



Memo

2025-2029 Five Year Service Plan: Technical Memorandum to the Board of Trustees

June 2024

Introduction

The Five-Year Service Plan establishes a route map for UTA’s transit service for the next five years, from 2025 through 2029. This plan is updated every two years and reflects UTA’s intended service based on the best and most recent information available; the previous iteration of this plan was the 2023-2027 Five-Year Service Plan. This memorandum provides a summary of service changes proposed for April 2025 Change Day and for the remainder of the 2025-2029 plan horizon, organized by geography and by type of change (new service added, route realignments or frequency changes, and discontinuations).

Relationship To Other UTA Plans

The Five-Year Service Plan feeds into and is fed by other UTA planning documents:

- UTA’s Long Range Transit Plan identifies projects, including service and capital projects, for implementation through 2050. This Five-Year Service Plan overlaps with Phase One (2023-2032) of the Long Range Transit Plan, and includes many projects from that Plan. Phase One Long Range Transit Plan projects not addressed in this Five-Year Service Plan are listed at the end of this memorandum.
- Capital needs associated with the Five-Year Service Plan (for instance, new operator restrooms, park and rides, or other physical infrastructure) are captured within the Five-Year Capital Plan. Similarly, service needs associated with capital transit investments are reflected within this Five-Year Service Plan.
- The first year of the Five-Year Service Plan becomes the Annual Service Plan, and integrates operational planning to ensure that adequate staff are onboarded to run the new transit services proposed.
- Annual Change Days in April and August each year implement the Annual Service Plan.

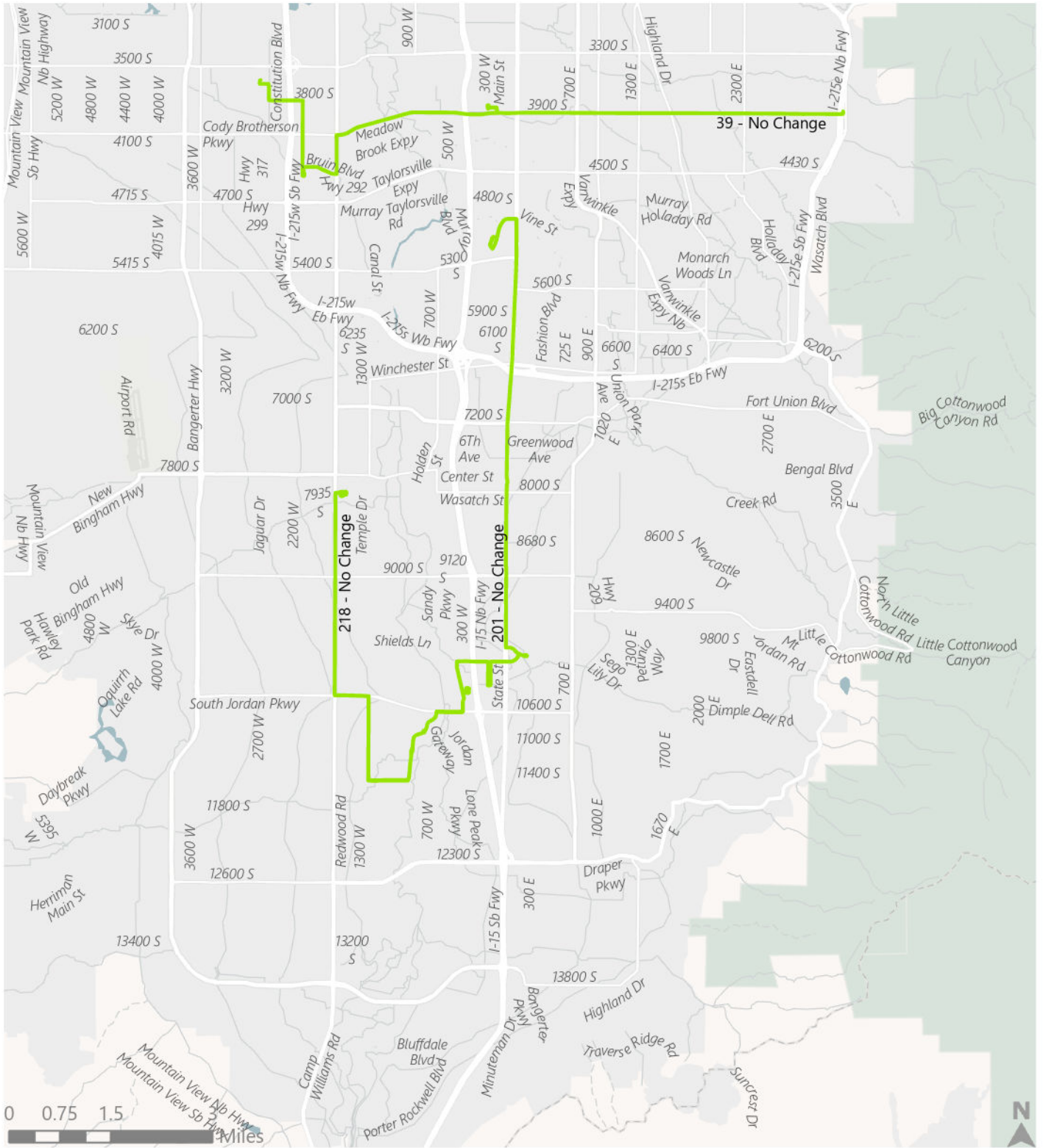
2025-2029 Service Plan

April 2025 Change Day

Service changes for the April 2025 Change Day are anticipated to be limited, but may be expanded in response to public comment if staffing and operating resources permit. In Salt Lake County, service will be increased on the following routes:

- Service will increase on Route 39, 3900 South, from 30-minute headways on weekdays to 15-minute headways;
- Service will increase on Route 201, State Street South, from 60-minute headways on weekdays to 30-minute headways; and
- Service will increase on Route 218, Sandy/South Jordan, from 60-minute headways on weekdays to 30-minute headways.

These changes are restoring transit services that were reduced during the pandemic due to lack of staff. Paratransit service will not be impacted, as route alignments will not change, only frequencies. No other changes are proposed for April 2025 Change Day. These changes are shown in Figure 1. Changes in miles and hours are shown in Exhibit A.



Proposed Service Chances

— No Change



Figure 1: 2025 Service Changes in Salt Lake County

2026-2029 Service Plan

The following sections identify additions, revisions, or reductions of service proposed for the 2026-2029 time frame. The discussion is limited only to routes with proposed changes; if no changes are proposed for a particular route, it is not discussed in this memorandum and will continue in its current configuration. Routes are grouped geographically: Box Elder, Weber, and Davis Counties; Salt Lake and Tooele Counties; and Utah County. Proposed changes are shown in Figure 2 through Figure 7. Changes in miles and hours are shown in Exhibit B through Exhibit D.

Box Elder, Weber, and Davis Counties

New Service Added

The following routes add service to new areas.

- Route 400, Orchard Drive/State Capitol, is a new 30-minute all-day route that will connect Salt Lake Central Station, Woods Cross FrontRunner Station, employment centers in Bountiful, destinations along Orchard Drive, and the Utah State Capitol. This route covers portions of Route 455 that will be discontinued when Route 470X, the Davis-SLC Community Connector, begins operations. Route 400 also replaces sections of Route 200 at the State Capitol.
- Route 417, Redwood Road/Legacy Crossing, will provide 30-minute all-day service on Redwood Road between North Temple (Salt Lake City) and 500 South (Woods Cross), Woods Cross FrontRunner Station, Orchard Drive north of 500 South (Bountiful), and commercial areas near I-15 in Centerville. This route addresses requests from community partners and residents for improved school access, and reduces the need for on-demand service in this area. In addition, it provides connections to residential areas in North Salt Lake.
- Route 470X, Davis-SLC Community Connector, will provide all-day 15-minute service between Farmington FrontRunner Station and Research Park at the University of Utah. This corridor-based BRT route has been studied by UTA and partner organizations since the mid-2000's, and is currently in the environmental and preliminary design stage. Operations are expected to begin in 2027. This route provides frequent service with enhanced passenger amenities for commuters traveling between bedroom communities in Davis County and major work destinations in downtown Salt Lake City and at the University of Utah. This change also improves operator work by providing operators with a more stable location (at Farmington FrontRunner Station) to lay over. Route 470X will replace Route 470, Ogden/Salt Lake Intercity, south of Farmington FrontRunner Station. Route 470 north of Farmington will be replaced by

15-minute service on Route 600 as discussed later in this section. Route 470X will also replace portions of Route 455, U of U/Davis County/Weber State University, which will be discontinued when service starts on 470X.

- Zone 562, North Weber Innovative Mobility Zone, will be a new zone that covers North Ogden, Marriott-Slaterville, Harrisville, Plain City, and Pleasant View. This replaces the portion of Route 612 in North Ogden, and areas previously served by Route 616, which has been suspended.
- Zone 563, Brigham City Innovative Mobility Zone, will be a new zone covering Brigham City and Perry. This replaces Route F638, which previously served as a local circulator in Brigham City with 60-minute headways.
- Route 600, Ogden/Farmington, will add 15-minute service to the current Route 470 corridor between Farmington FrontRunner Station and Ogden Garage, connecting to commercial areas in Layton, Clearfield FrontRunner Station, and Ogden FrontRunner Station in between. This route replaces the portion of Route 470 that provided 30-minute service from Farmington FrontRunner Station northward. It also replaces the Ogden Trolley (Route 601) which had served downtown Ogden every 20 minutes, and the Midtown Trolley (Route 628) which served destinations in Layton and Clearfield every 30 minutes.
- Route 609, Farmington/WSU, will be a new route serving park and ride lots on Highway 89 in east Davis County with 30-minute all-day service. This route will replace portions of Routes 455 (U of U/Davis County/Weber State University) and 473 (Salt Lake/Ogden Highway 89).
- Route 610, Ogden Shuttle, will be a new route serving destinations in Ogden and South Ogden. This route provides 30-minute service to areas where service was reduced during the pandemic, and replaces portions of Routes 612 in Washington Terrace and South Ogden, Route F618 to the Lantern House in Ogden, and Route 625 on Harrison Boulevard. Route 610 will also provide new connections from all these areas to Ogden FrontRunner station.

Realignments or Frequency Changes to Existing Service

The following routes will be modified either in terms of alignment or frequency.

- Route 604, West Ogden, will extend its 60-minute service eastward from its current terminus at Washington Boulevard to Weber State University along 30th Street. This replaces a portion of Route 455 in the area, which had provided 30-minute service between Weber State University and downtown Ogden. It also replaces a portion of Route 625, which provided 60-minute

service between Ogden's east side and educational facilities near Washington Boulevard and 2nd Street in the northern part of Ogden. This change improves operator work by providing operators with a more stable location to lay over at Roy FrontRunner Station, and shortens the route to Roy FrontRunner Station. Route 604 will be realigned to serve Midland Drive and 3300 South, replacing portions of Route F620 where new development is occurring.

- Route 612, Washington Boulevard, will be extended to Pleasant View Station. This will create a new park and ride and transfer connection in North Weber County. It will also eliminate the loop around North Ogden, and that area will now be served by the North Weber Innovative Mobility Zone (Zone 562, mentioned previously in this memorandum). The route will also be shortened to end at Ogden Station via 25th Street. Portions of this route will be replaced by Routes 600 (the new Ogden/Farmington route described previously in this memorandum), 610 (the new Ogden Shuttle previously discussed), and 645 (Monroe Boulevard). The previous 2023-2027 Five-Year Service Plan proposed a Route 631 in the "Vision" phase of the plan, which would connect Ogden FrontRunner Station to Pleasant View FrontRunner Station along Wall Avenue and Highway 89; the proposed Route 612 extension, along with Routes 613 and 630 as discussed below, will address that need for connection.
- Route 613, Weber Industrial Park, will be rerouted to serve Business Depot Ogden (BDO), and will replace the F618 (BDO Flex). Currently, Route 613 skips BDO and does not provide direct access; this change will provide direct access to BDO and eliminate the need for the F618, providing 30-minute direct route service to BDO throughout the day. Route 613 will also connect with Route 612 at Pleasant View Station. Route 613 will also serve stops on 20th and 21st Streets that were previously served by Route F620.
- Route 626, West Roy/Clearfield Station, will be extended from 5600 South to serve Roy FrontRunner Station, replacing a portion of Route 604. This improves transfers between local buses and FrontRunner, and provides operators with a more stable location to lay over at Roy FrontRunner Station. This change is a carryover from the 2023-2027 Five-Year Service Plan.
- Route 627, Clearfield Station/Davis Technical College, provides a new connection to north-south service and to the Fruit Heights Park and Ride, as previously proposed in the 2023-2027 Five-Year Service Plan. The route will run on Main Street between Clearfield Station and Layton Hills Mall and replaces part of Route 470. Frequency will be increased to 30-minute service.

- Route 628, West Layton, will replace portions of existing Routes 627 (Clearfield Station/DATC) and 628 (Midtown Trolley), as well as provide coverage to areas west of I-15 not previously served. This route will provide 30-minute service using UTA's regular bus fleet instead of a dedicated trolley vehicle.
- Route 630, Brigham City/Ogden Commuter, will increase weekday frequencies from 60 minutes to 30 minutes. The route will also serve Pleasant View Station directly, rather than via streetside stops, to create a transfer with Routes 612 and 613.
- Route 640, Clinton/Sunset, will be shortened to run between Clearfield and Roy FrontRunner Stations, which will eliminate service on this route to commercial areas in Layton as well as Weber State University. This will improve transfer connections at both ends of the route, and improve operator work by giving operators more stable locations to lay over. Route 600 will replace the section of Route 640 that serves Layton Hills Mall, Route 628 will provide service north of Layton Hills Mall, and Route 645 will provide replacement service to Weber State University along 4400 South.
- Route 645, Monroe Boulevard, will reroute from 30th Street to 40th Street and 4400 South, in order to reduce duplication with OGX service. In addition, service will increase to every 30 minutes, up from every 60 minutes. As noted above, this route replaces portions of Route 612 and 640.

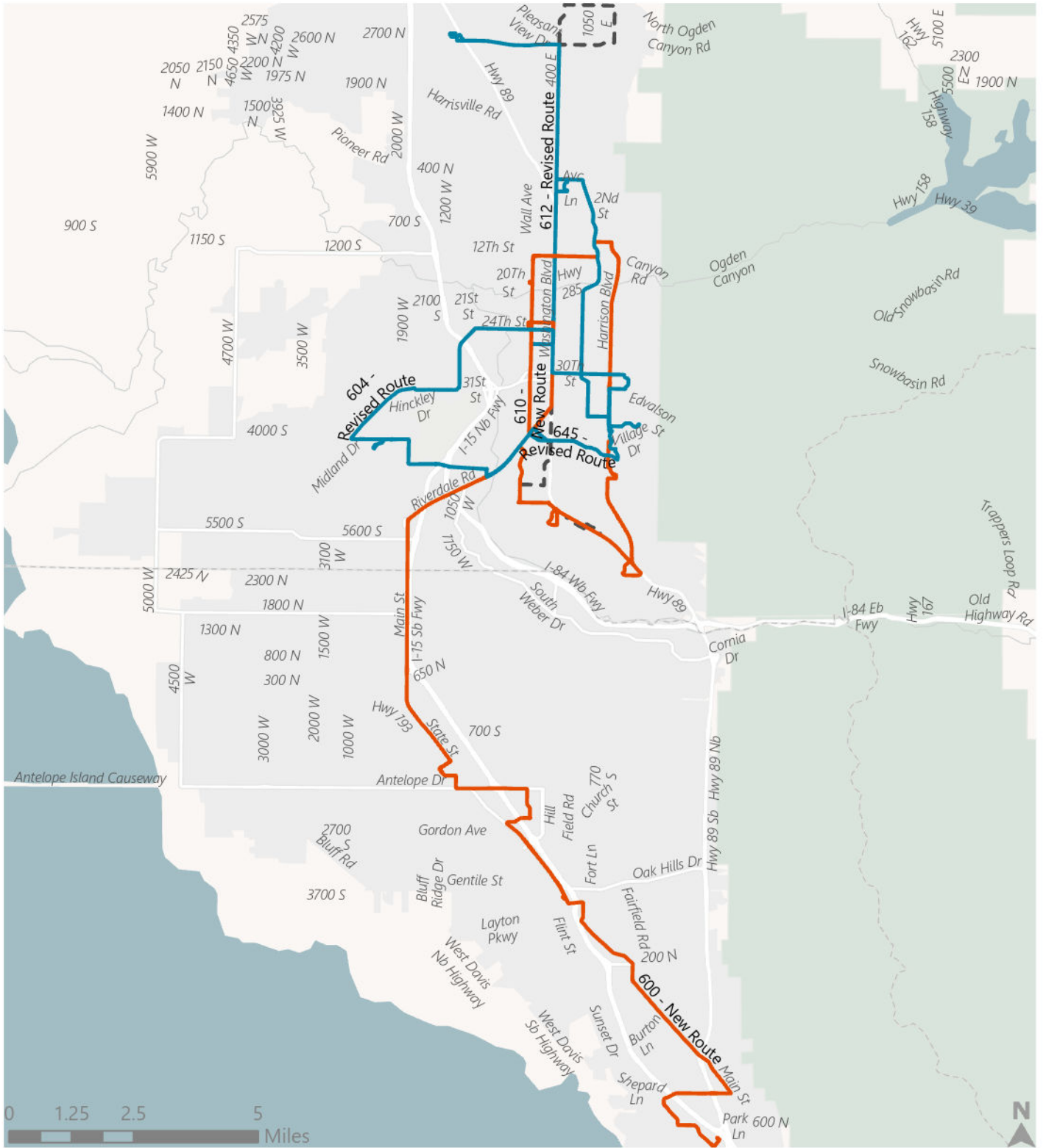
Discontinued Service

The following routes will be discontinued as part of the 2025-2029 Five-Year Service Plan.

- Route 455, U of U/Davis County/Weber State University, will be replaced by portions of Routes 400, 417, 470X, 604, and 609, as described elsewhere in this memorandum.
- Route 470, Salt Lake/Ogden Intercity, will be replaced by 15-minute service on Route 470X, Davis-SLC Community Connector and Route 600, Ogden/Farmington.
- Route 473, Salt Lake/Ogden Highway 89, will be discontinued. High-capacity service will be provided in the future by 470X, Davis-SLC Community Connector, and increased frequency on Route 750, FrontRunner. Service to park and ride lots on Highway 89 will be provided by Route 609.
- Route 601, the Ogden Trolley, will be discontinued and replaced by 15-minute service on Route 600, Ogden/Farmington.



- Route 616, Pleasant View FrontRunner Connector, has been suspended and will be discontinued, replaced by multiple routes in Ogden as well as Zone 562, North Weber Innovative Mobility Zone.
- Route F618, BDO Flex, will be discontinued and replaced by service on Routes 610 (Ogden Shuttle) and 613 (Weber Industrial Park).
- Route F620, West Haven Flex, will be discontinued and replaced by service on Routes 604 (West Ogden) and 613 (Weber Industrial Park).
- Route 625, Harrison Boulevard, will be discontinued and replaced by service on Routes 604 (West Ogden) and 610 (Ogden Shuttle).
- Route F638, Brigham City Flex, will be discontinued and replaced by Zone 563, Brigham City Innovative Mobility Zone.

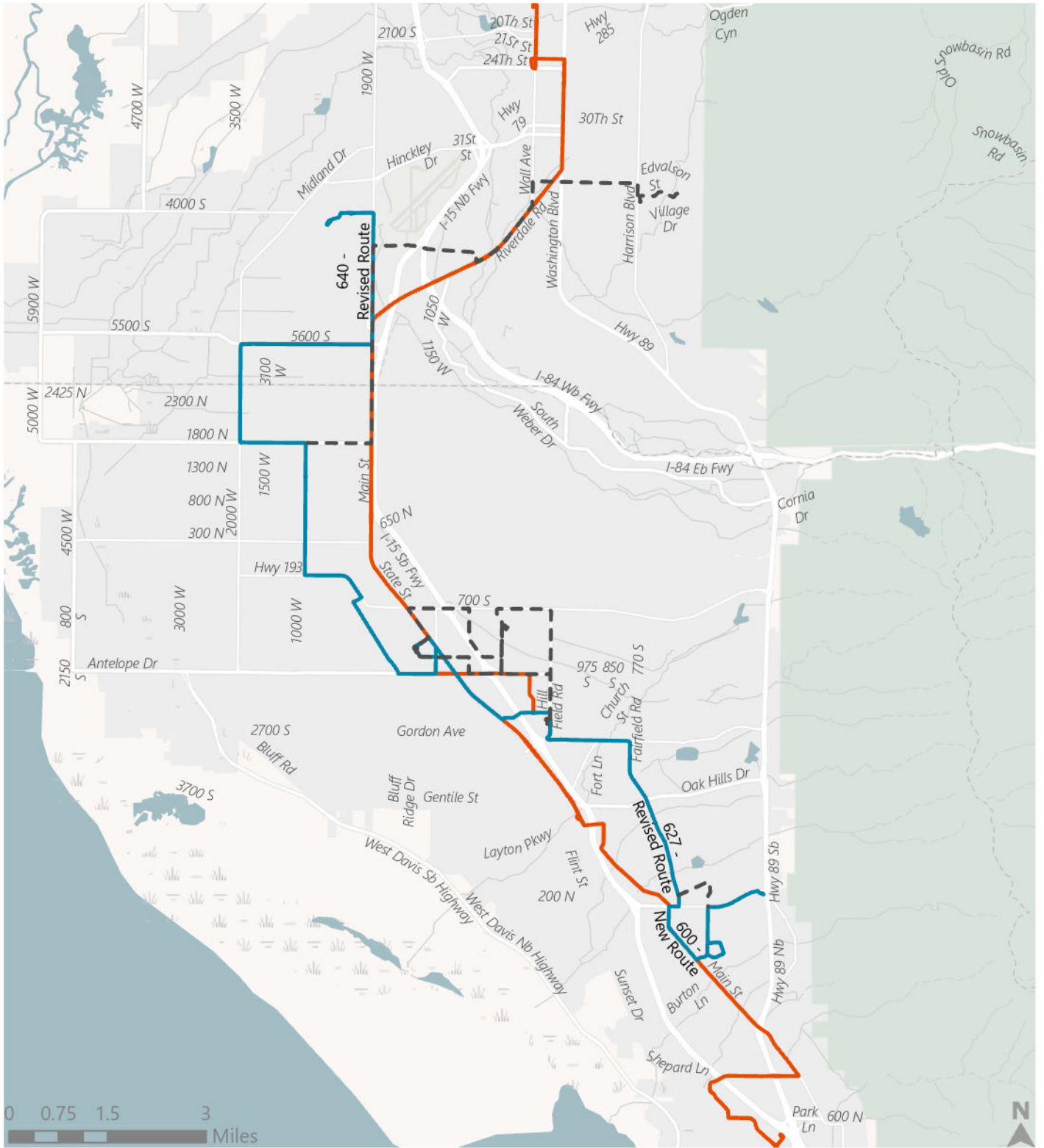


Proposed Service Changes

- New Route
- Revised Route
- - - Discontinued



Figure 2: 2026-2029 Ogden Local Service Changes



Proposed Service Changes

- New Route
- Revised Route
- - - Discontinued



Figure 3: 2026-2029 Weber/Davis Regional Service Changes, North Davis and Weber Counties

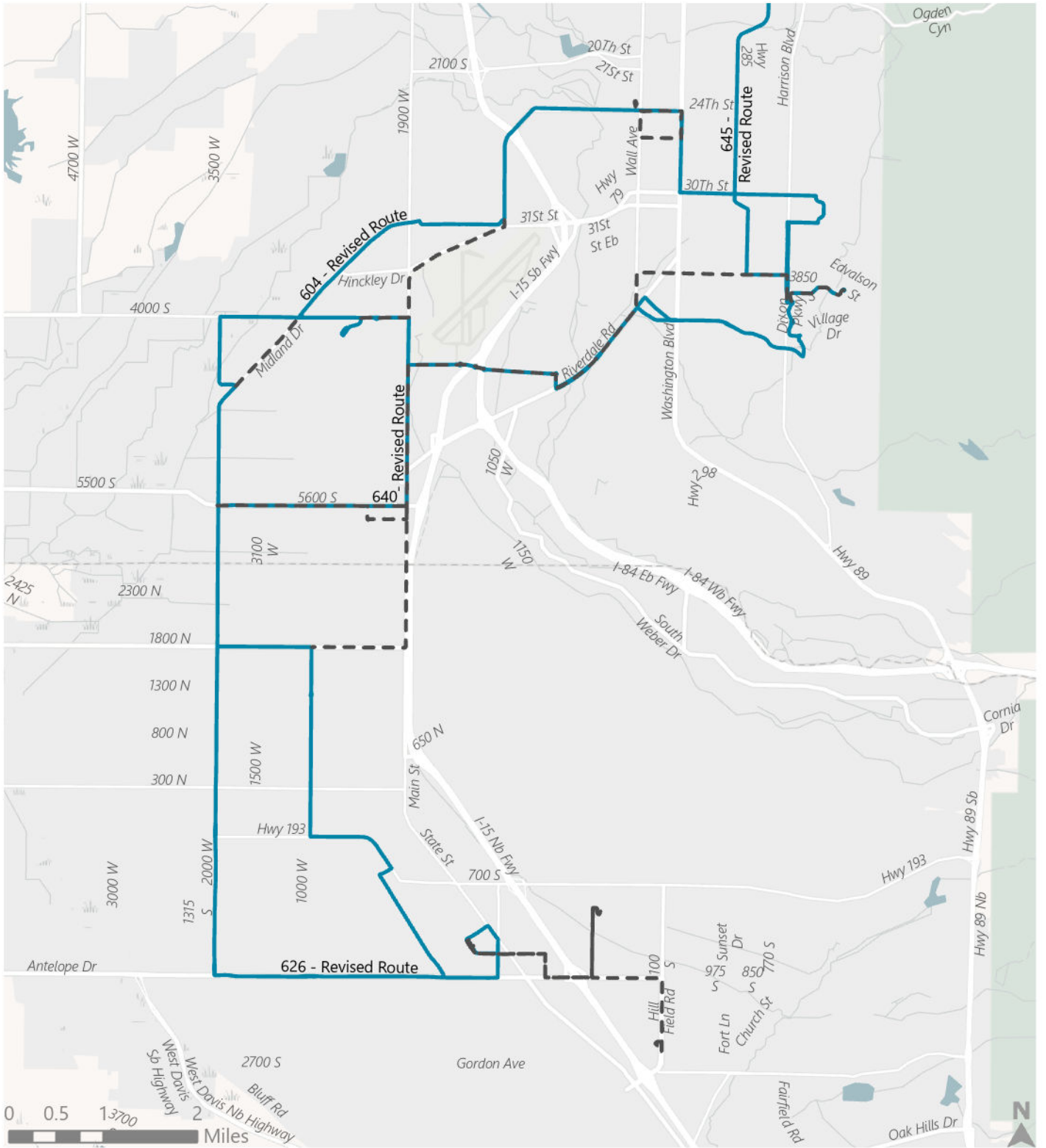


Proposed Service Changes

— New Route



Figure 4: 2026-2029 Weber/Davis Regional Service Changes, South Davis County

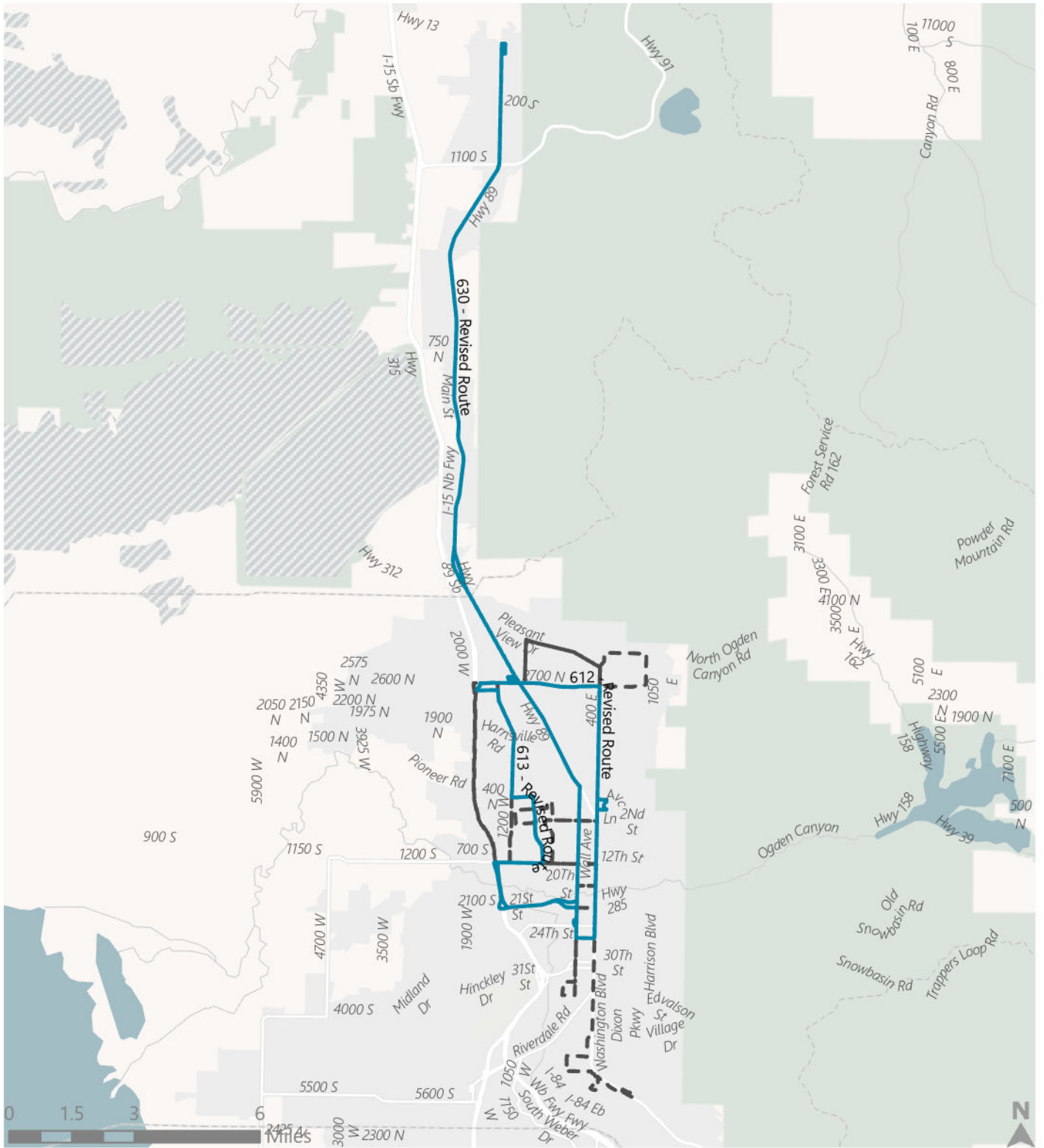


Proposed Service Changes

- Revised Route
- - - Discontinued



Figure 5: 2026-2029 Roy Station Service Changes

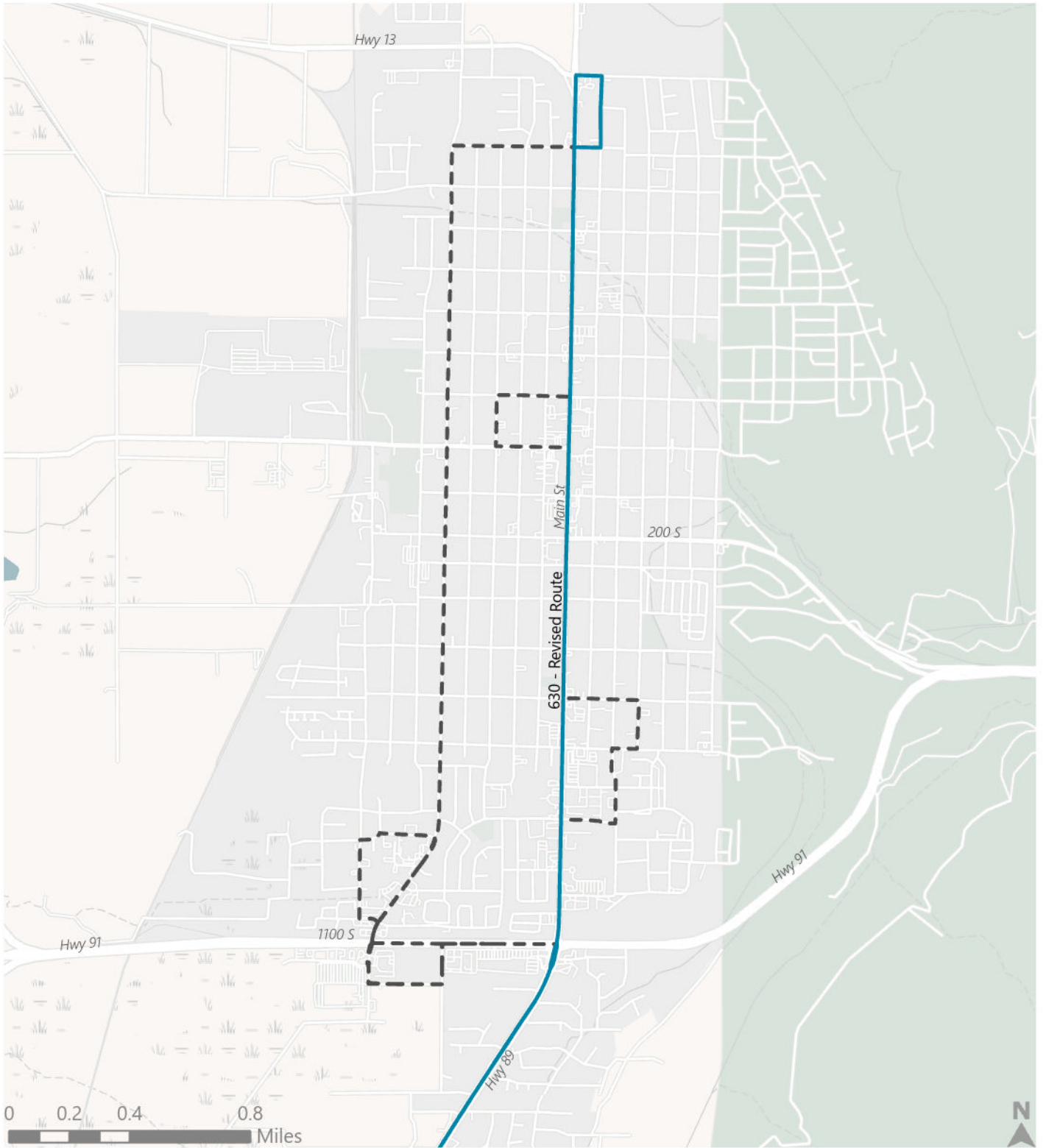


Proposed Service Changes

- Revised Route
- - - Discontinued



Figure 6: 2026-2029 North Weber County Service Changes



Proposed Service Changes

- Revised Route
- - - Discontinued



Figure 7: 2026-2029 Brigham City Service Changes

Salt Lake and Tooele Counties

The following section describes new service added, changes to existing service, or routes discontinued in Salt Lake County. No changes are proposed to Tooele County services. Maps illustrating the proposed changes can be found in Figure 8 through Figure 19.

New Service Added

The following routes add service to new areas.

- Route 18, Industrial Park Shuttle, will add service to industrial areas in west Salt Lake County. This route replaces Route 513, which currently operates two morning peak hour buses and two evening peak hour buses; Route 18 will instead offer 60-minute all-day service. Portions of Route 509, the 900 West Shuttle, are also replaced by Route 18. In addition, Route 18 provides a new transfer connection at Central Pointe TRAX Station. This service improves operator conditions by replacing peak-hour service with all-day service, reducing the number of irregular shifts.
- Route 26, Business Park Shuttle, is a new route serving industrial areas along Parkway Boulevard in West Valley City. Similar to Route 18, Route 26 provides all-day 60-minute service to areas previously served by Route 513's peak-hour buses, and provides a new transfer connection at Millcreek TRAX Station. This service improves operator conditions by replacing peak-hour service with all-day service, reducing the number of irregular shifts. It also expands coverage to light industrial areas along Redwood Road and Parkway Boulevard east of I-215, which were not well served by Route 509 or 513.
- Route 31, 3100 South, provides 30-minute all day service between the new Magna Transit Center and Central Pointe TRAX Station. The new Magna Transit Center will be located on 9180 West north of 2700 South and provide an operator breakroom, restroom, and other layover-related facilities. Route 31 provides additional east-west transit service in areas where service was reduced during the pandemic, and it replaces portions of Route 35, 3500 South, in Magna on 3100 South. This service change is a carryover from the 2023-2027 Five-Year Service Plan.
- Route 50X, Midvalley Connector (or MVX), is the new Midvalley Connector bus rapid transit service. This 15-minute all-day route will replace portions of Route 47, 4700 South, and Route 227, 2700 West.
- Route 78, 7800 South, will provide 30-minute all day service between the new Fort Union Transit Center and 5600 West. The new Fort Union Transit Center (including an operator

breakroom, restroom, and other layover-related facilities) will be located on Winchester Street between 900 East and 1300 East, on land previously used as a UDOT park and ride. This will replace Route F578, which provided 30-minute service between 5600 West and Midvale Center Station TRAX. It also replaces portions of Route 213, 1300 East, which currently terminates at Midvale Center Station at its south end, but will change to terminating at the Fort Union Transit Center; this change will allow for better east-west connections and north-south transferability for transit users in this area of Salt Lake County.

- Route 126, 12600 South/Rosecrest, is a new 60-minute all day service that will serve 12300 South/12600 South between Draper Town Center TRAX Station and approximately 4500 West in Riverton. It will also serve Rosecrest Road between Mountain View Corridor and Daybreak Parkway TRAX Station, and connect riders to educational and training facilities in Herriman. This route is designed to serve locations that were frequently requested destinations in the Southwest Salt Lake County Innovative Mobility Zone. It also replaces portions of Route 871, Tech Corridor Rail Connector, along 12300 South east of I-15.
- Route 203, 300 West, provides new 30-minute all-day service between North Temple TRAX and FrontRunner Station and Central Pointe TRAX Station. This route provides expanded coverage to locations south of downtown in Salt Lake City and the City's west side. This route is part of the adjustments in local service that will accompany the Davis-SLC Community Connector.
- Route 208, 900 West, provides new 30-minute all-day service on 900 West between Salt Lake Central Station and Central Pointe TRAX Station. This provides a connection to the Central Pointe TRAX Station for students on the west side of Salt Lake City who attend high schools on the City's east side. This also replaces a portion of Route 509, the 900 West Shuttle, which is being discontinued and replaced by the new Route 18.
- Route 236, 3600 West/Airport/International Center, is a new 60-minute all-day route that serves 3600 West and Bangerter Highway between West Valley Central Station, the Salt Lake City International Airport, and commercial/light industrial districts in between. This service change is a carryover from the 2023-2027 Five-Year Service Plan. This provides all-day coverage to areas previously served by peak-hour buses on Route 513 and 551. Route 236 will improve operator work by replacing peak-hour service with all-day service, reducing the number of irregular shifts. This route also replaces portions of Route 509 (900 West Shuttle), Route 513

(Industrial/Business Park Shuttle), and Route 551 (International Center), all of which will be discontinued as part of this Five-Year Service Plan.

- Route 256, 5600 West, provides new 15-minute all-day service between the 5600 West TRAX Station at roughly 10000 South and the Salt Lake City International Airport. This route adds service to previously unserved areas of western Salt Lake County, and is legally required to be implemented for the Mountain View Corridor to be completed. Route 256 replaces Route F556, 5600 West Flex, which provided 30-minute service on 5600 West between 2700 South and 7800 South and will be discontinued as part of this Five-Year Service Plan. This service change is a carryover from the 2023-2027 Five-Year Service Plan.
- Route F264, Southwest Quadrant Flex, is a new route that serves employment centers between 5600 West/7800 South, and the 5600 West TRAX Station via 6400 South and Prosperity Road. This is an area of interest for West Jordan City as well as multiple stakeholders in the area.
- Zone 503, West Jordan/Midvale Innovative Mobility Zone, is a new service that will cover portions of South Jordan, West Jordan, Midvale, and Copperton. This is the same zone that is described in UTA's 2024 Long Range Transit Plan as the "South Valley" Zone.
- Zone 504, Sandy/Cottonwood Heights Innovative Mobility Zone, covers portions of Sandy, Cottonwood Heights, and Midvale.

Realignments or Frequency Changes to Existing Service

The following routes will be modified either in terms of alignment or frequency.

- Route 2, 200 South, will increase its weekday frequency to 6–9-minute headways, up from its 15-minute headways currently. In addition, Route 2 will expand to loop around the University of Utah campus in both directions, with Route 2A traveling in a clockwise direction and 2B in a counterclockwise direction. This service change addresses overcrowding on Route 2, restores service that was suspended during the pandemic, and is a carryover from the 2023-2027 Five-Year Service Plan.
- Route 17, 1700 South, will reroute to serve visitor and employment destinations east of Foothill Boulevard via Sunnyside Avenue. Route 17 will continue east on Sunnyside Avenue to a proposed roundabout at Crestview Drive east of Hogle Zoo, and then will return back to Foothill Drive to continue the trip to the University of Utah. This change has been requested by area stakeholders for many years, and restores service that ended when parking lot configurations at

This is the Place Heritage Park eliminated bus turnaround options in this section of Emigration Canyon. Salt Lake City has funding available to construct the roundabout within the timeframe of this Five-Year Service Plan. Portions of Route 17 will be replaced by Route 223, 2300 East/Holladay Boulevard, along 1500 East.

- Route 35, 3500 South, will be extended to the new Magna Transit Center, and allows UTA to serve downtown Magna in both directions instead of a one-way loop. This will also improve operator conditions, with the provision of the Magna Transit Center. Route 35 will no longer make a loop around downtown Magna, but instead follow 8400 West to 2700 South to the transit center. Route 31 will serve the portion of the loop on 3100 South.
- Route 39, 3900 South, will be rerouted from Bruin Boulevard to 3800 South between Redwood Road and 2200 West, to reduce duplication with the Midvalley Connector which will also serve West Valley Central Station. Additionally, the current stop location at Salt Lake Community College's Redwood Campus will be closing, and the College will be served by the Midvalley Connector instead.
- Route 45, 4500 South, will be rerouted from Murray Central Station to Murray North Station when Midvalley Connector opens. Service affected by the reroute will be replaced by Route 205. This change is tied to Route 47, below, whose eastern terminus is shifting to Murray North Station when Midvalley Connector is implemented; in order to maintain the east-west connection on both routes, Route 45 must terminate at Murray North Station as well.
- Route 47, 4100 South/4700 South, will reroute from Murray Central Station to Murray North Station when the Midvalley Connector begins service, in order to reduce redundancy in service. It will also skip the Atherton Drive loop and remain on 4700 South instead, as Atherton Drive will be served by Midvalley Connector. This service change is a carryover from the 2023-2027 Five-Year Service Plan.
- Route 62, 6200 South, will be extended from Fashion Place West Station to the new Fort Union Transit Center, and its weekday frequency will be increased from 60 minutes to 30 minutes. This change will allow for better connectivity with other east-west and north-south routes that will intersect at the Fort Union Transit Center, reducing the number of transfers that some riders must make in order to reach their destinations. Route 62 will also replace a portion of Route 209, which will be shortened to end at the new Fort Union Transit Center.

- Route 72, 7200 South/Fort Union, will be rerouted to serve the new Fort Union Transit Center via 900 East and Union Park Avenue. This creates a new connection between Route 72 and major north-south routes, including Route 209 and 213, and has been requested by riders for many years.
- Route 200, State Street North, will be shortened and will no longer provide service to the Utah State Capitol, instead concentrating on providing frequent service connections between North Temple Station and downtown Salt Lake City. The new Route 400, Orchard Drive/State Capitol, will provide service to the Capitol from Davis County and also from Salt Lake Central Station. Route 200 will also be extended south to the Sandy Civic Center Station and then west to South Jordan FrontRunner Station, and will replace Route 201 (State Street South). UTA's Long Range Transit Plan identifies a BRT project on State Street with 15-minute service and enhanced features such as branded stops, off-board fare collection, elevated platforms, and transit signal priority. The Route 200 changes in this Five-Year Service Plan do not yet propose BRT service, but will build a transit market along this corridor for future high-capacity service.
- Route 205, 500 East, will increase its weekday and Saturday service to 15-minute headways, up from 30-minute headways currently, and will replace portions of Route 45. The route will be extended from its current southern terminus at the Murray North Station to Murray Central Station when Midvalley Connector opens. This extension will restore service lost during the pandemic, and align routes related to Midvalley Connector when that route begins service. This service change is a carryover from the 2023-2027 Five-Year Service Plan. UTA's Long Range Transit Plan proposes 10-minute headways on Route 205 by 2028; while this Five-Year Service Plan does not yet establish that frequency of service, the increase in frequency from 30-minute headways to 15-minute headways serves as a stepping stone to the eventual 10-minute headways.
- Route 209, 900 East/Avenues, will shorten from its current terminus at Fashion Place West to the new Fort Union Transit Center, to align with transfer points planned for other east/west services proposed in this plan. This also facilitates extending Route 209 further south to Midvale Center Station, as proposed in the Long Range Transit Plan, at some future point. A portion of the route will be replaced by Route 62, 6200 South, which will extend to the new Fort Union Transit Center.

- Route 213, 1300 East, will shorten its route to end at the new Fort Union Transit Center instead of Midvale Center Station, to better align with planned transfer points at the new Transit Center. This portion of the route will be replaced by Route 78, 7800 South, which will connect from the Fort Union Transit Center to 5600 West.
- Route 217, Redwood Road, will extend from its current terminus at West Jordan City Center Station (roughly 8000 South) south on Redwood Road and turn east on 10400/10600 South to reach Sandy Civic Center Station. This route replaces Route 218, Sandy/South Jordan, and will provide 15-minute service to areas of interest identified in the Sandy/South Jordan Small Area Transit Study.
- Route 218, Sandy/South Jordan, will be rerouted to serve employment centers near FrontRunner in South Jordan, The Point FrontRunner Station, and Redwood Road between 11400 South and Bangerter Highway. This also serves key destinations identified in UTA's Sandy/South Jordan Small Area Transit Study.
- Route 220, Highland Drive/1100 East, will be shortened to end at the University of Utah's student union instead of continuing to Salt Lake Central Station, and will reduce duplication on 200 South once Route 2 service changes are implemented. Routes 2A and 2B will replace the service that the 220 formerly provided on 200 South. These service changes were also shown in the 2023-2027 Five-Year Service Plan.
- Route 223, 2300 East/Holladay Boulevard, will reroute to 1500 East between 2100 South and 900 South, instead of traveling along 1900 East. This replaces a portion of Route 17, which is being rerouted from 1500 East to 2300 East in order to serve destinations east of Foothill Drive. This ensures that no service coverage is lost in this area of Sugar House.
- Route 227, 2700 West, will end service on 2700 West north of 4700 South when Midvalley Connector opens, as those will be redundant services. Instead, Route 27 will extend to Mill Creek Station via Salt Lake Community College's Redwood Campus and 1300 West. At its south end, Route 227 will extend to Historic Sandy Station by way of Salt Lake Community College's West Jordan Campus and 9000 South. This route replaces the F590, 9000 South Flex, which is being discontinued. This service change is a carryover from the 2023-2027 Five-Year Service Plan.

- Route 240, 4000 West, will be rerouted to Park Center Drive between Jordan Landing Boulevard and 6200 South to avoid an unsafe turn and provide a more direct connection to developing areas.
- Route 248, 4800 West, will be extended to Daybreak Parkway Station via 4800 West/Lake Avenue to create a better connection with the west end of new Route 126.
- Zone 501, South Salt Lake County On Demand, will expand to provide on-demand coverage to east Sandy and Draper, and portions of the zone in South Jordan will now be served by the new Zone 503, West Jordan/Midvale On Demand.
- Zone 502, Salt Lake City Westside Innovative Mobility Zone, will be expanded to include Central Pointe Station in order to enhance east-west connectivity from areas on the west side of Salt Lake City.
- Route 720, S-Line, will extend the streetcar corridor from its current eastern terminus at Fairmont Station to Highland Drive, in order to better serve economic development and growth in Sugar House and enhance reliable transportation in the area. Service for the newly extended line is expected to begin in 2026.
- Route 871, Tech Corridor Rail Connector, will be extended to serve the FrontRunner Station at Point of the Mountain, and will serve State Street between 12300 South and Sandy Civic Center Station. This section of State Street does not currently have any bus service, so Route 871 will fill a gap in service and set the stage for further service improvements proposed on State Street in the Long Range Transit Plan. The connection to Draper Town Center TRAX Station will be eliminated, and instead of traveling eastward on 12300 South, the route will travel north along State Street to the Sandy Civic Center TRAX Station. Service will be increased on weekdays from 60-minute frequencies to 30-minute frequencies. Coverage to Draper Town Center TRAX Station will be provided by Route 126, 12600 South/Rosecrest.

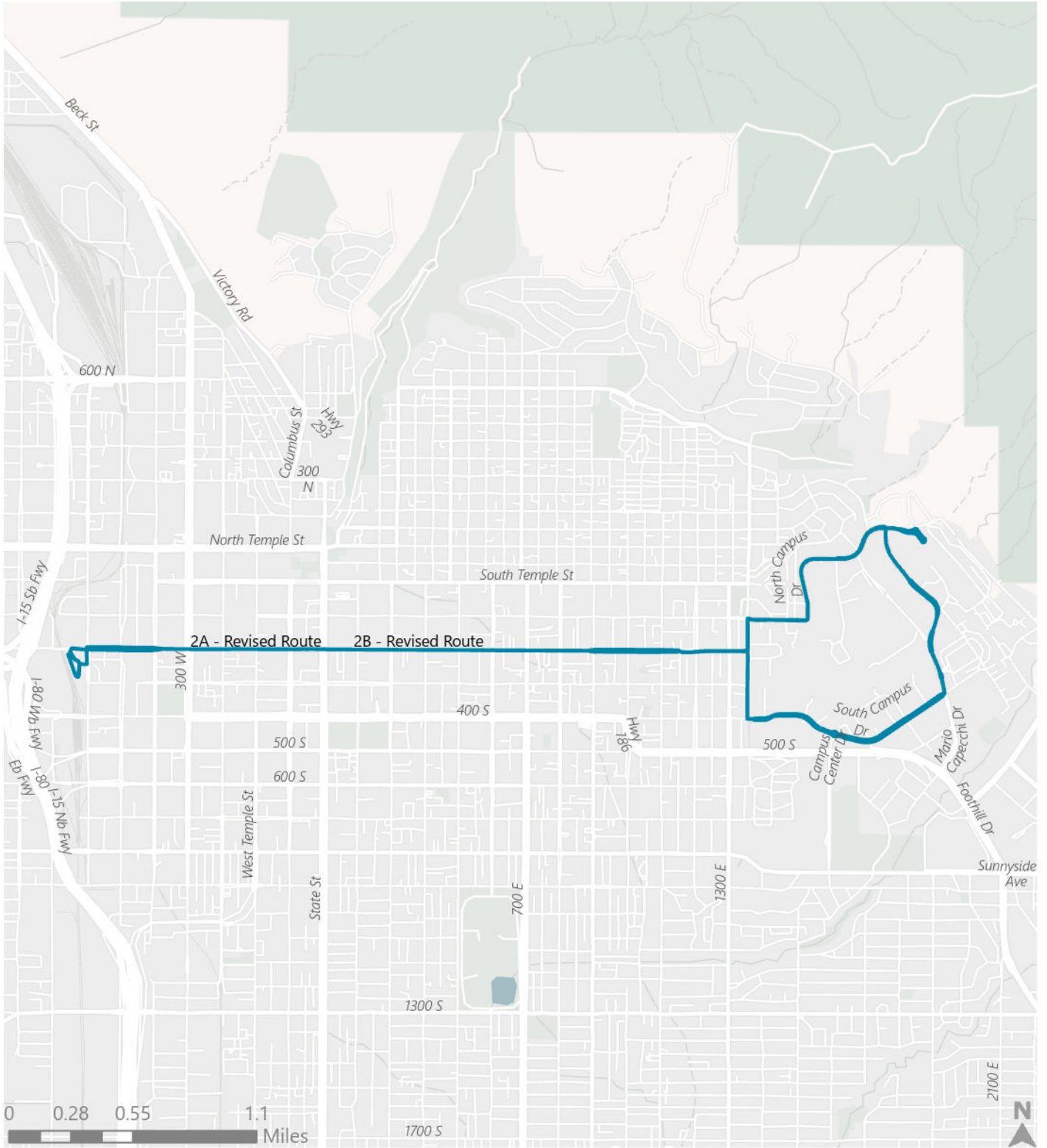
Discontinued Service

The following routes will be discontinued as part of the 2025-2029 Five-Year Service Plan.

- Route 201, State Street South, will be replaced by 15-minute service on Route 200, State Street North.
- Route 509, 900 West Shuttle, will be discontinued and replaced by portions of Routes 18, 208, and 236 discussed earlier in this section.



- Route 513, Industrial/Business Park Shuttle, will be discontinued and replaced by portions of Routes 18, 26, 208, and 236 discussed earlier in this section.
- Route 551, International Center, will be discontinued and replaced by all-day service on Route 236.
- Route F556, 5600 West Flex, will be discontinued and replaced by Route 256.
- Route F578, 7800 South Flex, will be discontinued and replaced by Route 78.
- Route F590, 9000 South Flex, will be discontinued and replaced by Route 227.

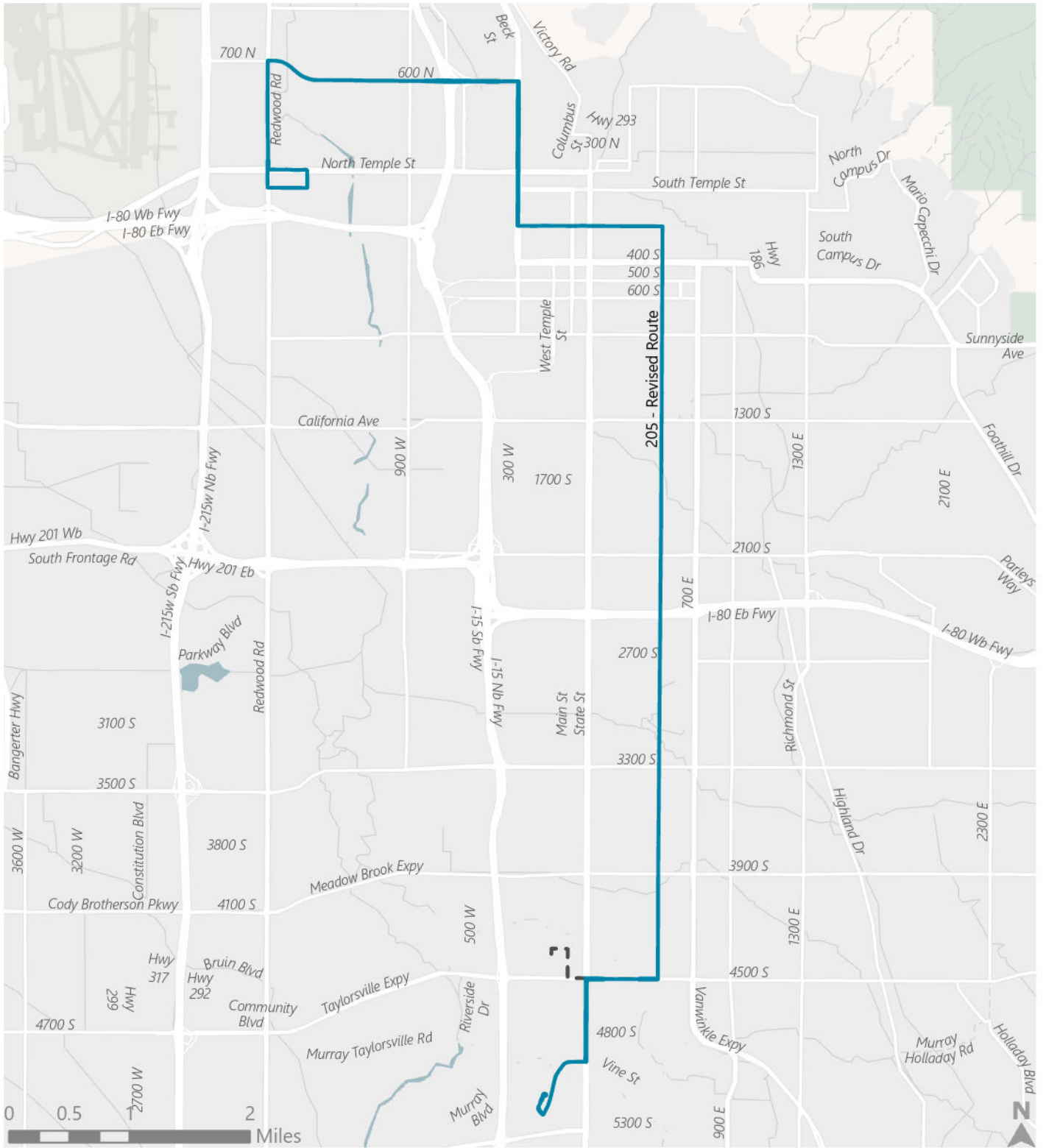


Proposed Service Changes

— Revised Route



Figure 8: 2026-2029 200 South Service Changes

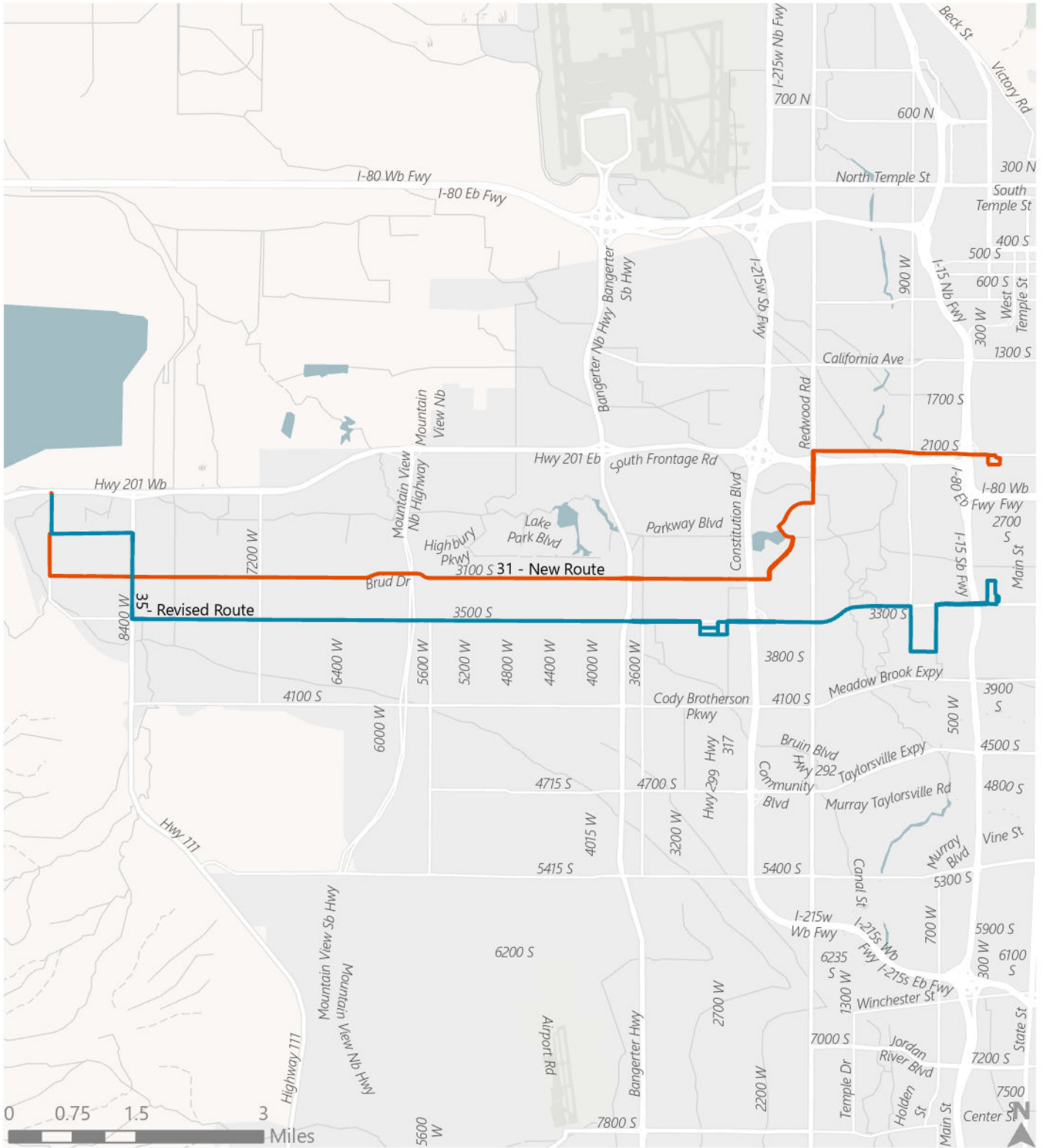


Proposed Service Changes

- Revised Route
- - - Discontinued



Figure 9: 2026-2029 Route 205, 500 East, Service Changes

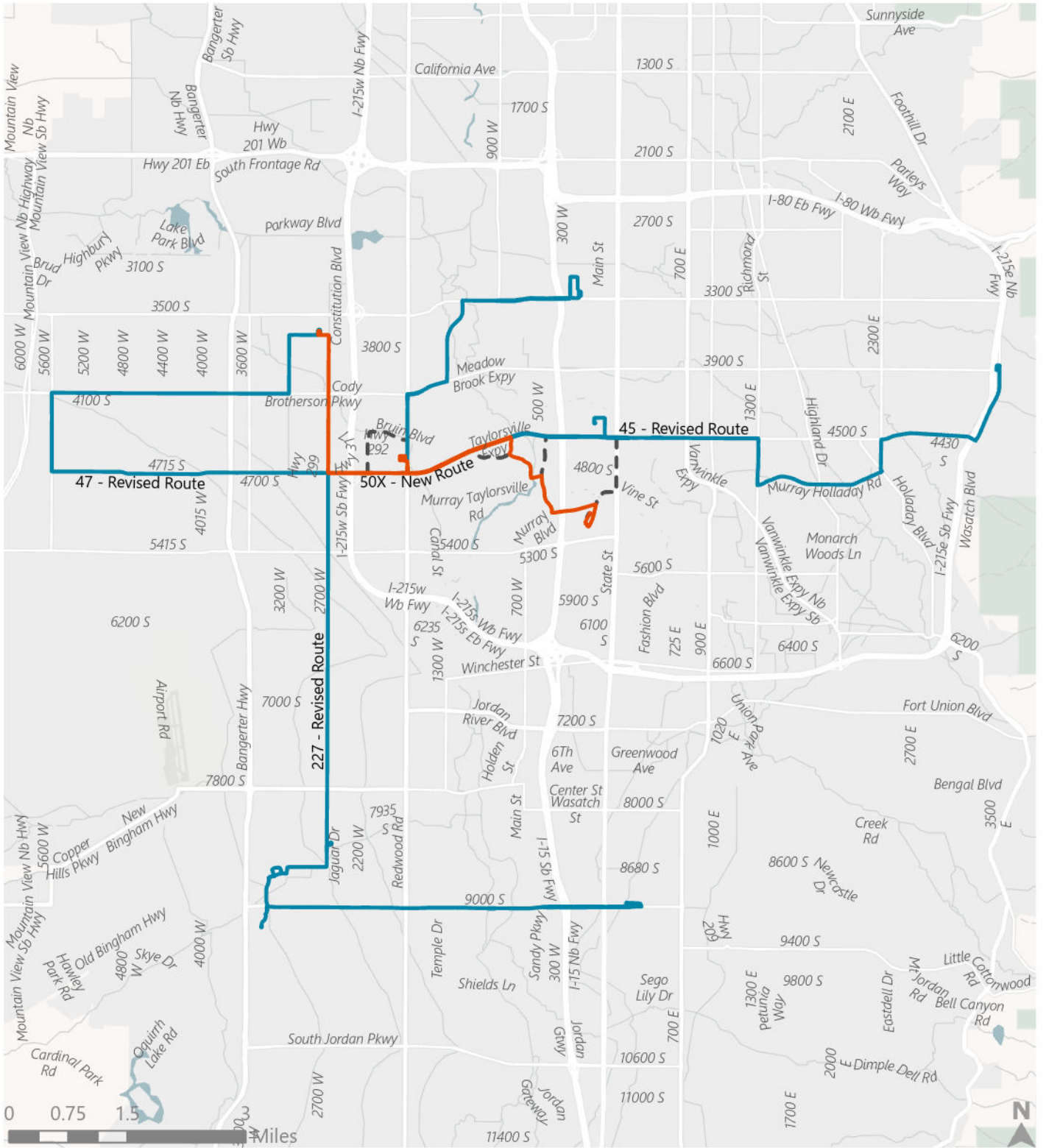


Proposed Service Changes

- New Route
- Revised Route



Figure 10: 2026-2029 Magna/West Valley Service Changes

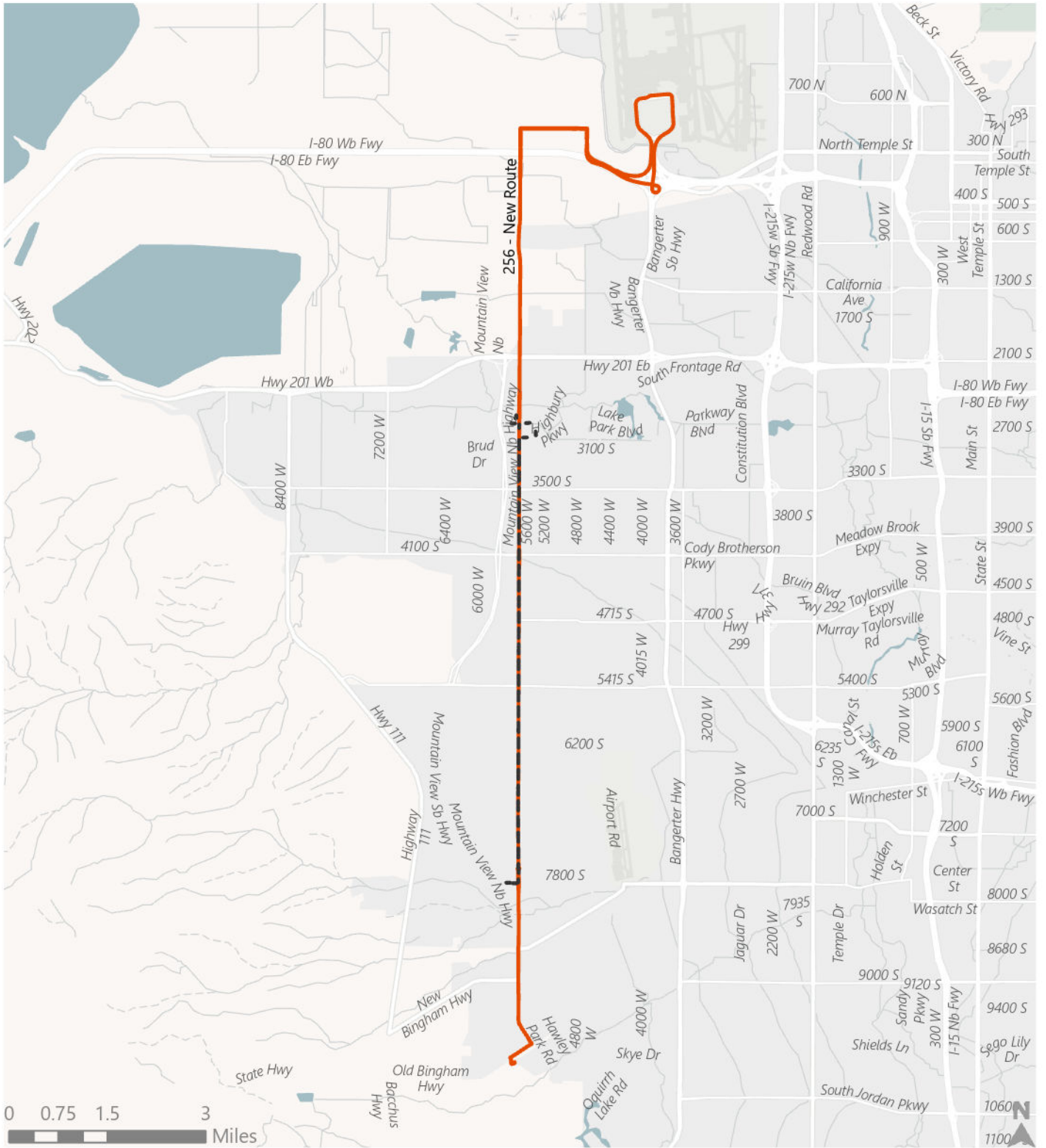


Proposed Service Changes

- New Route
- Revised Route
- - - Discontinued



Figure 11: 2026-2029 Midvalley Connector (MVX) Service Changes

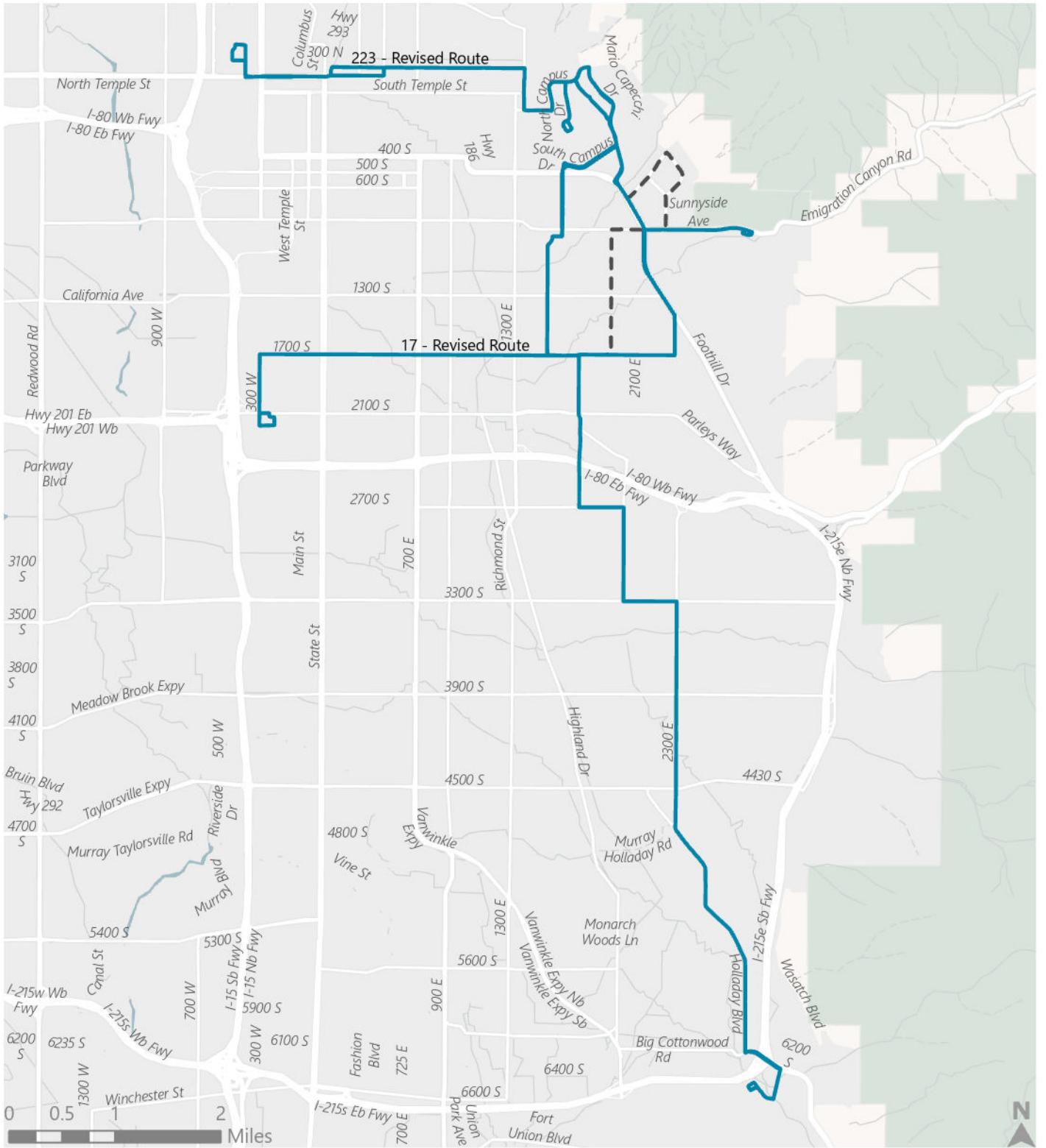


Proposed Service Changes

- - - Discontinued
- New Route



Figure 12: 2026-2029 5600 West Service Changes

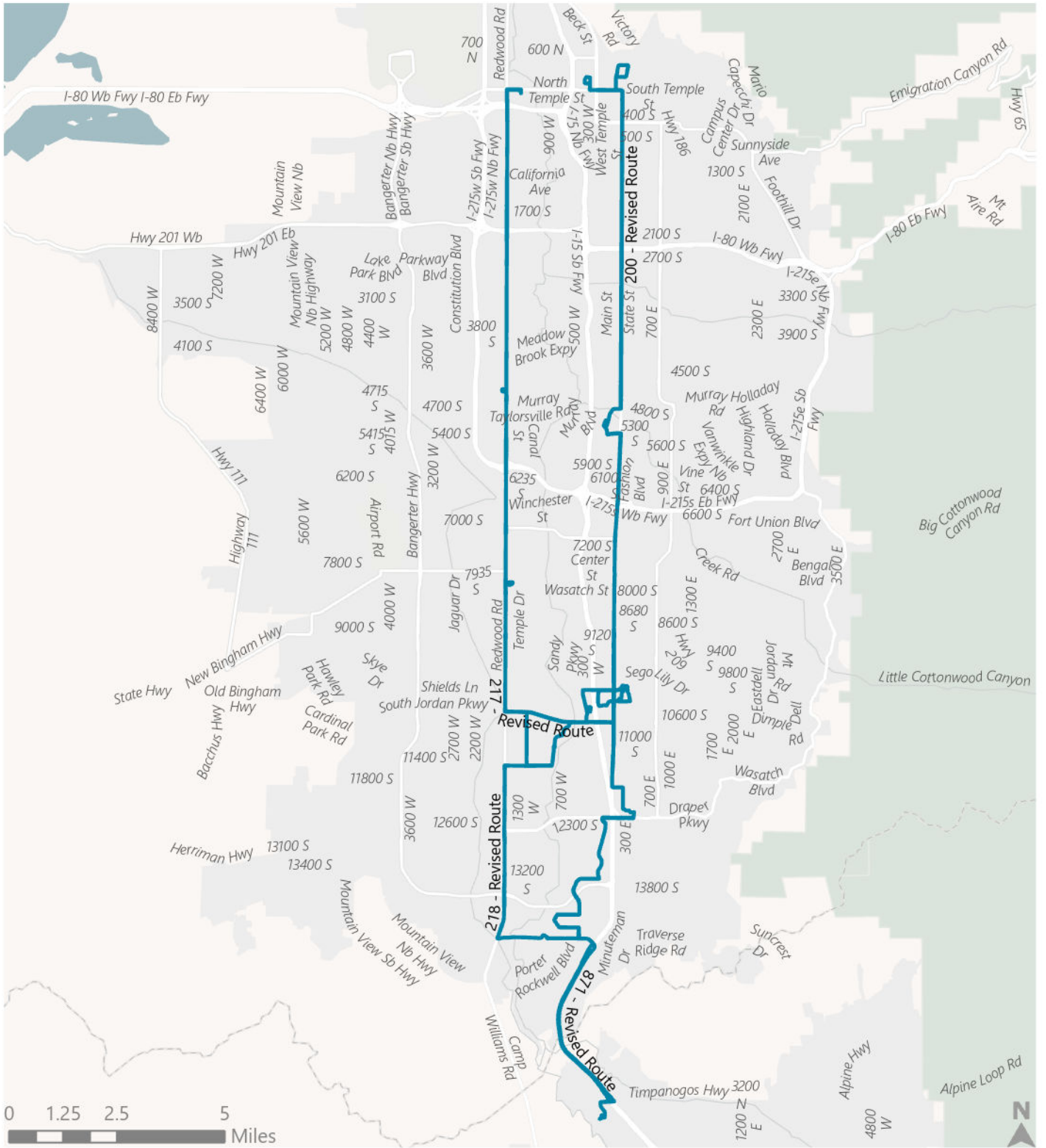


Proposed Service Changes

- Revised Route
- - - Discontinued



Figure 13: 2026-2029 Hogle Zoo Service Changes

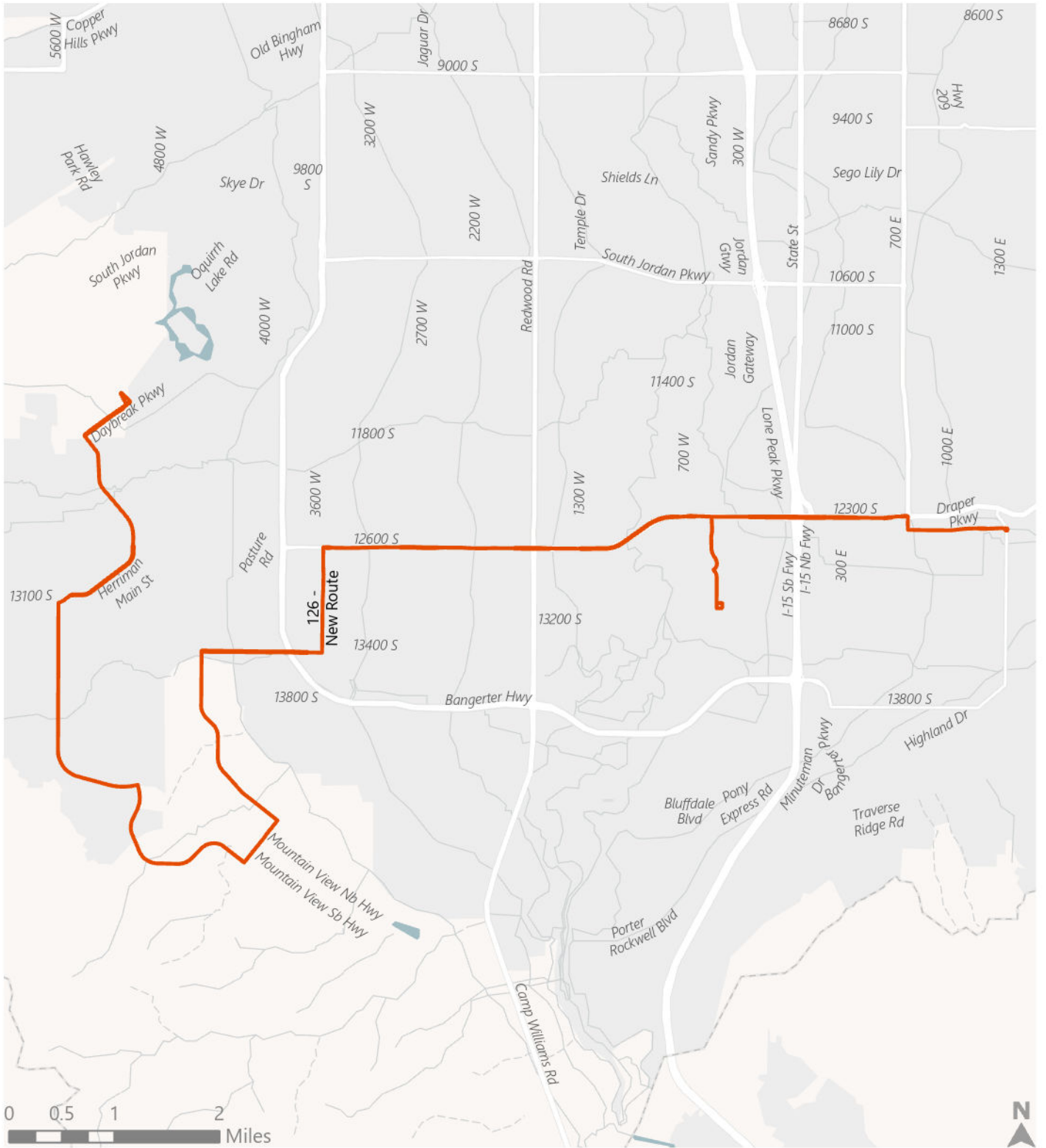


Proposed Service Changes

— Revised Route



Figure 14: 2026-2029
Sandy/South Jordan/Draper Service Changes

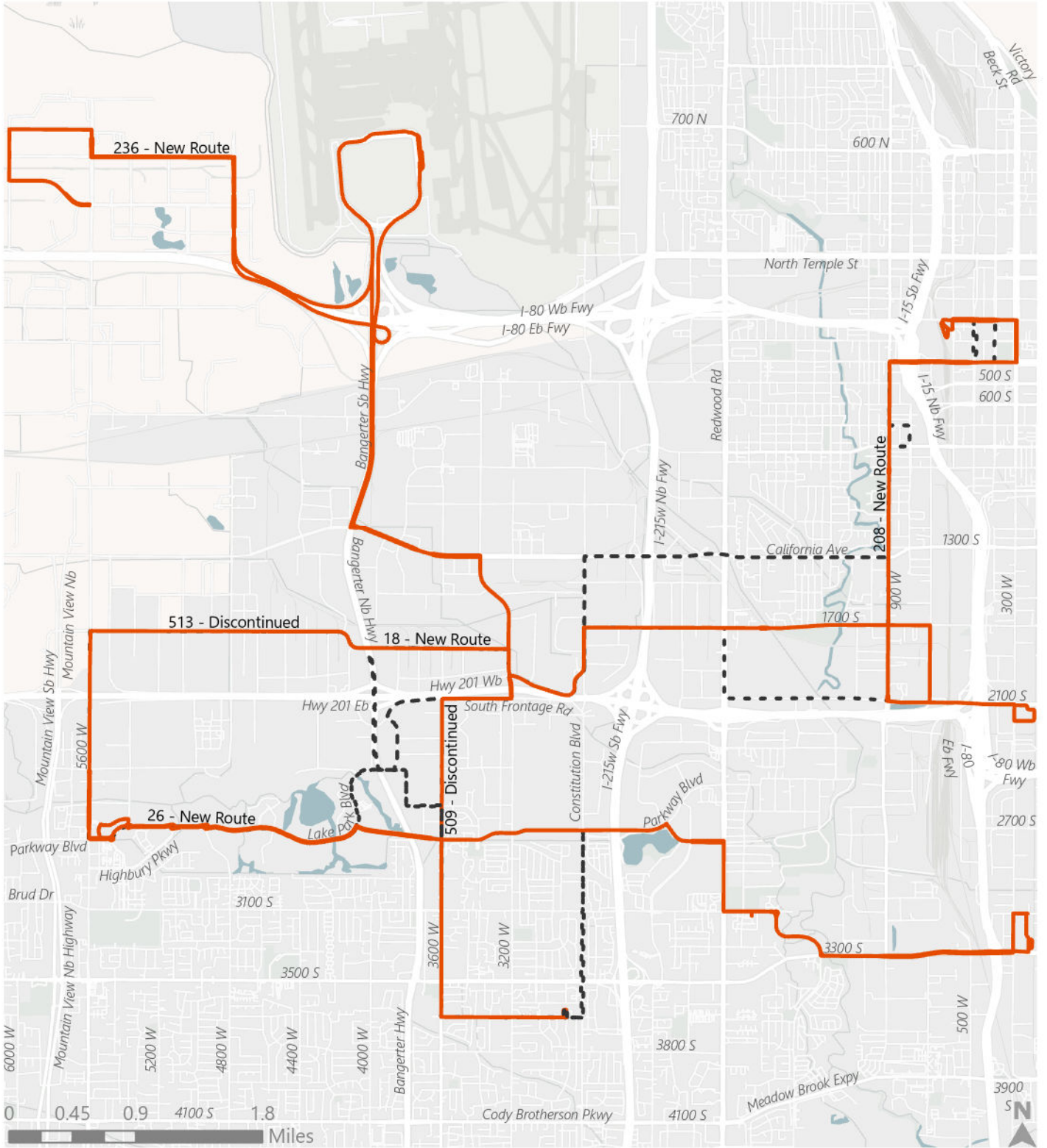


Proposed Service Changes

— New Route



Figure 15: 2026-2029 Riverton/Herriman Service Changes

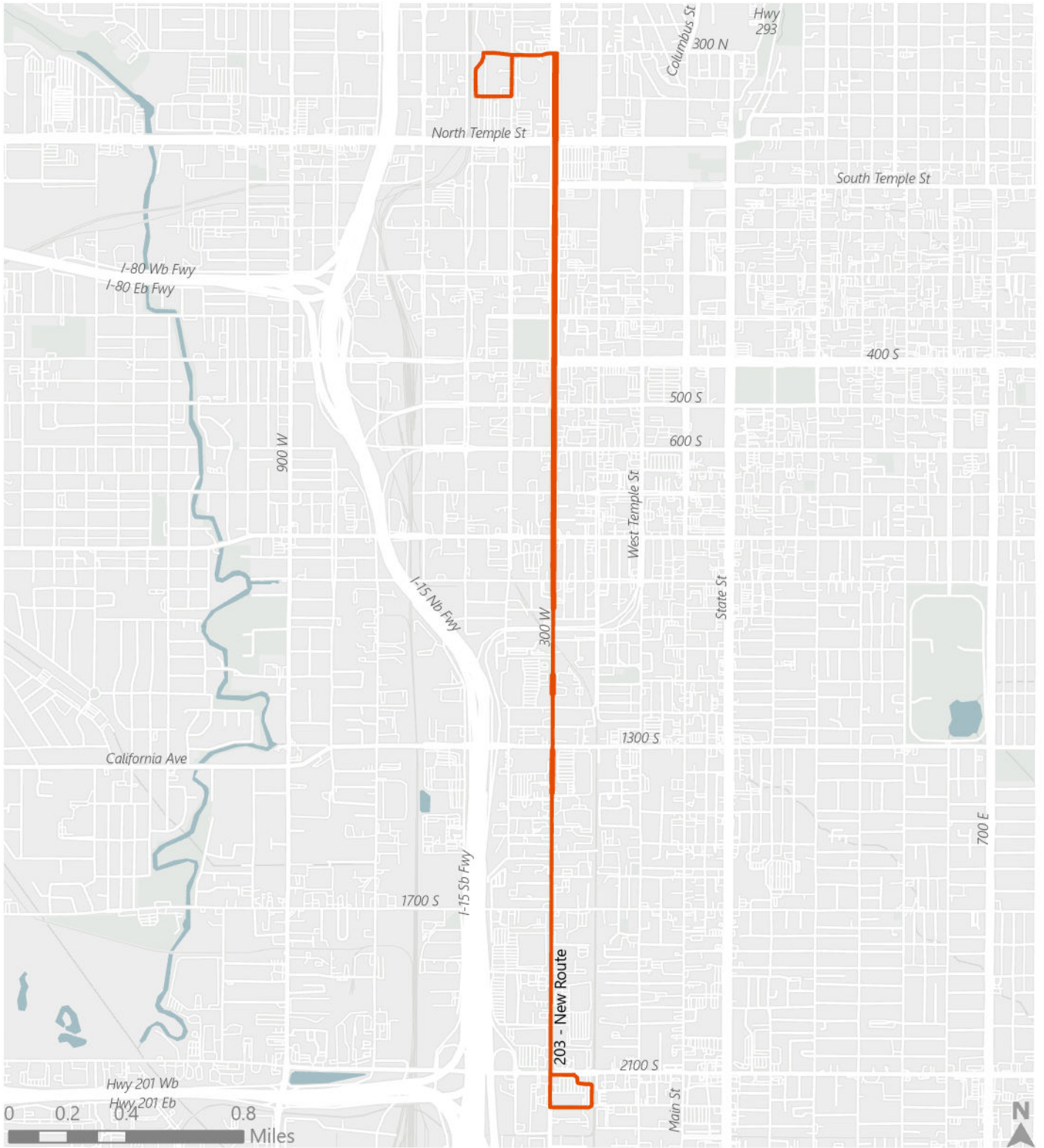


Proposed Service Changes

- - - Discontinued
- New Route



Figure 16: 2026-2029 Salt Lake County Industrial Area Service Changes

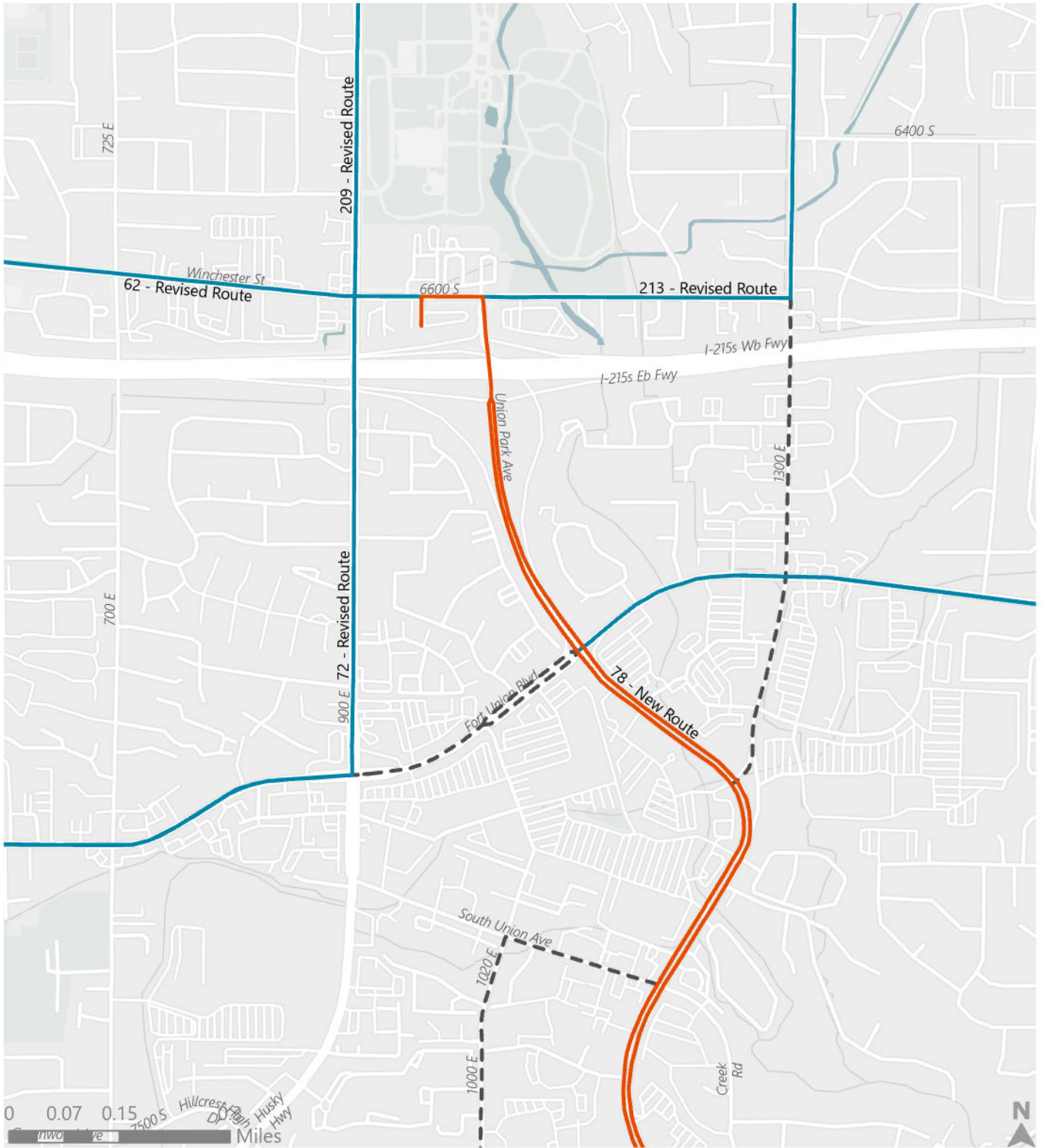


Proposed Service Changes

— New Route



Figure 17: 2026-2029 Route 203, 300 West, Service Changes

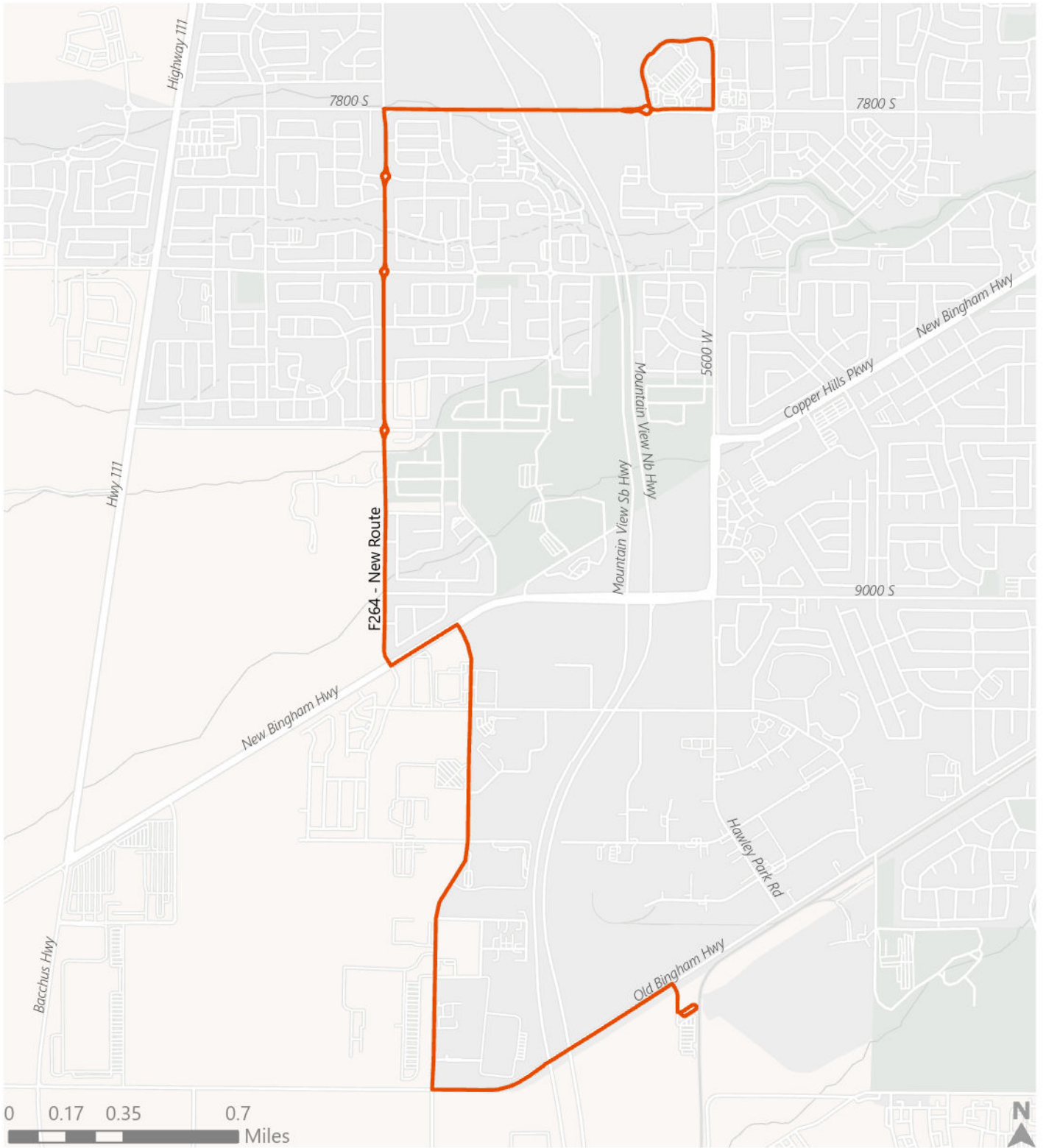


Proposed Service Changes

- New Route
- Revised Route
- - - Discontinued



Figure 18: 2026-2029 Fort Union Transit Center Service Changes



Proposed Service Changes

— New Route



Figure 19: 2026-2029 Southwest Quadrant Service Changes

Utah County

The following section describes new service added, changes to existing service, or routes discontinued in Utah County. Maps illustrating the proposed changes can be found in Figure 20 through Figure 23.

New Service Added

The following routes add service to new areas.

- Zone 581, West Provo Innovative Mobility Zone, covers destinations in west Provo. This zone replaces portions of Route 833, Provo Station/Airport.
- Zone 582, Saratoga Springs Innovative Mobility Zone, will cover portions of Saratoga Springs, and connect riders to Lehi FrontRunner Station.
- Zone 583, Lehi Innovative Mobility Zone, will cover portions of West Lehi and connect riders to Lehi FrontRunner Station.
- Zone 584, North Utah County Innovative Mobility Zone, will cover portions of Alpine, Highland, Cedar Hills, and Lehi, as well as Lehi FrontRunner Station.
- Zone 585, Eagle Mountain Innovative Mobility Zone, will provide on-demand service to Eagle Mountain.
- Route 823, Spanish Fork/Provo Station, is a new 30-minute all-day route to serve residential and commercial destinations in Springville and Spanish Fork, including the future Springville FrontRunner Station.
- Route 846, Orem, is a new 30-minute all-day route serving residential destinations in East Orem previously served by Route 862. It will also provide a connection to Vineyard Station from the north side of Orem.
- Route 860, Eagle Mountain/Saratoga Springs/American Fork Station, will provide service to new park and ride lots in Eagle Mountain and Saratoga Springs, and will connect riders to Eagle Mountain's city center. This route will provide 30-minute all-day service to areas previously served by peak-hour service on Route 806, which will be discontinued. This change also improves operator work by replacing peak-hour service with all-day service, reducing the number of irregular shifts. This service change is a carryover from the 2023-2027 Five-Year Service Plan.

Realignments or Frequency Changes to Existing Service

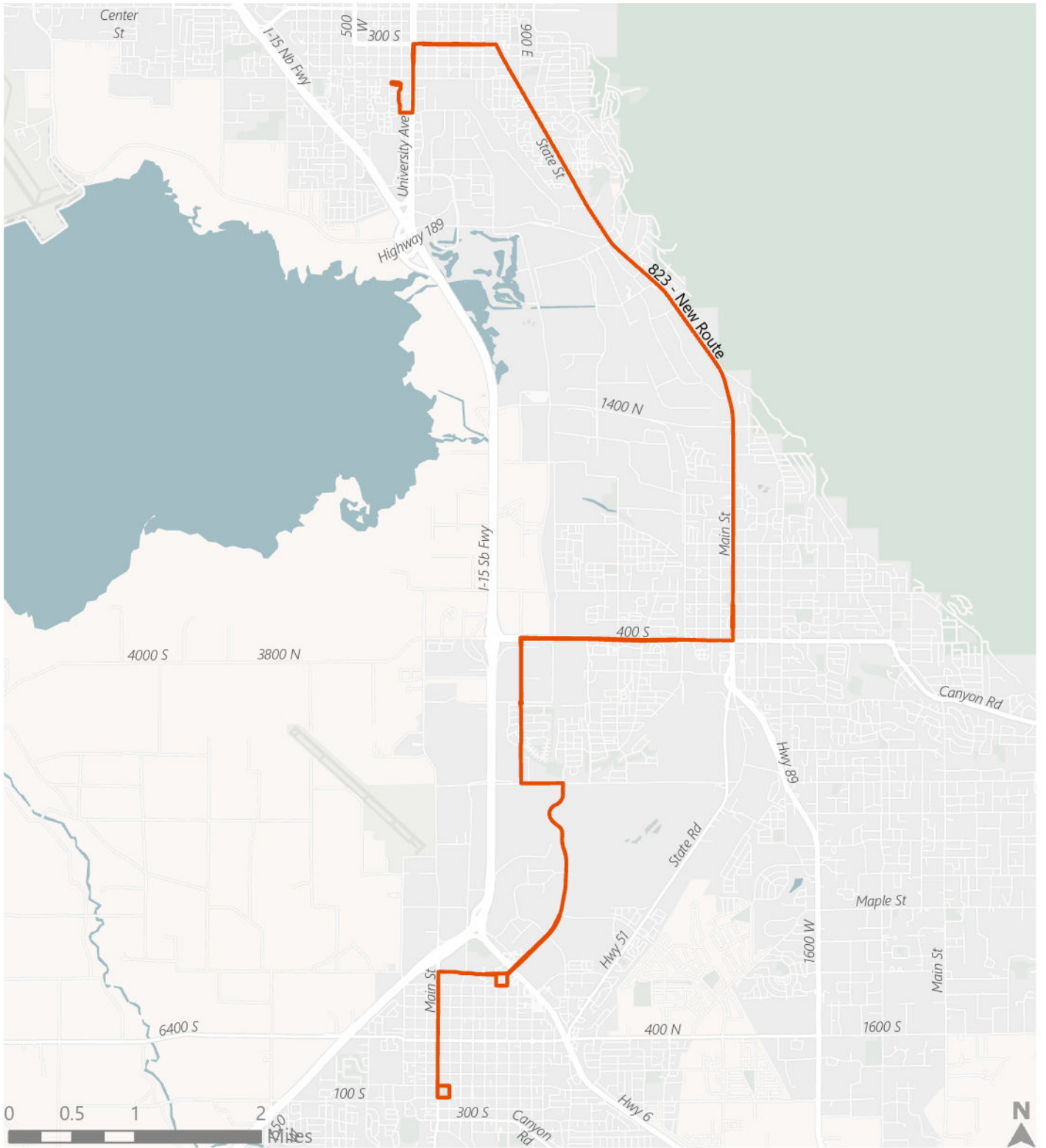
The following routes will be modified either in terms of alignment or frequency.

- Route 830X, UVU, will no longer serve stations at East Bay; these stations will be served by Route 821 and modified Route 833.
- Route 833, Provo Airport/Geneva Road, will be modified to serve stations in East Bay previously served by UVX. It will also be extended north via Geneva Road to Orem Station. Weekday service will increase to 30 minutes. Portions of current Route 833 will be replaced by Zone 581, West Provo Innovative Mobility Zone.
- Route 850, State Street, will reroute from State Street to serve employment centers in Pleasant Grove near the I-15 Pleasant Grove Boulevard exit. In the future, Route 850 will become the Central Corridor bus rapid transit line, but implementation of Central Corridor is not anticipated within the timeframe of this Five-Year Service Plan.
- Route 862, Orem East-West, will be rerouted to serve State Street north of 1600 North, downtown Pleasant Grove, and American Fork Station. This will provide coverage to areas previously served by Route 850, as well as create a new connection at American Fork Station. Service to east Orem will be replaced by Route 846.

Discontinued Service

The following routes will be discontinued as part of the 2025-2029 Five-Year Service Plan.

- Route 806, Eagle Mountain/Saratoga Springs/Lehi Station, will be discontinued and replaced by all-day service on Route 809. Route 806 provided four morning inbound buses from Eagle Mountain and four outbound buses from UVU, whereas Route 809 will provide service at 30-minute all-day frequencies.
- Route 833, Provo Station/Airport, will be discontinued and replaced by Zone 581, UTA Innovative Mobility Zone.



Proposed Service Changes

— New Route



Figure 20: 2026-2029 South Utah County Service Changes

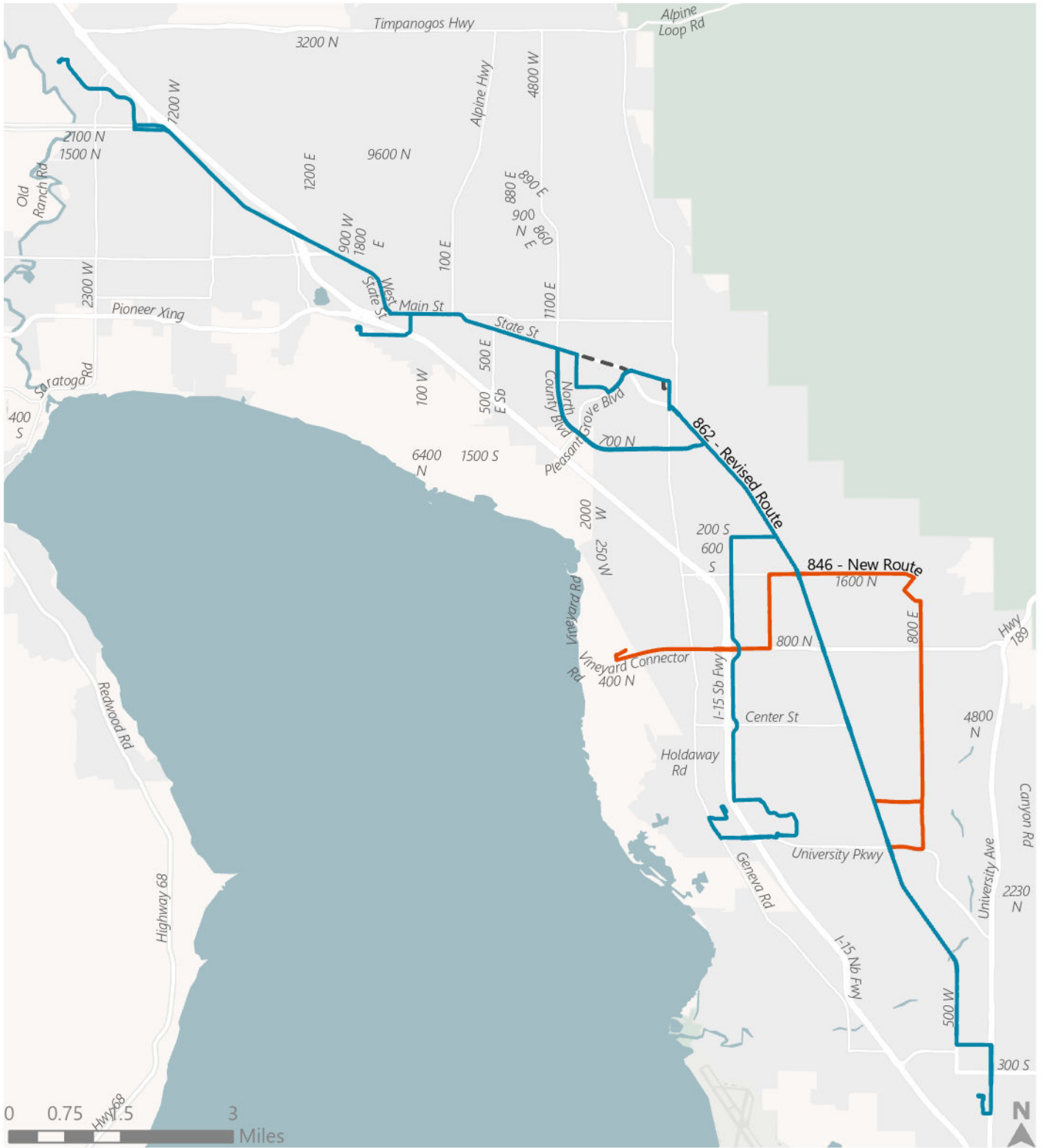


Proposed Service Changes

— New Route



Figure 21: 2026-2029 Northwest Utah County Service Changes

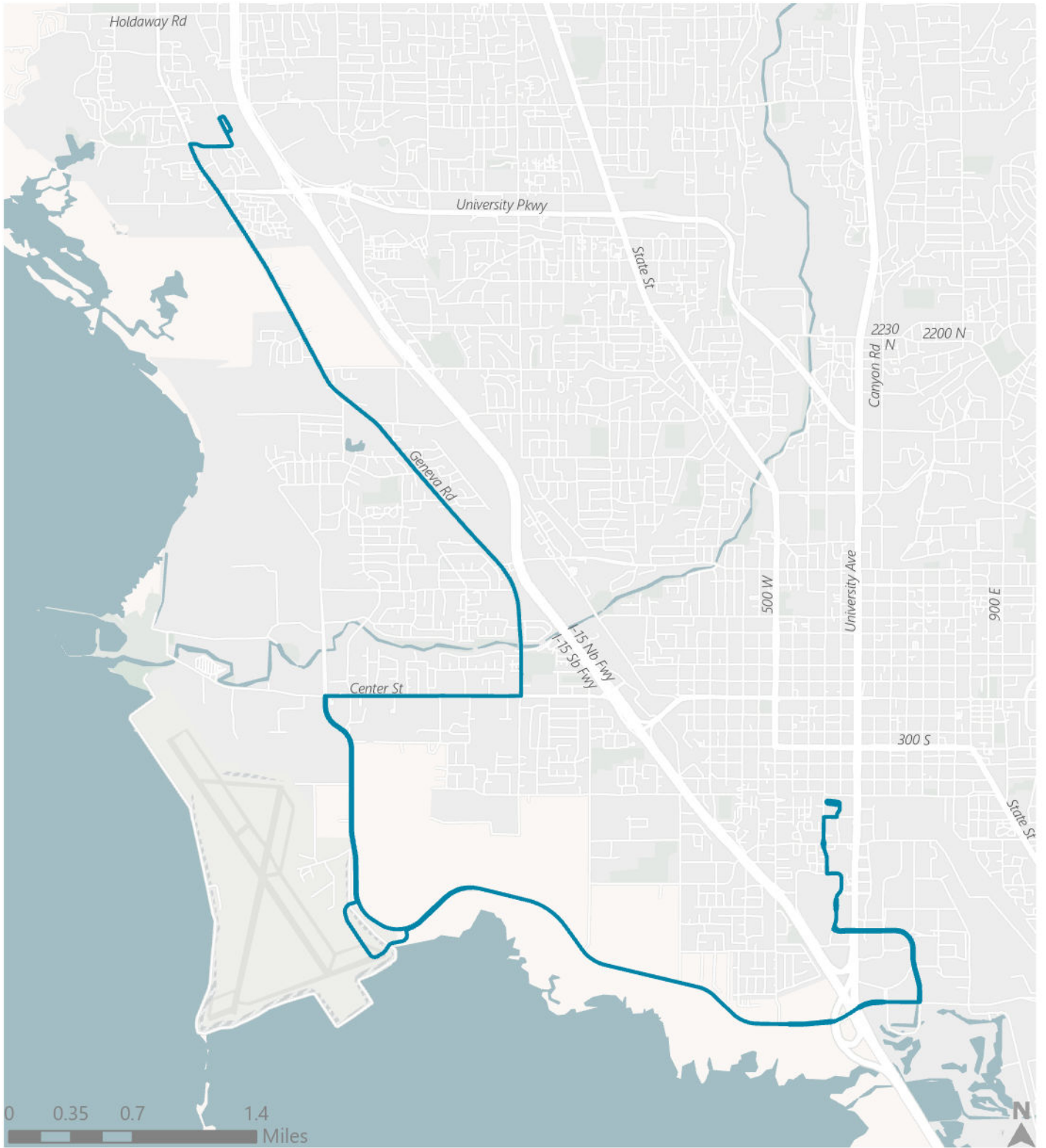


Proposed Service Changes

- Revised Route
- - - Discontinued
- New Route



Figure 22: 2026-2029 North Utah County Service Changes



Proposed Service Changes

— Revised Route



Figure 23: 2026-2029 Provo Airport/West Provo Service Changes

Changes to Expect in Upcoming Five-Year Service Plans

While this Five-Year Service Plan contains many of the projects captured in Phase One of UTA's Long Range Transit Plan, some projects are further in the future and are not addressed in this plan. They will, however, likely be addressed in future Five-Year Service Plan iterations. These projects could include:

- Upgrade Route 1, Rose Park/South Temple, to enhanced bus service
- Upgrade Route 2, 200 South, to BRT
- Upgrade Route 4, 400 South, to enhanced bus service and increase frequency to 10 minutes on weekdays
- Upgrade Route 9, 900 South, to enhanced bus service
- Upgrade Route 21, 2100 South/2100 East, to enhanced bus service
- Upgrade Route 33, 3300 South, to enhanced bus service
- Upgrade Route 35, 3500 South, to enhanced bus service
- Upgrade Route 45, 4500 South, to enhanced bus service
- Upgrade Route 54, 5400 South, to enhanced bus service
- Implement Route 146, Mountain View South Local Route
- Upgrade Route 200, State Street North, to BRT
- Upgrade Route 201, State Street South, to enhanced bus service
- Upgrade Route 205, 500 East, to enhanced bus service
- Upgrade Route 209, 900 East, to enhanced bus service
- Upgrade Route 217, Redwood Road, to enhanced bus service and increase frequency to 10 minutes on weekdays
- Upgrade Route 220, Highland Drive, to enhanced bus service
- Implement Route 298, Lake Avenue Local Route
- Extend Route 750, FrontRunner, to Payson, and add 15-minute service and Sunday service
- Upgrade Route 850, Central Corridor State Street, to BRT
- Implement Point of the Mountain BRT



Exhibits

Exhibit A. 2026 – 2029 changes in hours, miles, shifts, and pullouts for Change Day April 2025.

Change Date	Package	Routes	Hours Delta	Miles Delta	Shifts Delta	Pullout Delta
April 2025	SL County Local	39, 201, 218	24,390	290,557	12	5

Exhibit B. 2026 – 2029 changes in hours, miles, shifts, and pullouts in Box Elder, Weber, and Davis Counties.

Change Date	Package	Routes	Hours Delta	Miles Delta	Shifts Delta	Pullout Delta
2026-2029	Ogden Local	455, 470, 600, 601, 609, 610, 612, 625, 640, 645	50,702	969,978	25	-1
	Davis-Salt Lake	200, 400, 417, 455, 470, 470X	61,124	809,898	34	9
	Layton Hills Mall	627, 628	-785	-15,353	0	-3
	Roy Station	604, 626, F620	3,195	37,131	1	-2
	North Weber (Bus)	613, 616, F618, 630	10,172	225,887	5	0
	North Weber (IMZ)	562	19,500	N/A	N/A	N/A
	Brigham City	F638	-2,364	-24,864	-1	-1
	Brigham City (IMZ)	563	11,700	N/A	N/A	N/A
Total			153,244	2,002,677	64	2

Exhibit C. 2026 – 2029 changes in hours, miles, shifts, and pullouts in Salt Lake County.

Change Date	Package	Routes	Hours Delta	Miles Delta	Shifts Delta	Pullout Delta
2026-2029	200 South	2, 2A, 2B, 220	14,612	122,051	7	5
	205	205	30,544	373,597	15	5
	Magna/ West Valley	31, 35	23,596	276,019	12	5
	Midvalley Connector	45, 47, 50X, 227, 240, F590	37,495	586,473	18	3
	5600 West	256, F556	67,738	730,409	33	11
	Hogle Zoo	17, 223	413	22,082	0	0
	South Salt Lake County	200, 201, 217, 218, 871	60,178	965,601	29	8
	Herriman/ Riverton/ Draper	126, 248	47,208	608,341	20	11
	Salt Lake County Industrial	18, 26, 208, 236, 502, 509, 513, 551	26,761	391,087	13	2
	203	203	11,691	99,118	6	2
	Fort Union Transit Center	62, 72, 78, 209, 213, F578	505	132,841	0	0
	Southwest Quadrant	F264	7,873	82,495	4	3
	Salt Lake County IMZ	501, 503, 504	102,596	N/A	N/A	N/A
	Total			431,210	4,390,114	157



Exhibit D. 2026 – 2029 changes in hours, miles, shifts, and pullouts in Utah County.

Change Date	Package	Routes	Hours Delta	Miles Delta	Shifts Delta	Pullout Delta
2026-2029	South Utah County	823	14,411	268,995	7	4
	Northwest Utah County (Bus)	806,860	17,020	108,006	8	1
	Northwest Utah County (IMZ)	582, 583, 585	31,200	N/A	N/A	N/A
	North Utah County (Bus)	846, 850, 862	42,606	370,353	21	4
	North Utah County (IMZ)	584	23,400	N/A	N/A	N/A
	Provo Airport/ West Provo (Bus)	833	9,825	200,191	5	3
	Provo Airport/ West Provo (IMZ)	581	9,360	N/A	N/A	N/A
Total			138,462	947,545	41	12