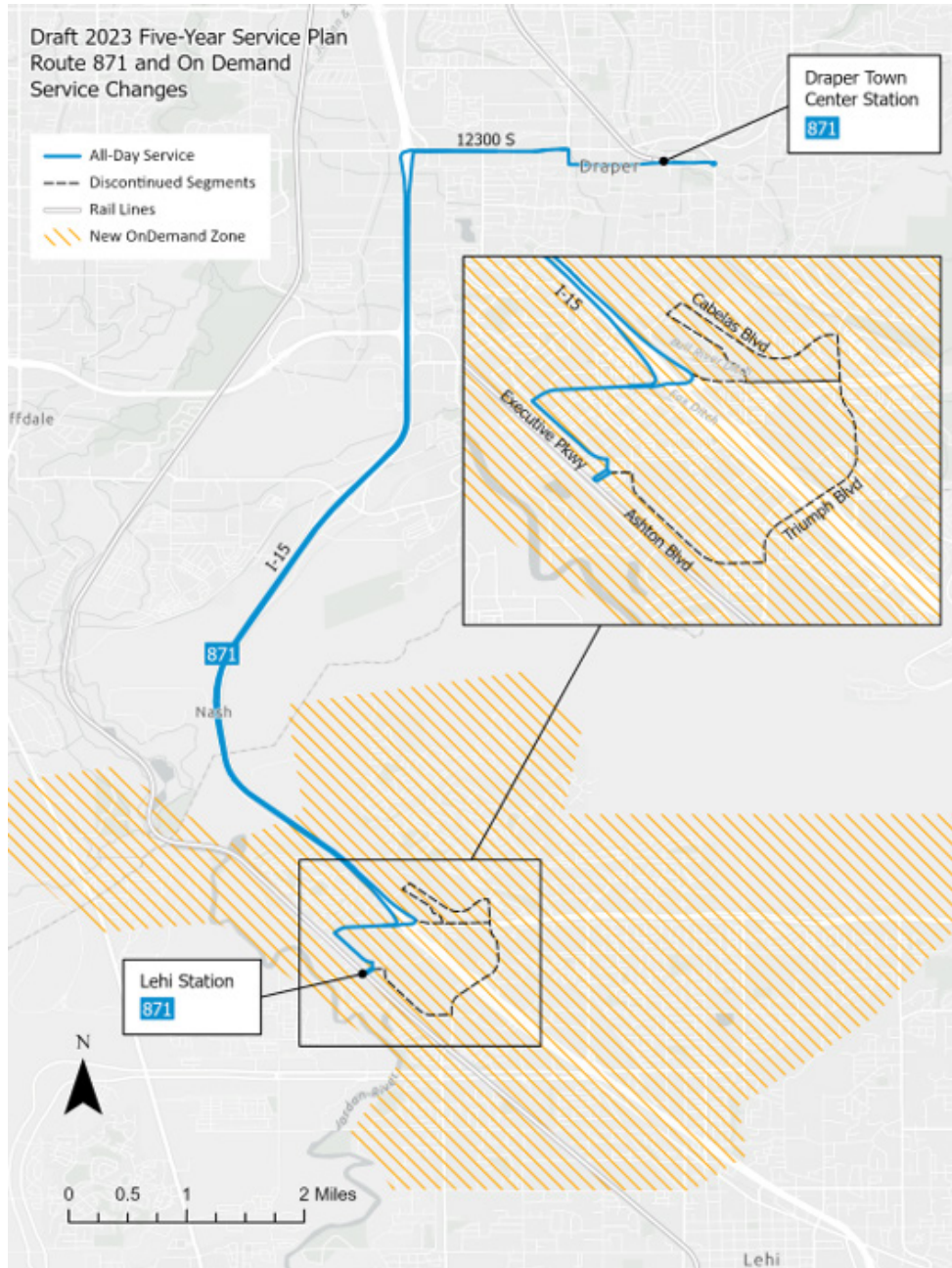
Increased fixed route service to handle demand

Increased Paratransit coverage

Draft v3 2023 Five-Year Service Plan
Route 146, 201, 248, F126, and
On Demand Service Changes



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.



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VISION (LONGER TERM)

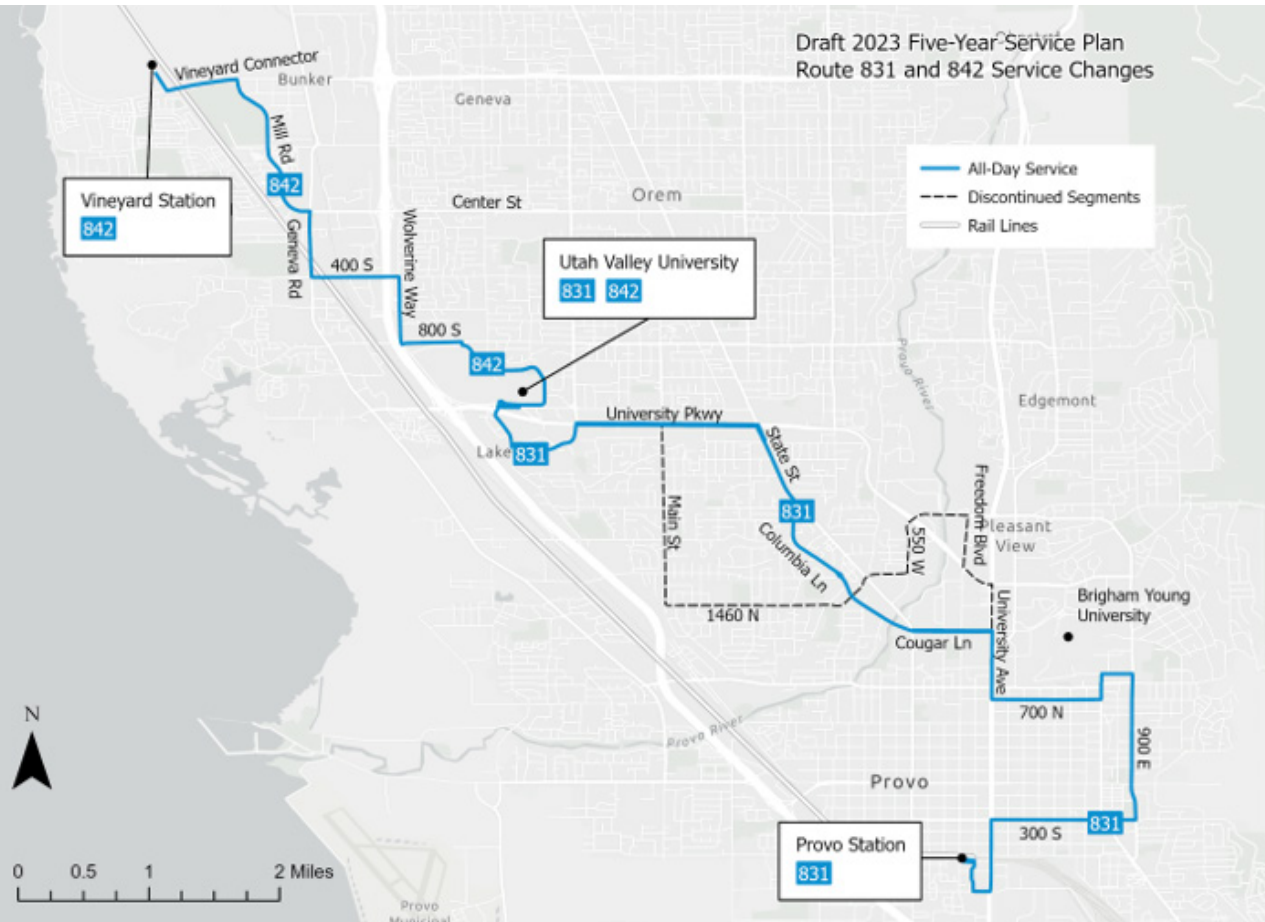
UTAH COUNTY - VINEYARD TO PROVO

Route 831 realigned to Columbia Ln and State St

New service between Vineyard Station and UVU



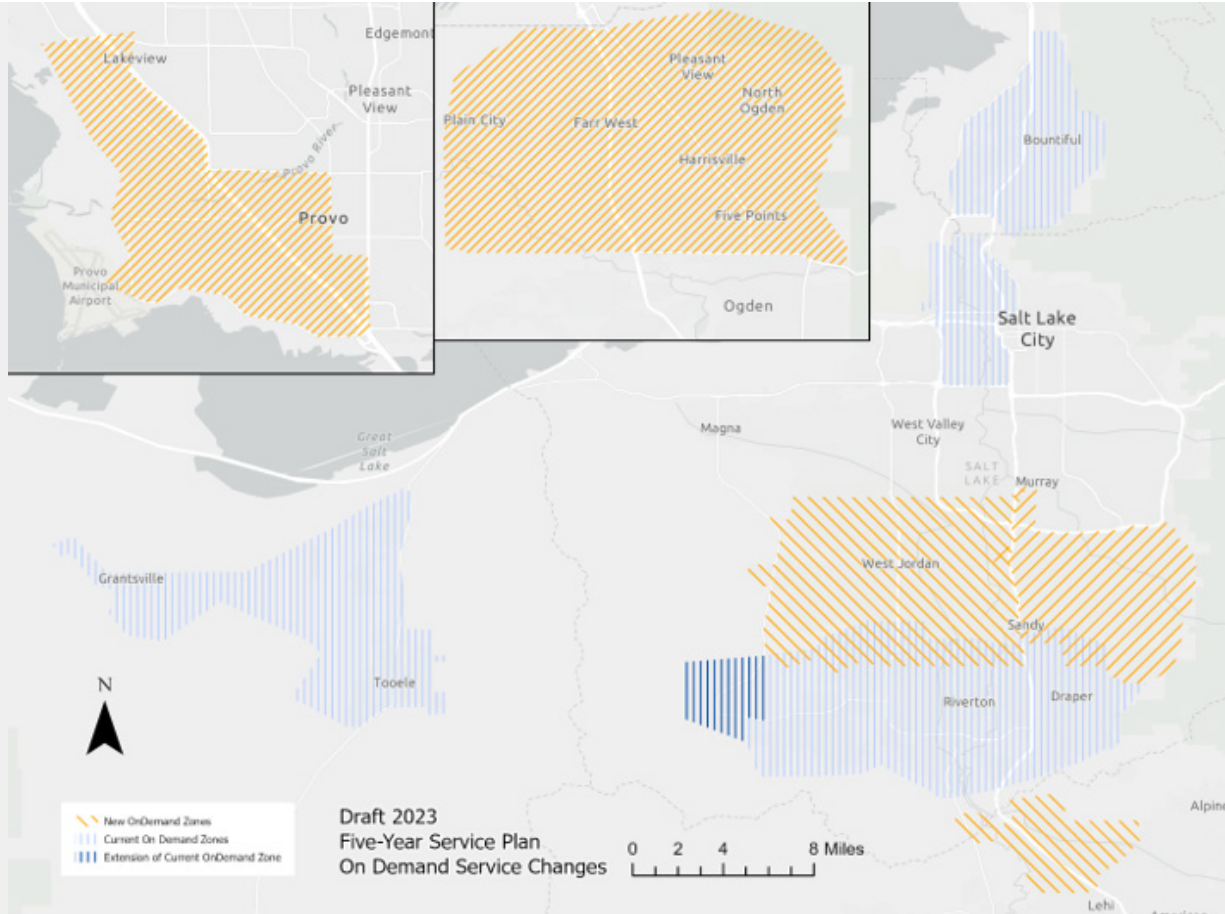
Draft 2023 Five-Year Service Plan
Route 831 and 842 Service Changes



VISION (LONGER TERM)

UTA ON DEMAND

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



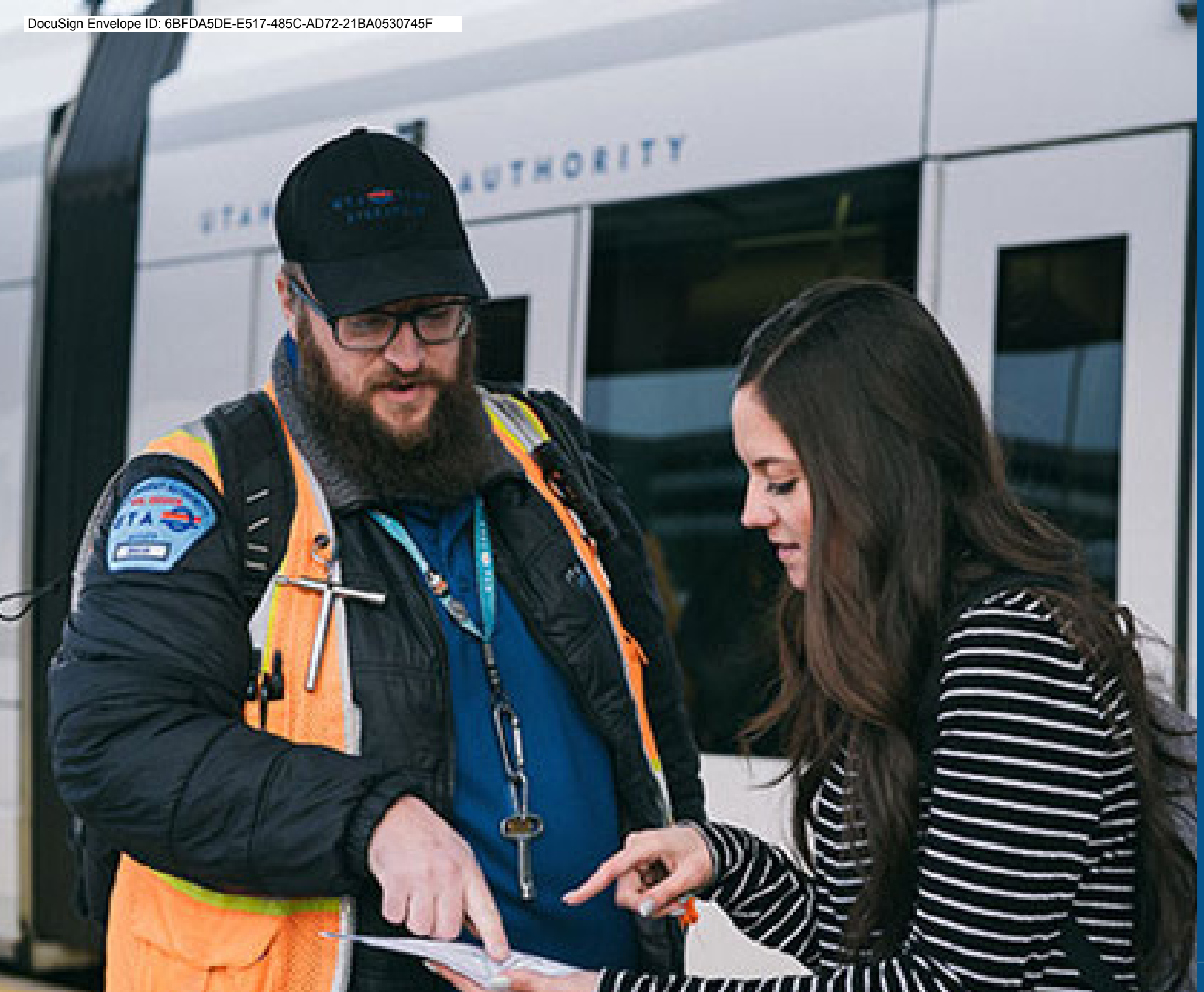
VISION

FUTURE PROJECTS



Paratransit Forward

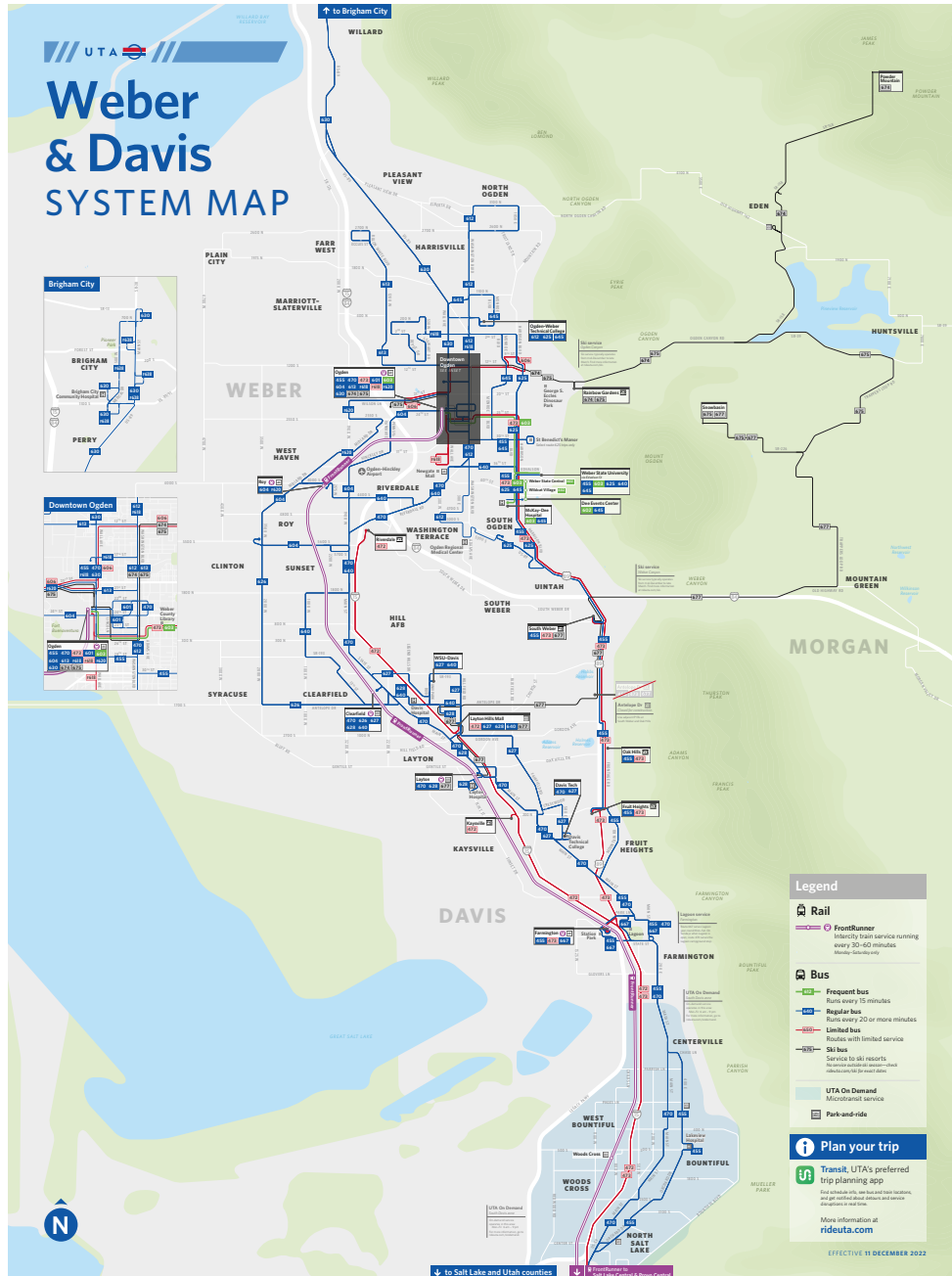




APPENDIX

SYSTEM MAPS

APPENDIX



WEBER & DAVIS SYSTEM MAP

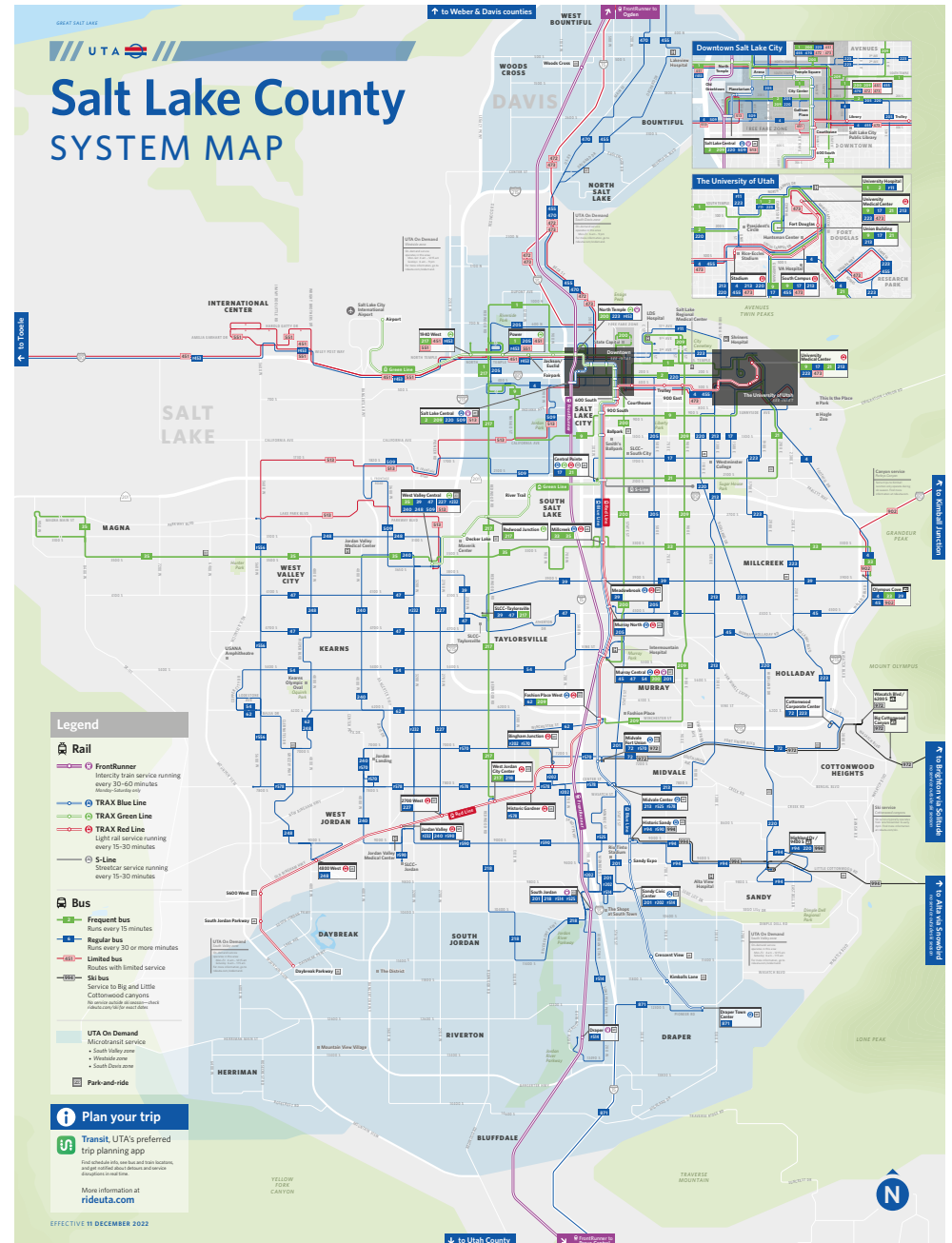


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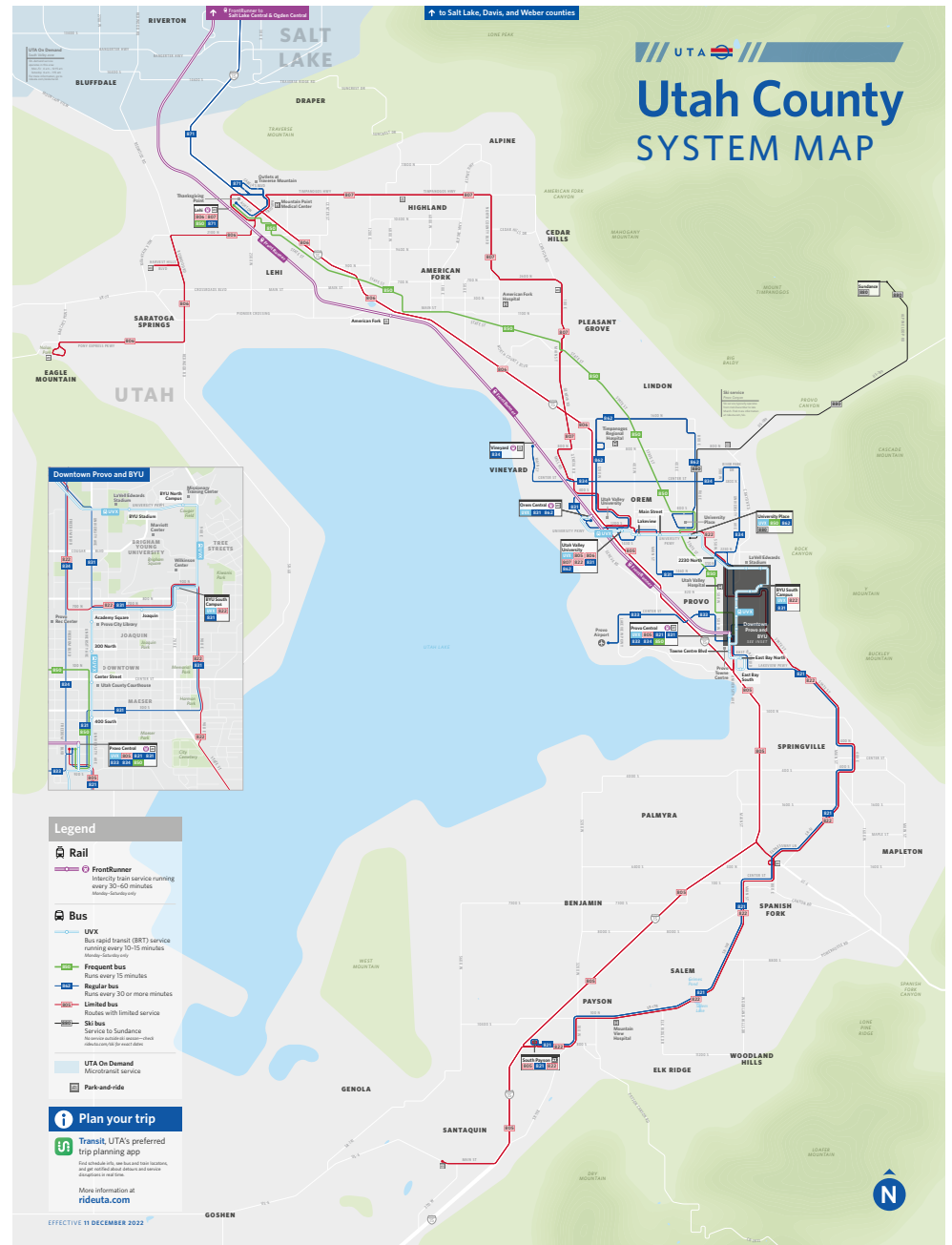
APPENDIX

SALT LAKE COUNTY SYSTEM MAP



APPENDIX

UTAH COUNTY SYSTEM MAP



APPENDIX

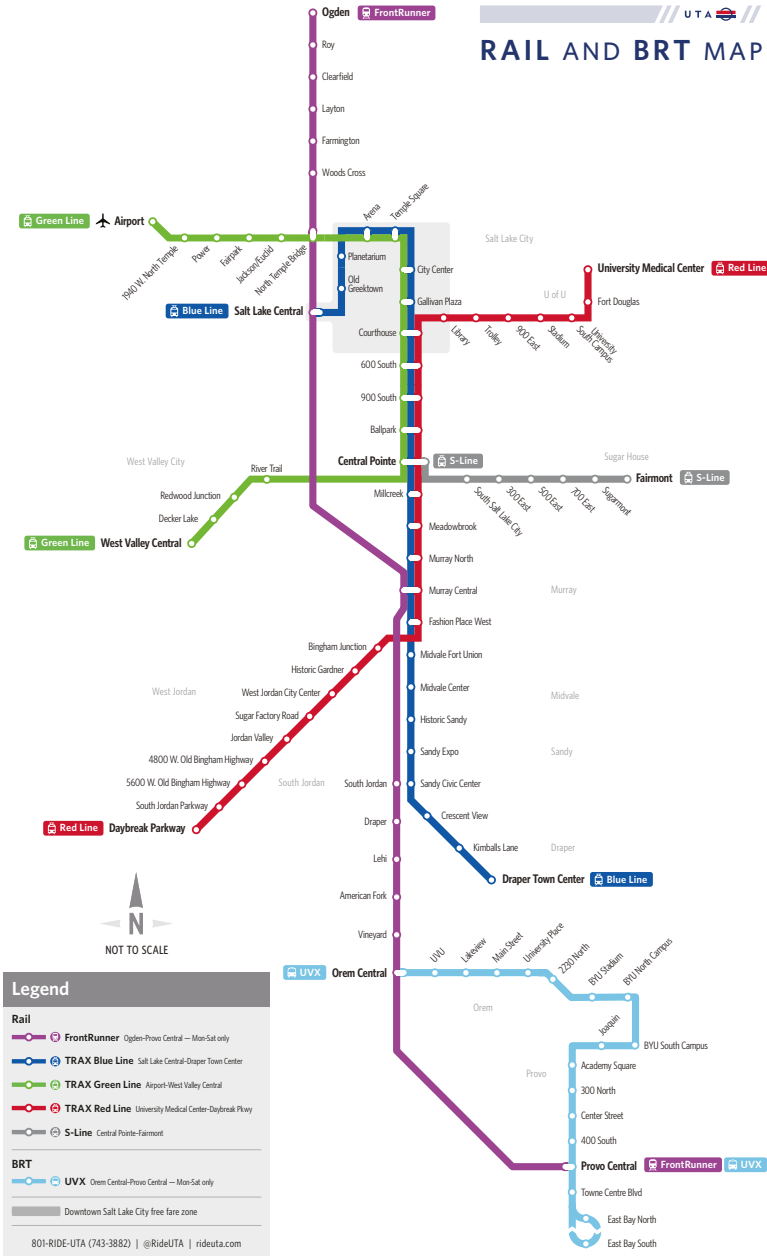


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RAIL AND BRT MAP

RAIL & BRT SYSTEM MAP





2023 - 2027 • FIVE-YEAR SERVICE PLAN