



Appendix C: Project Sheets

UTA Moves 2050
Long-Range Transit Plan
2023-2050

Utah Transit Authority
December 2023

rideuta.com/LRTP

About This Appendix

This appendix to UTA Moves 2050 provides project sheets for Phase 1 projects in the WFRC and MAG RTPs, as well as additional service projects identified as Phase 1 in UTA Moves 2050.

The Plan suggests potential amendments to RTP phasing or improvement type for some projects. In some cases this could mean possible modifications to future RTPs. Additional study and discussion with MPOs, UDOT, and community partners will be required as part of this process. The table below summarizes those amendments, including the page number in this appendix that includes a detailed project sheet.

Summary of Potential RTP Amendments or Possible Modifications to Future RTPs

Line and Name	Phase 1 Project Sheet Page	RTP Improvement Type	RTP Funded Phase	RTP Project Description	UTA Moves 2050 Phase	Phase 1 Priority	Potential Modifications to RTP Plans
256 5600 West	5	Core Route	1	5600 West Corridor Core Route (15 min service) from Downtown Salt Lake City to 5600 W Old Bingham Highway TRAX Station	1	Very High	The RTP currently shows Route 256 ending at the Old Bingham Highway TRAX station. While it connects to regional rail, this terminus does not serve Daybreak, which has transit supportive land uses (jobs and residents). Consideration should be given to extending Route 256 to Daybreak.
3 300 West	7	Core Route	1	300 West Corridor Core Route (10 min service) from North Temple FrontRunner Station to Central Pointe TRAX Station	1	High	Route 3 has one of the three highest productivity numbers (future passengers per hour) of any existing or future UTA bus route. Given ridership projections, economic growth along the corridor, and cost-effectiveness factors, Route 3 should be considered for upgrades from Enhanced Bus (Core Route) to Rapid Bus (BRT).
4 400 South/Foothill Drive	8	Core Route	1	400 South Corridor - Foothill Drive Core Route (10 min service) from Redwood Road to 3900 South & Wasatch Boulevard	1	High	Route 4 has one of the three highest productivity numbers (future passengers per hour) of any existing or future UTA bus route. Given ridership projections, economic growth, and cost-effectiveness factors, Route 4 should be considered for upgrades from Enhanced Bus (Core) Service to Rapid Bus Service (BRT).
200 State Street North	10	Bus Rapid Transit	2	State Street Bus Rapid Transit from North Temple FrontRunner Station to Midvale Center Station	2	High	The RTP identified this corridor for an upgrade to Rapid Bus (BRT) in Phase 2 (2033-2042) project, but with a Phase 1 need. Given ridership projections, economic growth, and cost-effectiveness factors, Route 200 should be considered in Phase 1 for upgrades to Rapid Bus (BRT).
217 Redwood Road	11	Core Route	1	Redwood Road Corridor Core Route (10 min service) from North Temple FrontRunner Station to West Jordan City Center TRAX Station	1	High	Ridership modeling, the corridor land uses, and travel patterns all suggest Route 217 could support additional service and infrastructure. Future RTP updates should consider an upgrade for Route 217 from Enhanced Bus (Core Route) to a Rapid Bus (BRT) designation.
TRAX Improvements	26	Light Rail	2	400 West - American Spur TRAX Extension from 400 West & 200 South to 200 West & 1300 South	1	Medium	TRAX improvements are included in Phases 2 and 3 of the RTP, including speed and reliability treatments, addition of the Orange Line, and additional new track, primarily in downtown Salt Lake City. Consideration should be given to fast-tracking these changes to Phase 1 (2023-2032) including accelerating the implementation of the Orange Line. Consideration for studying the full operating and capital costs of improving TRAX frequencies to better than 15 minutes should also be included in Phase 1.
710 TRAX Orange Line	27	Light Rail	2	Orange Line TRAX Reconfiguration from Salt Lake Central TRAX Station to Research Park	2	N/A (Phase 2 and Phase 3)	Projected ridership and cost effectiveness of this project was excellent. Consideration should be given to accelerating the implementation of the Orange Line to the 2023-2030 timeframe.
Frontrunner Improvements for Point of the Mountain	29	Commuter Rail	N/A	Not in RTP, but includes six additional miles of doubletracking and a station at The Point development	1	Not Evaluated	There is \$200M already allocated to this project, and it may receive additional state legislative funds to complete its funding plan. Consideration should be given to including this project in the RTP.
33 3300 South	30	Core Route	1	3300 South / 3500 South Corridor Core Route (15 min service) from 2600 South & 9180 West to 3900 South & Wasatch Boulevard	1	Low	Route 33 does not serve many transit supportive areas and is not as cost-effective as most other core routes. Given its relative lower performance, consideration should be given to categorizing this route as a "Frequent Route" to improve frequency while deferring capital investments associated with a Core Route as currently identified in the RTP.
45 4500 South	31	Core Route	1	5400 South Corridor Core Route (15 min service) from 5600 West to 3900 South & Wasatch Boulevard	1	Low	Route 45 does not serve many transit supportive areas and is not as cost-effective as most other core routes. Given its relative lower performance, consideration should be given to categorizing this route as a "Frequent Route" to improve frequency while deferring capital investments associated with a Core Route as currently identified in the RTP.
54 5400 South	32	Core Route	1	5400 South Corridor Core Route (15 min service) from 5600 West to 3900 South & Wasatch Boulevard	1	Low	Route 54 does not serve many transit supportive areas and is not as cost-effective as most other core routes. Given its relative lower performance, consideration should be given to categorizing this route as a "Frequent Route" to improve frequency while deferring capital investments associated with a Core Route as currently identified in the RTP.
220 Highland Drive - 1100 East	34	Core Route	1	Local Link Core Route (15 min service) from 200 South to Holladay Boulevard	1	Low	Route 220 does not serve many transit supportive areas and is not as cost-effective as most other core routes. Given its relative lower performance, consideration should be given to categorizing this route as a "Frequent Route" to improve frequency while deferring Core Route capital investments as currently identified in the RTP.

Project Evaluation Metrics

Every potential route level improvement in the cost unconstrained Vision Network was analyzed with a combination of quantitative and qualitative evaluation metrics. Metrics were based on UTA's Strategic Plan goals and represent elements that are measurable, easy to understand, and replicable. Evaluation metrics include key elements such as ridership, capital and operating costs, public support, and social equity measures. Specific metrics and how they are consistent with the Strategic Plan are illustrated below.

Goal: Moving Utahns to a Better Quality of Life

Metric	How Did We Measure It?
People within 1/2 mile	Total number of people (2050) within ½ mile walk of transit stops along a project or route
Jobs within 1/2 mile	Total number of jobs (2050) within ½ mile walk of transit stops along a project or route
Potential to get more people to switch to transit	Based on transit modes that provide high-quality service (e.g., high frequency) to attract more riders

Goal: Exceeding Customer Expectations

Metric	How Did We Measure It?
Transit reliability benefits	Based on transit modes that provide transit priority to make service more reliable
Ridership per mile	Modeled future ridership (2050), per mile of project or route

Goal: Achieving Organizational Excellence

Metric	How Did We Measure It?
Capital cost	Cost-effectiveness in terms of the capital cost per rider
Operating and maintenance cost	Cost-effectiveness in terms of the annual operating & maintenance cost per rider

Goal: Building Community Support

Metric	How Did We Measure It?
Service to Equity Focus Areas	Percent of route or project walkshed within Equity Focus Areas
Support from outreach	Level of community support based on outreach results

Goal: Generating Critical Economic Return

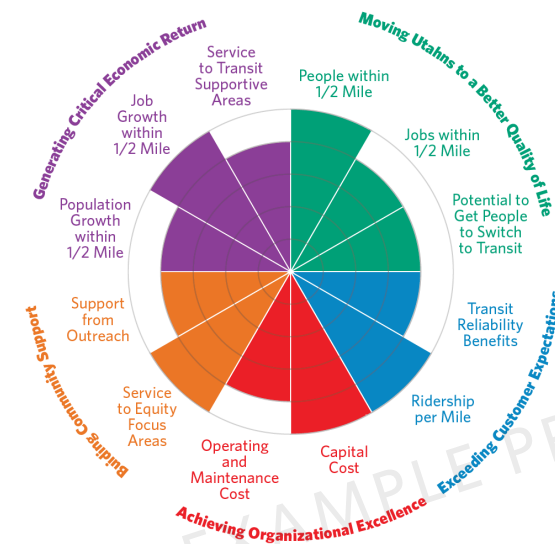
Metric	How Did We Measure It?
Population growth within ½ mile of route or project	Change in future population within 1/2 mile transit walk access of route, compared to the baseline
Job growth within ½ mile of route or project	Change in future jobs within 1/2 mile transit walk access of route, compared to the baseline
Service to Transit Supportive Areas	Percent of route or project walkshed within Transit Supportive Areas (based on minimum density of population and jobs)

A value was calculated for each evaluation metric and then assigned a score based on which quintile rank it fit in for all projects. For instance, if an investment had one of the highest riders per mile, then it was assigned the highest rank. A composite score for all evaluation metrics was then developed. For Phase 1 projects, the composite scores were translated into a Very High, High, Medium, and Low category. Very High projects had a high composite score and were typically already under way. High projects represent new investments that had high composite scores. The Low category represents investments that did not appear to meet regional goals as well as the other investments that were evaluated.

PROJECT SHEETS

Upgrade Route 217 Redwood Road to Enhanced Bus (Core Route)

Achieving Our Goals¹



Location, Priority, and Phasing

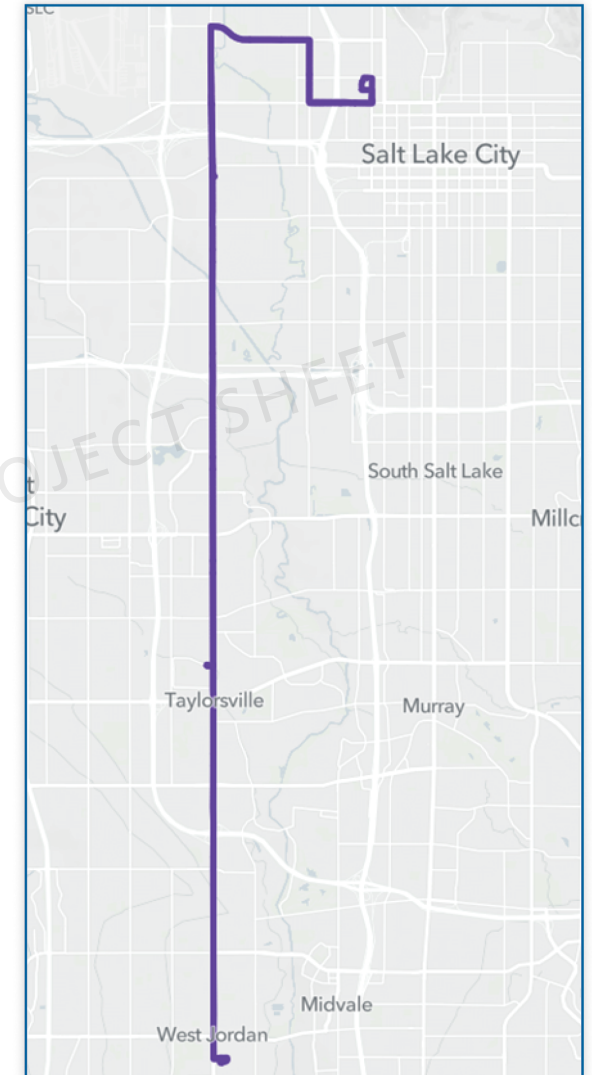
County	Salt Lake
MPO	WFRC
RTP Implementation Year:	2028
Phase 1 Priority (2023-2032):	High

Description

Route 217 connects the North Temple FrontRunner Station with the West Jordan City Center Station with frequent weekday and Saturday service. This project would add more customer amenities such as bus shelters and benches as well as targeted speed and reliability treatments such as queue jumps and transit signal priority (TSP) to improve travel times. Weekday service would be improved to operate every 10 minutes while Sunday service would be improved to 15 minute service.

Potential RTP Amendment: Ridership modeling, the corridor land uses, and travel patterns all suggest Route 217 could support additional service and infrastructure. Future RTP updates should consider an upgrade for Route 217 from Enhanced Bus (Core Route) to a Rapid Bus (BRT) designation.

¹For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.



\$17.27M

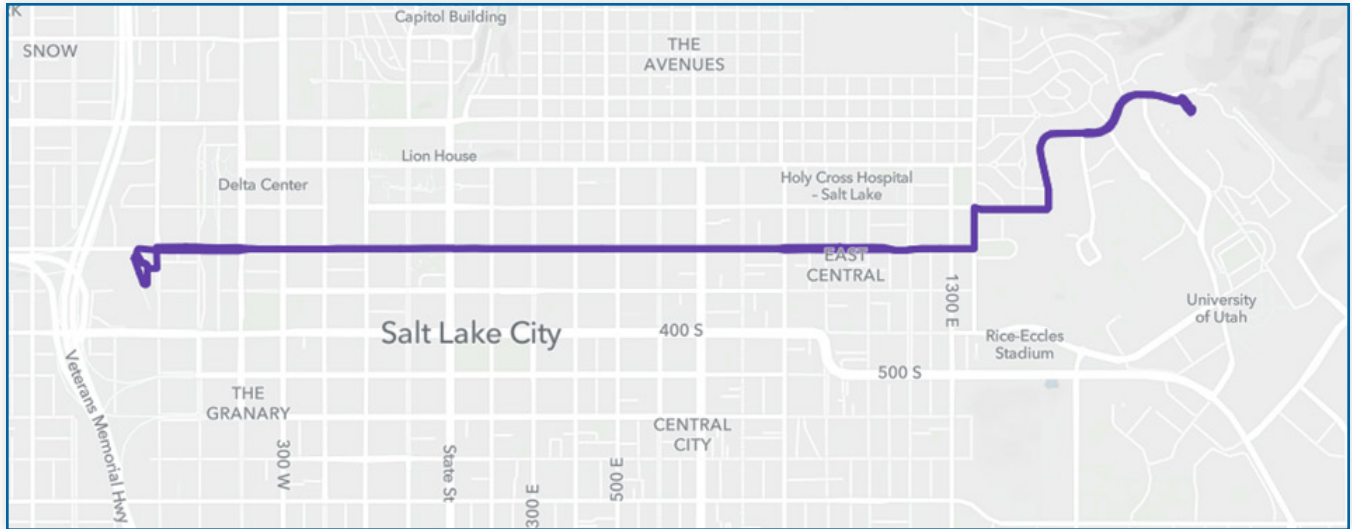
Capital Costs (2023\$)



\$3.93M

Annual O&M Costs (2023\$)

Upgrade Route 2 200 South to Rapid Bus (Bus Rapid Transit)



Achieving Our Goals¹



Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	2028
Phase 1 Priority (2023–2032):	Very High

Description

Route 2 connects Salt Lake Central Station, downtown Salt Lake City, and the University of Utah with frequent weekday and Saturday service. This project would add Rapid Bus (BRT) elements including branding, off-board fare collection, elevated platforms, and enhanced stations as well as robust speed and reliability treatments such as bus lanes and transit signal priority (TSP) to improve travel times. Weekday service would be more frequent than every 15 minutes, while Sunday service would be improved to every 15 minutes.

Salt Lake City is currently upgrading 200 South with Transit Priority infrastructure, including bus lanes.



\$40.5M

Capital Costs (2023\$)



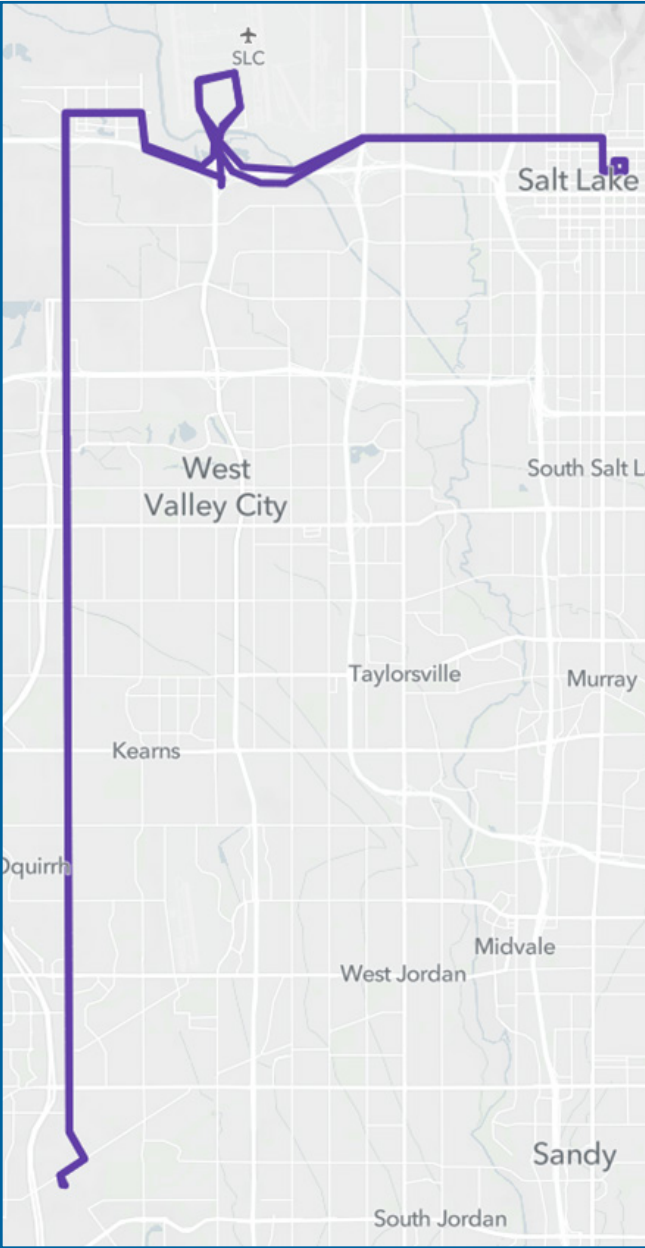
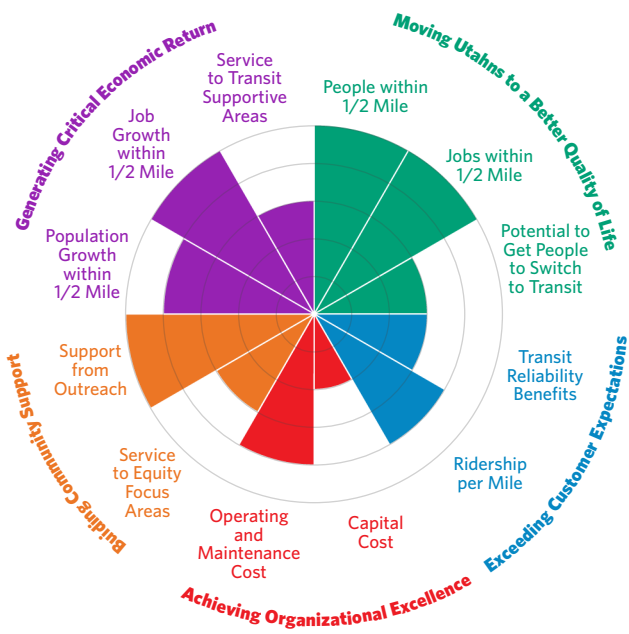
\$1.95M

Annual O&M Costs (2023\$)

¹For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.

Implement Route 256 5600 West Enhanced Bus (Core Route)

Achieving Our Goals¹



Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	2028
Phase 1 Priority (2023-2032):	Very High

Description

Route 256 is a new Enhanced Bus line (Core Route) connecting Downtown Salt Lake City, Salt Lake International Airport, International Center and the 5600 West corridor to the Old Bingham Highway TRAX Station. This project would add more customer amenities such as bus shelters and benches as well as targeted speed and reliability treatments such as queue jumps and transit signal priority (TSP) to improve travel times. Service would operate every 15 minutes seven days a week and provide a direct, fast connection between the Mountain View corridor and the Airport.

Potential RTP Amendment: The RTP currently shows Route 256 ending at the Old Bingham Highway TRAX station. While it connects to regional rail, this terminus does not serve Daybreak, which has transit supportive land uses (jobs and residents). Consideration should be given to extending Route 256 to Daybreak.

¹For Capital Cost and Operating and Maintenance Cost in the goals chart, a higher score refers to a lower cost.

\$70.0M

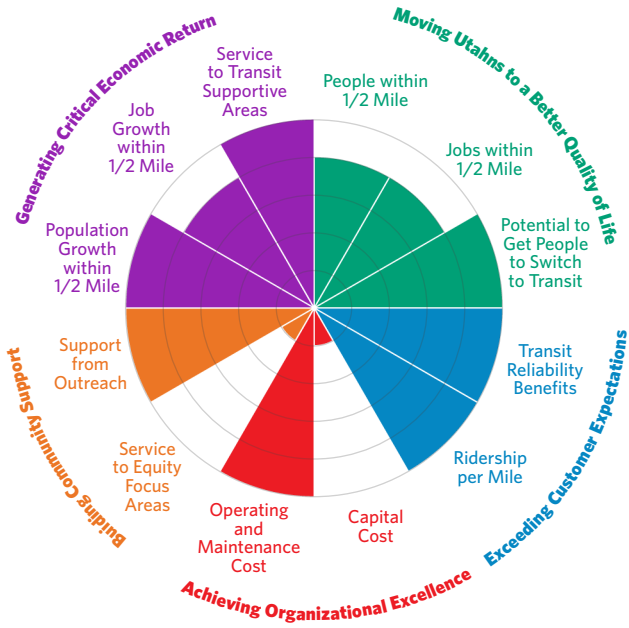
Capital Costs (2023\$)

\$3.53M

Annual O&M Costs (2023\$)

Prepare FrontRunner for Better Frequency and Higher Speed Operations

Achieving Our Goals¹



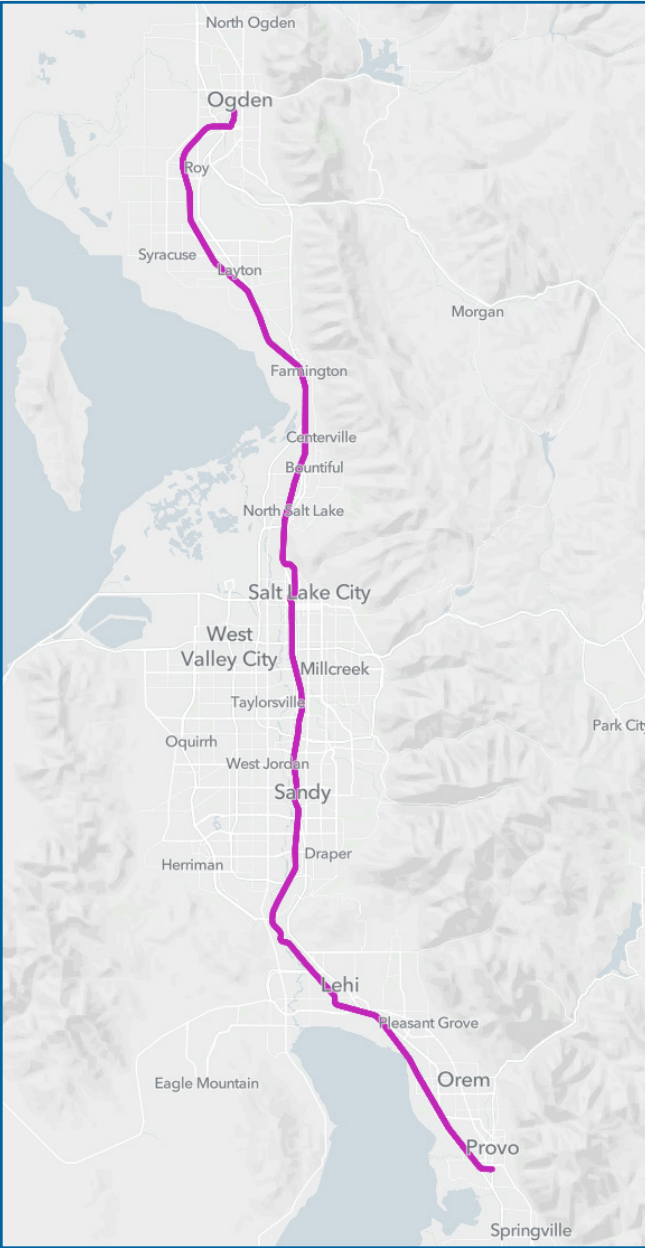
Location, Priority, and Phasing

Counties	Weber, Davis, Salt Lake, Utah
MPOs	WFRC, MAG
RTP Implementation Year:	2028
Phase 1 Priority (2023-2032):	Very High

Description

As part of FrontRunner Forward, the capacity of FrontRunner service is anticipated to be expanded. This includes strategic doubletracking (nine sections of new double track), additional train sets, and signal improvements. Service improvements including Sunday service and trains up to every 15 minutes at peak times are contingent on completion of the doubletracking. While the capital costs of these investments is high, the anticipated ridership and productivity are high as well.

Note: The capital and operating costs are shown for FrontRunner upgrades in Phase 1 of the WFRC and MAG RTPs and do not include additional upgrades in later RTP phases.





\$966.1M

Capital Costs (2023\$)





\$16.32M

Annual O&M Costs (2023\$)

¹For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.

Implement Route 3 300 West Enhanced Bus (Core Route)

Achieving Our Goals¹



Location, Priority, and Phasing

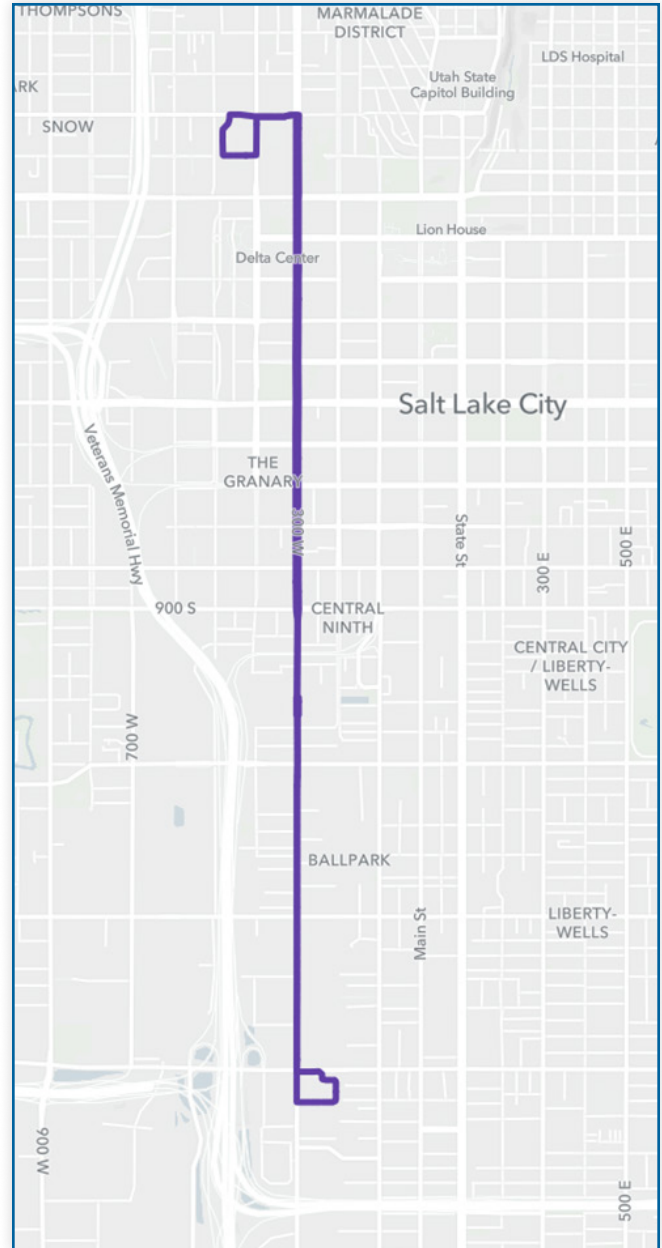
County	Salt Lake
MPO	WFRC
RTP Implementation Year:	2028
Phase 1 Priority (2023-2032):	High

Description

Route 3 is a new Core Route connecting North Temple FrontRunner Station, 300 West, and Central Pointe Station. It provide a direct, frequent service in a rapidly growing area of Salt Lake City. This project would add more customer amenities such as bus shelters and benches as well as targeted speed and reliability treatments such as queue jumps and transit signal priority (TSP) to improve travel times.

Potential RTP Amendment: Route 3 has one of the three highest productivity numbers (future passengers per hour) of any existing or future UTA bus route. Given ridership projections, economic growth along the corridor, and cost-effectiveness factors, Route 3 should be considered for upgrades from Enhanced Bus (Core Route) to Rapid Bus (BRT).

¹For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.



\$4.62M

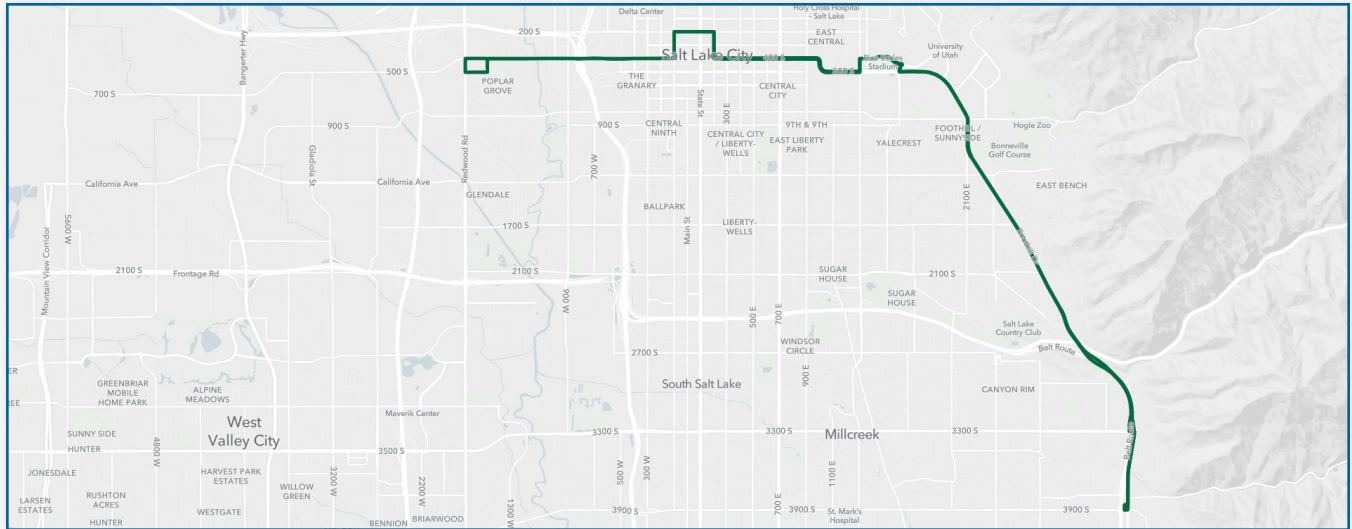
Capital Costs (2023\$)



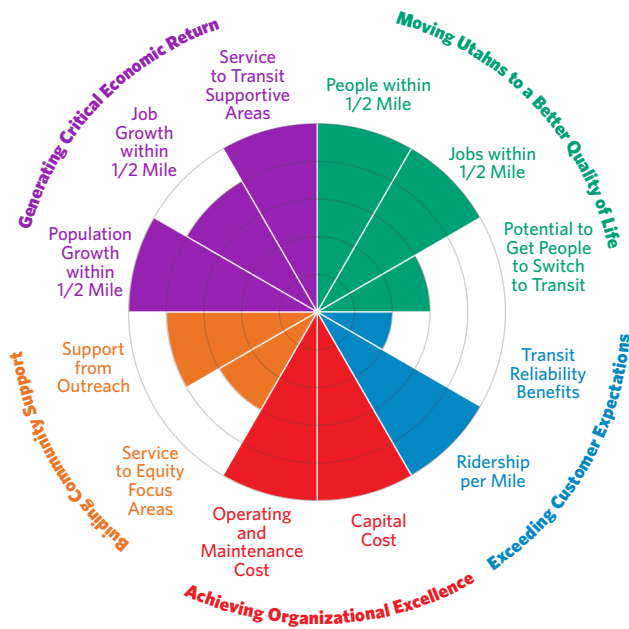
\$1.05M

Annual O&M Costs (2023\$)

Upgrade Route 4 400 South / Foothill Drive to Enhanced Bus (Core Route)



Achieving Our Goals¹



Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	2028
Phase 1 Priority (2023–2032):	High

Description

Route 4 connects Olympus Cove Park and Ride, Wasatch Boulevard, Foothill Drive, University of Utah, 400 S, Downtown Salt Lake City, 400 S, and Redwood Road. This project would add more customer amenities such as bus shelters and benches as well as targeted speed and reliability treatments such as queue jumps and transit signal priority (TSP) to improve travel times. Weekday frequencies would be improved to every 10 minutes while Saturday and Sunday frequencies would be improved to every 15 minutes.

Potential RTP Amendment: Route 4 has high productivity numbers (future passengers per hour). Given ridership projections, economic growth, and cost-effectiveness factors, Route 4 should be considered for upgrades from Enhanced Bus (Core Route) to Rapid Bus (BRT).



\$13.2M

Capital Costs (2023\$)

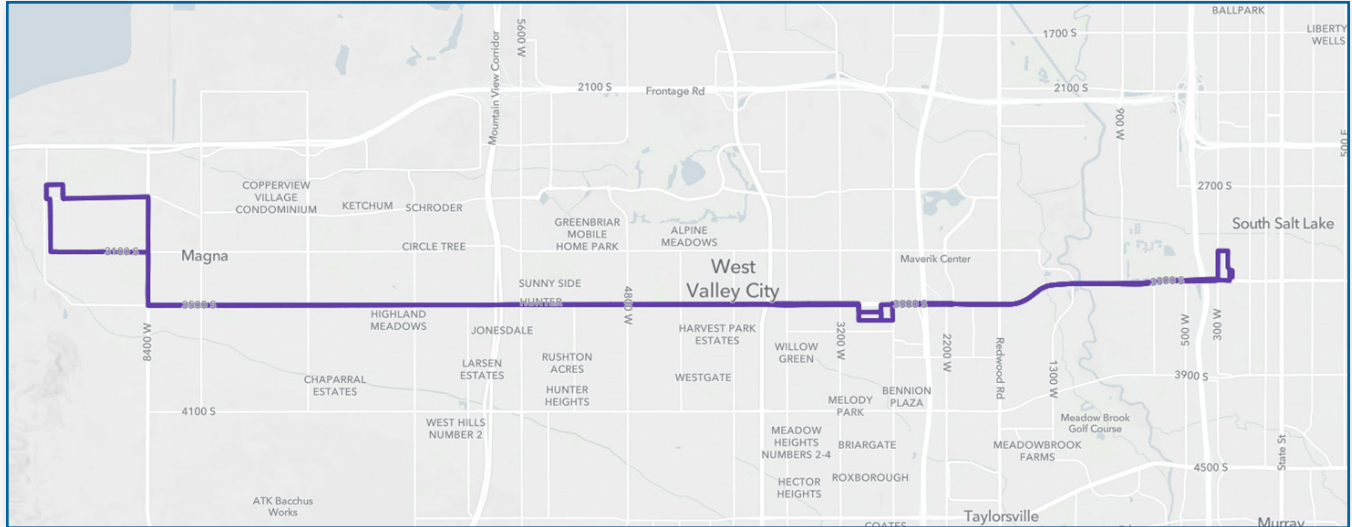


\$3.0M

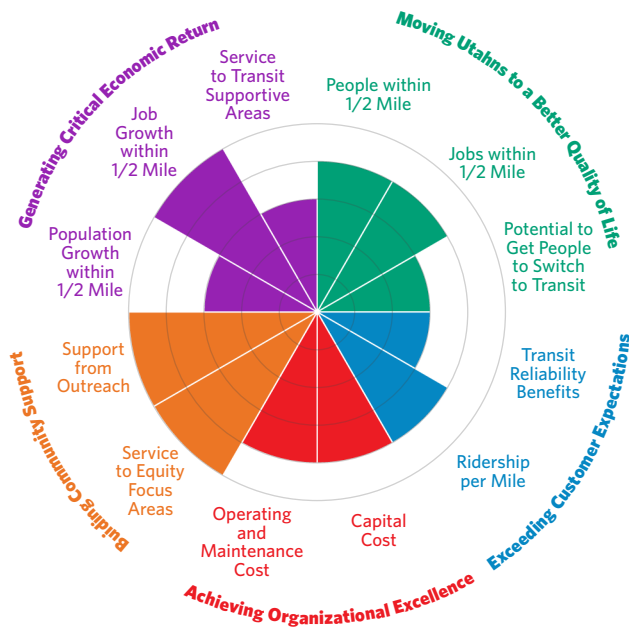
Annual O&M Costs (2023\$)

¹For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.

Upgrade Route 35 3500 South to Enhanced Bus (Core Route)



Achieving Our Goals¹



Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	2028
Phase 1 Priority (2023–2032):	High

Description

Route 35 connects Magna, 3500 West, West Valley Central Station, and the Millcreek TRAX Station. This project would add more customer amenities such as bus shelters and benches as well as targeted speed and reliability treatments such as queue jumps and transit signal priority (TSP) to improve travel times. Sunday service would be improved to every 15 minutes.



\$16.56M

Capital Costs (2023\$)



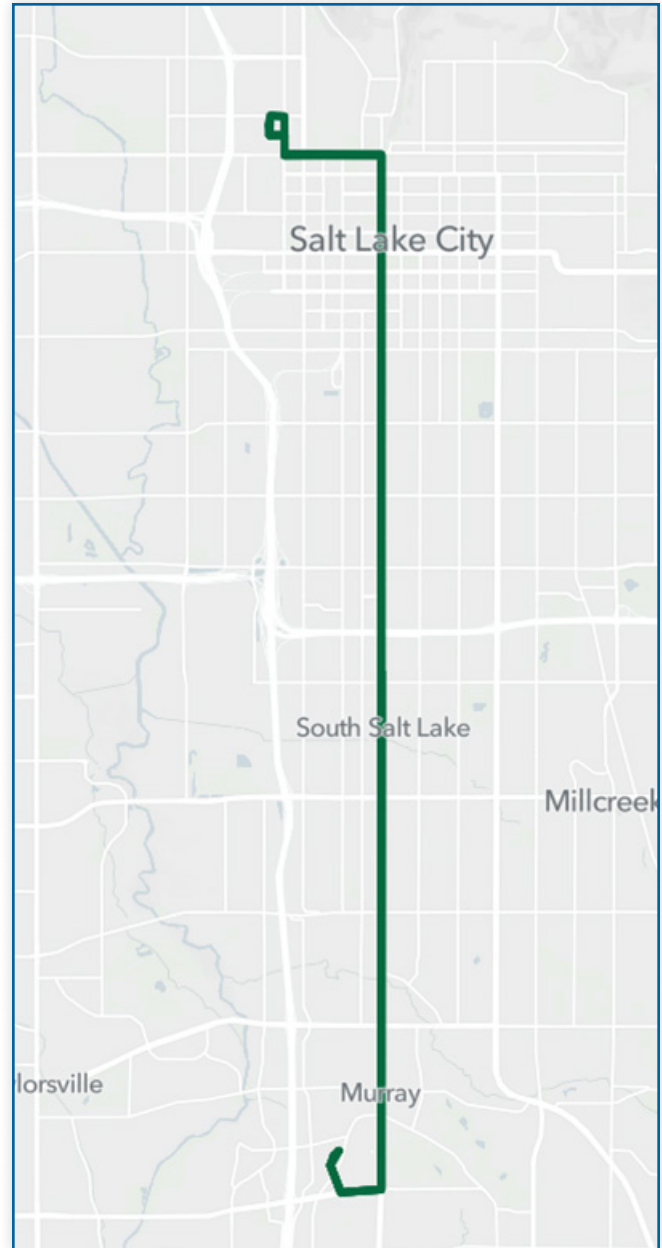
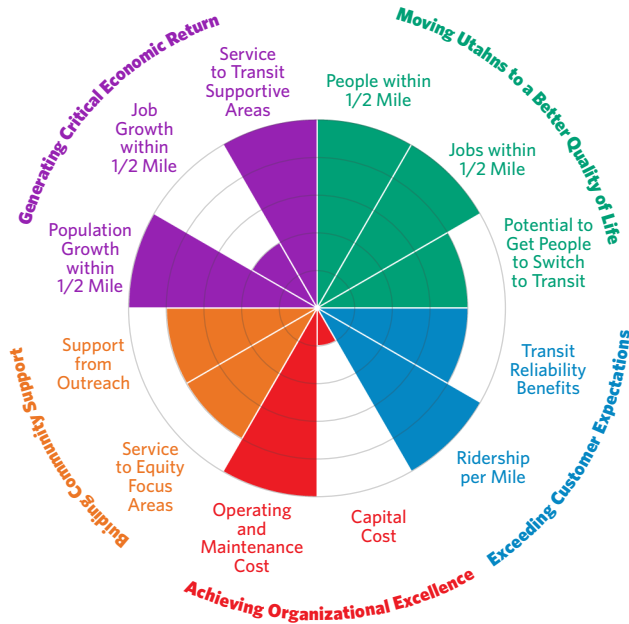
\$3.52M

Annual O&M Costs (2023\$)

¹For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.

Upgrade Route 200 State Street North to Rapid Bus (Bus Rapid Transit)

Achieving Our Goals¹



Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	2028
Phase 2 Priority (2033-2042):	High

Description

Route 200 connects the North Temple FrontRunner Station with downtown Salt Lake City and Murray Central Station. This project would add Rapid Bus (BRT) elements including branding, off-board fare collection, elevated platforms, and enhanced stations as well as speed and reliability treatments such as bus lanes and transit signal priority (TSP) to improve travel times. Service would be every 15 minutes seven days a week. The Capital will continue to have service once Route 200 service levels are upgraded.

Potential RTP Amendment: The RTP identified this corridor for an upgrade to Rapid Bus (BRT) in Phase 2 (2033-2042) project, but with a Phase 1 need. Given ridership projections, economic growth, and cost-effectiveness factors, Route 200 should be considered in Phase 1 for upgrades to Rapid Bus (BRT).

¹For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.



\$5.22M

Capital Costs (2023\$)



\$130,000

Annual O&M Costs (2023\$)

Upgrade Route 217 Redwood Road to Enhanced Bus (Core Route)

Achieving Our Goals¹



Location, Priority, and Phasing

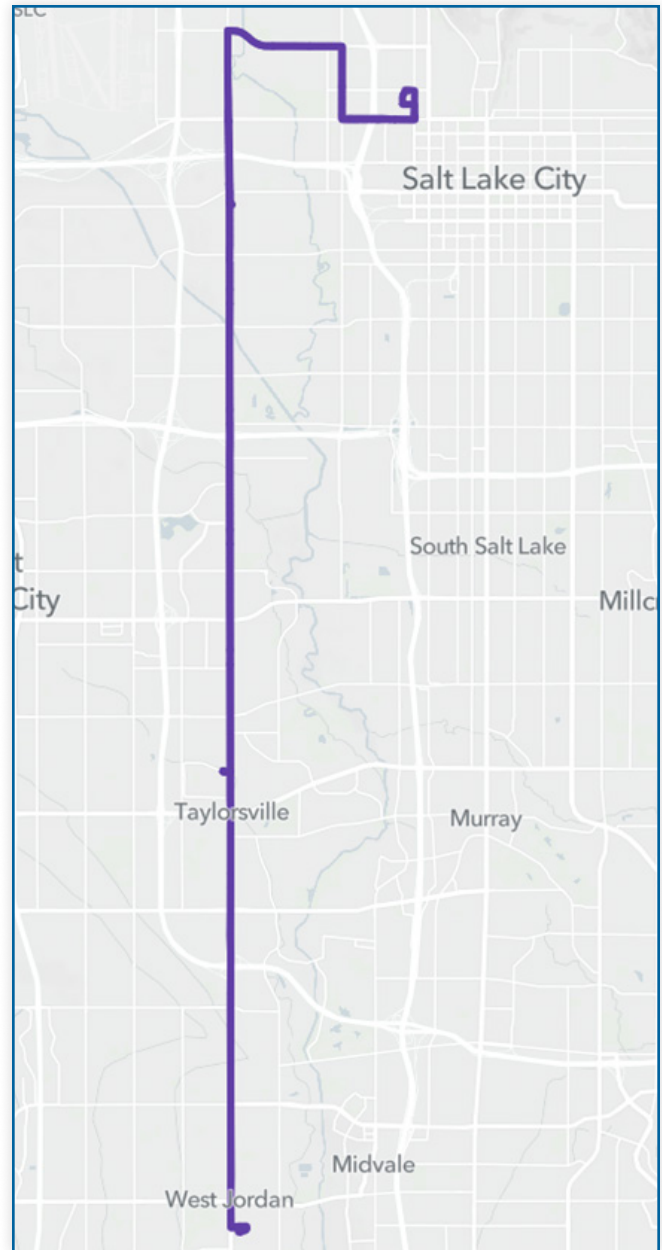
County	Salt Lake
MPO	WFRC
RTP Implementation Year:	2028
Phase 1 Priority (2023-2032):	High

Description

Route 217 connects the North Temple FrontRunner Station with the West Jordan City Center Station with frequent weekday and Saturday service. This project would add more customer amenities such as bus shelters and benches as well as targeted speed and reliability treatments such as queue jumps and transit signal priority (TSP) to improve travel times. Weekday service would be improved to operate every 10 minutes while Sunday service would be improved to 15 minute service.

Potential RTP Amendment: Ridership modeling, the corridor land uses, and travel patterns all suggest Route 217 could support additional service and infrastructure. Future RTP updates should consider an upgrade for Route 217 from Enhanced Bus (Core Route) to a Rapid Bus (BRT) designation.

¹For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.



\$17.27M

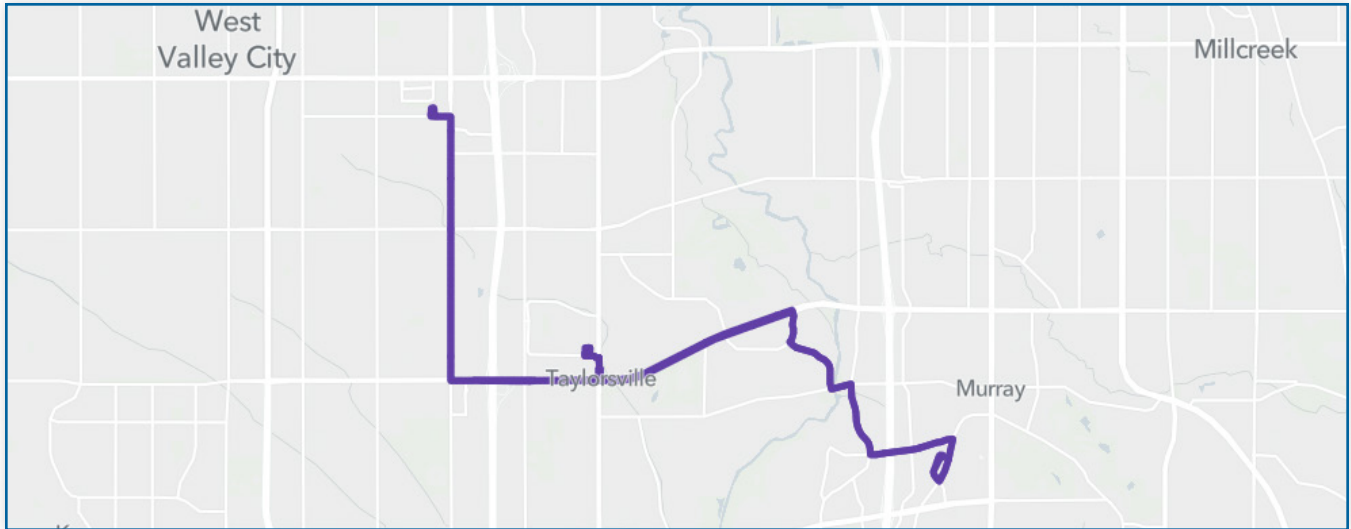
Capital Costs (2023\$)



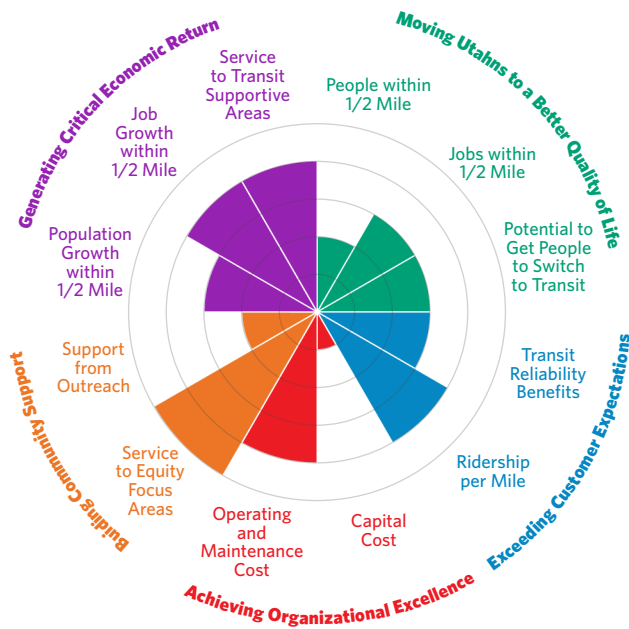
\$3.93M

Annual O&M Costs (2023\$)

Implement the Midvalley Connector Rapid Bus (Bus Rapid Transit)



Achieving Our Goals¹



Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	2028
Phase 1 Priority (2023–2032):	Very High

Description

The Midvalley Connector Rapid Bus (BRT) will connect Murray Central Station to the SLCC Redwood Campus and West Valley Central Station. The Rapid Bus line has passed environmental reviews and is entering construction.

Rapid Bus (BRT) elements include branding, off-board fare collection, elevated platforms, and enhanced stations as well as robust speed and reliability treatments such as bus lanes and transit signal priority (TSP) to improve travel times.



\$115.0M

Capital Costs (2023\$)



\$1.03M

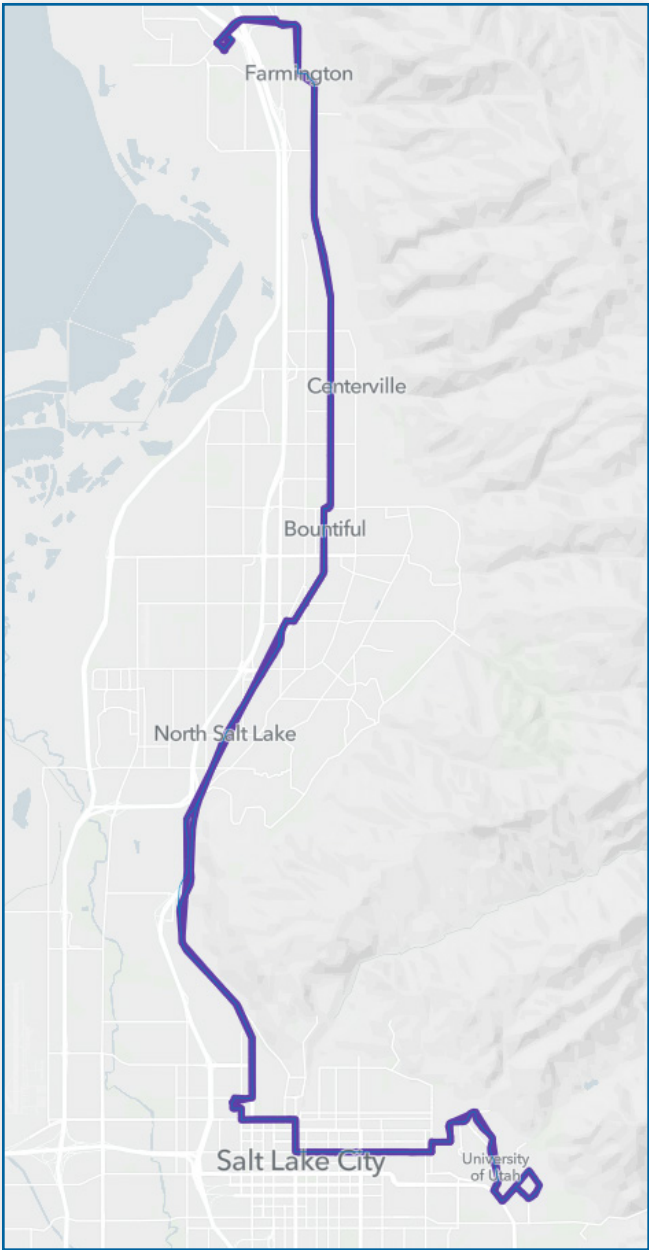
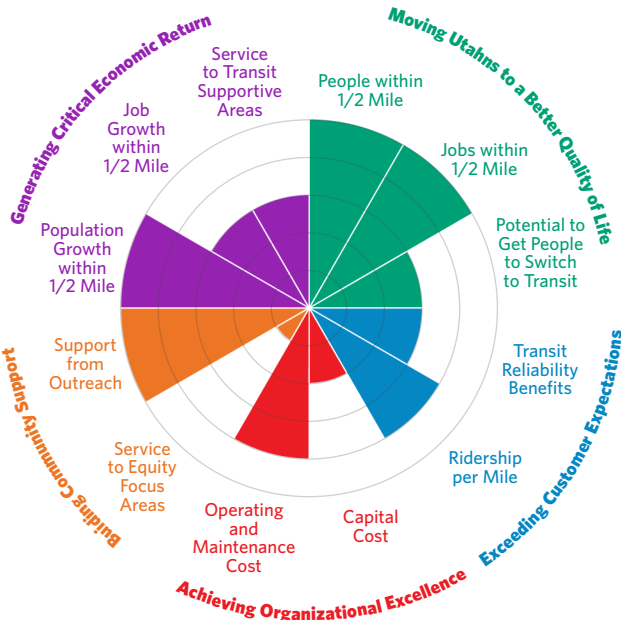
Annual O&M Costs (2023\$)



¹For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.

Implement Davis - Salt Lake City Community Connector Enhanced Bus (Core Route)

Achieving Our Goals¹



Location, Priority, and Phasing

County	Davis, Salt Lake
MPO	WFRC
RTP Implementation Year:	2028
Phase 1 Priority (2023-2032):	High

Description

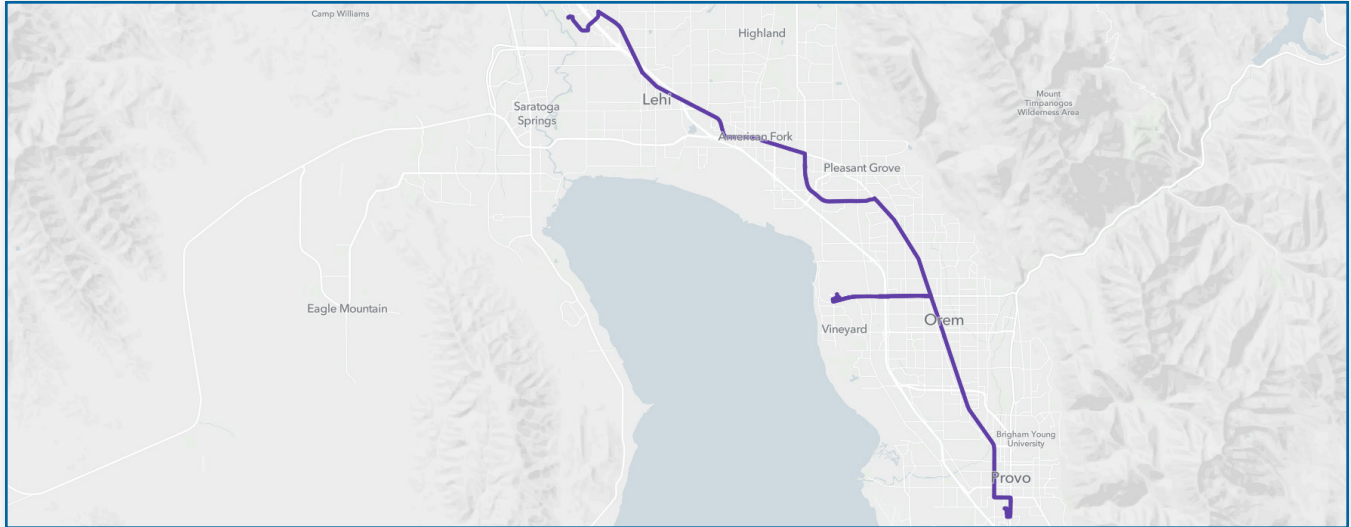
This project will connect the Farmington FrontRunner Station, Centerville, Bountiful, North Salt Lake, and other areas of south Davis County to downtown Salt Lake City and Research Park. The project will also include speed and reliability treatments to improve travel times and customer amenities such as branded shelters.

\$75.6M
Capital Costs (2023\$)

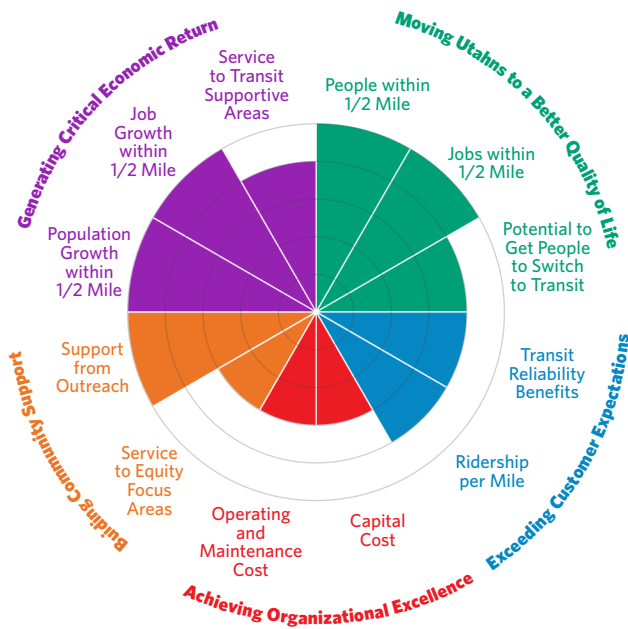
\$6.38M
Annual O&M Costs (2023\$)

¹For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.

Upgrade Route 850 to Central Corridor State Street Enhanced Bus (Core Route)



Achieving Our Goals¹



Location, Priority, and Phasing

County	Utah
MPO	MAG
RTP Implementation Year:	2023-2032
Phase 1 Priority (2023-2032):	High

Description

This project will connect the Lehi FrontRunner Station, American Fork, Orem, Provo, and the Provo Central FrontRunner Station. The project will also include speed and reliability treatments such as transit signal priority and passenger amenities such as branded shelters. These improvements will help support a future transition to full Rapid Bus (BRT) service in this corridor.



\$13.8M

Capital Costs (2023\$)

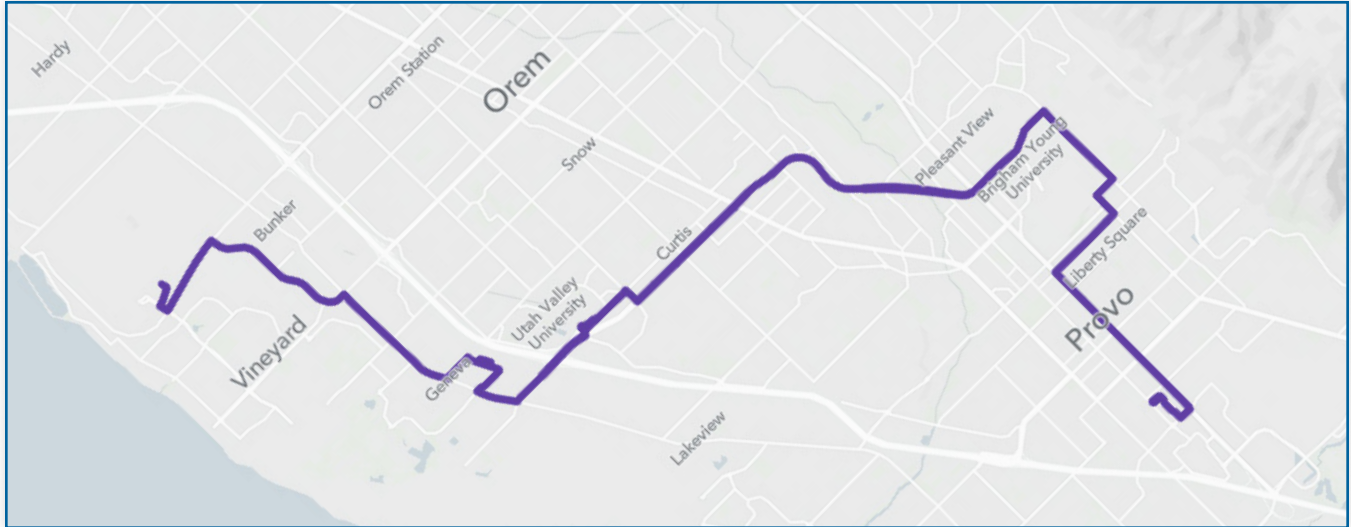


\$2.997M

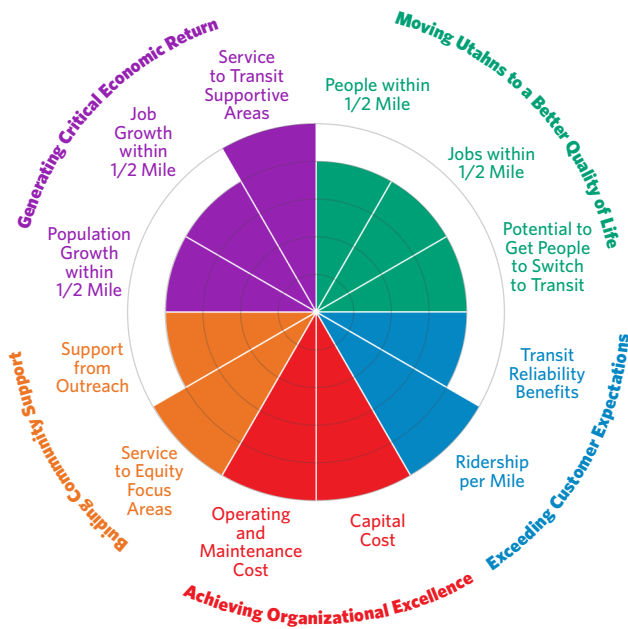
Annual O&M Costs (2023\$)

¹For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.

Extend UVX to Vineyard FrontRunner Station



Achieving Our Goals¹



Location, Priority, and Phasing

County	Utah
MPO	
RTP Implementation Year:	2023-2032
Phase 1 Priority (2023-2032):	High

Description

This project will extend the UVX Rapid Bus (BRT) line from Orem Central FrontRunner Station to Vineyard Station. Anticipated frequencies are expected to remain at today's levels. The extension will incorporate speed and reliability treatments such as transit signal priority and passenger amenities such as branded shelters. A second extension from the southern terminus will serve the Provo Airport (see separate project sheet).

This project will require additional study and the extension would not be feasible until development at Vineyard is built out sufficiently to warrant this level of service.



\$1.6M

Capital Costs (2023\$)

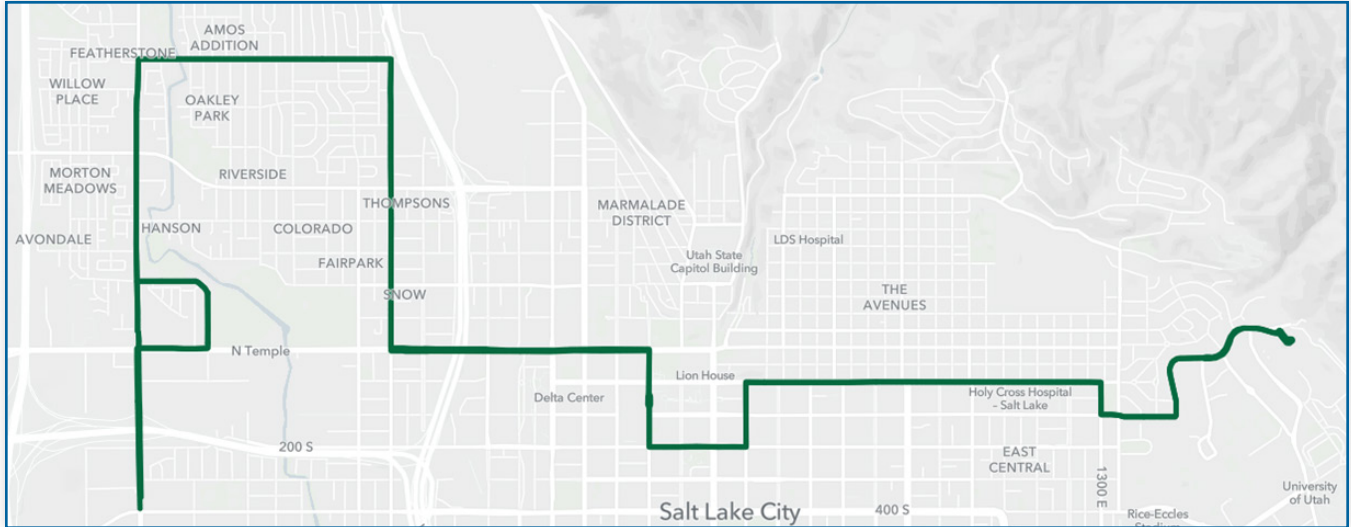


\$339,000

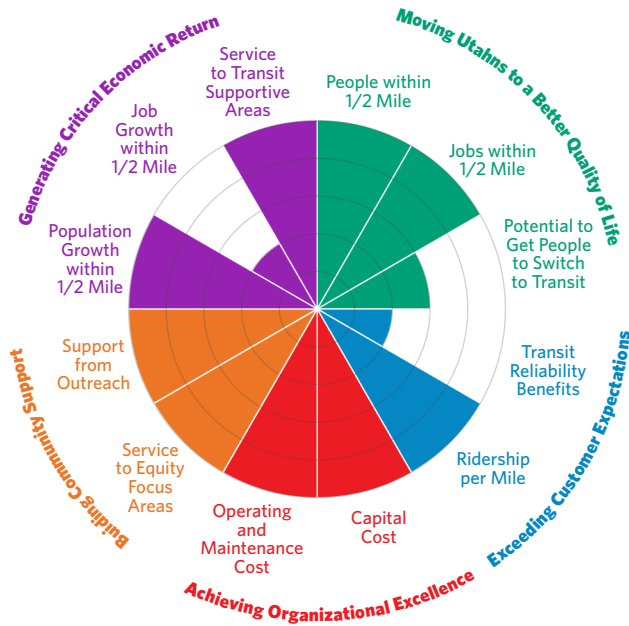
Annual O&M Costs (2023\$)

¹For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.

Upgrade Route 1 Rose Park / South Temple to Enhanced Bus (Core Route)



Achieving Our Goals¹



Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	2028
Phase 1 Priority (2023–2032):	Medium

Description

Route 1 connects Rose Park, downtown Salt Lake City, and the University of Utah with frequent weekday and Saturday service. This project would add more customer amenities such as bus shelters and benches as well as targeted speed and reliability treatments such as queue jumps and transit signal priority (TSP) to improve travel times. Sunday service would be improved to every 15 minutes.



\$7.2M

Capital Costs (2023\$)

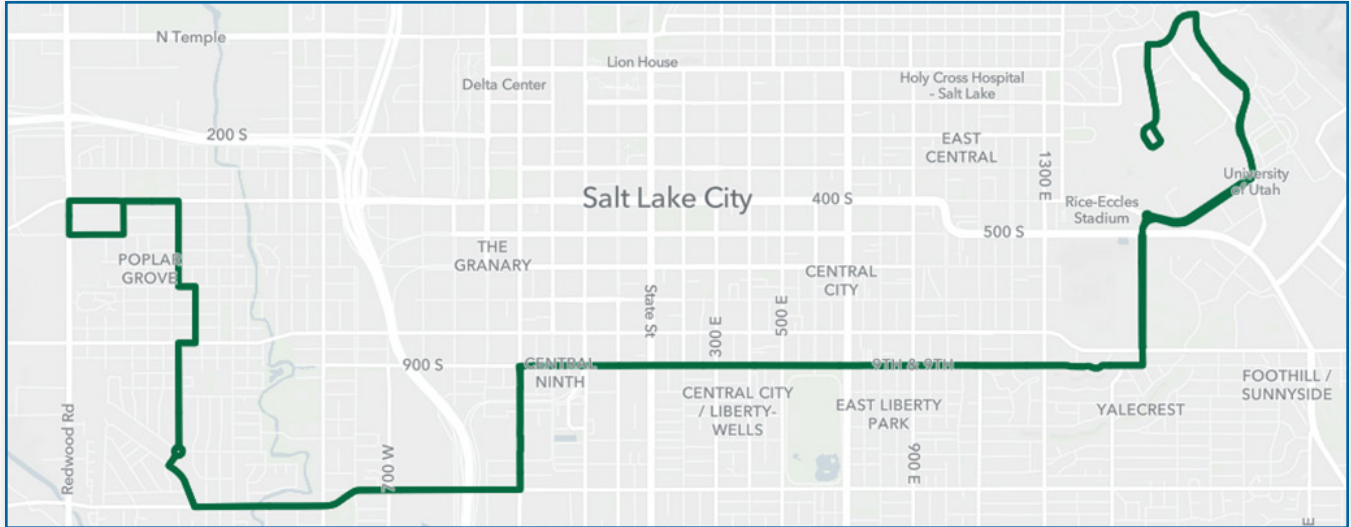


\$610,000

Annual O&M Costs (2023\$)

¹For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.

Upgrade Route 9 900 South to Enhanced Bus (Core Route)



Achieving Our Goals¹



Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	2028
Phase 1 Priority (2023–2032):	Medium

Description

Route 9 connects the University of Utah with 900 South and West Salt Lake City. This project would add more customer amenities such as bus shelters and benches as well as targeted speed and reliability treatments such as queue jumps and transit signal priority (TSP) to improve travel times. Sunday frequencies would be improved to every 15 minutes.



\$6.72M

Capital Costs (2023\$)



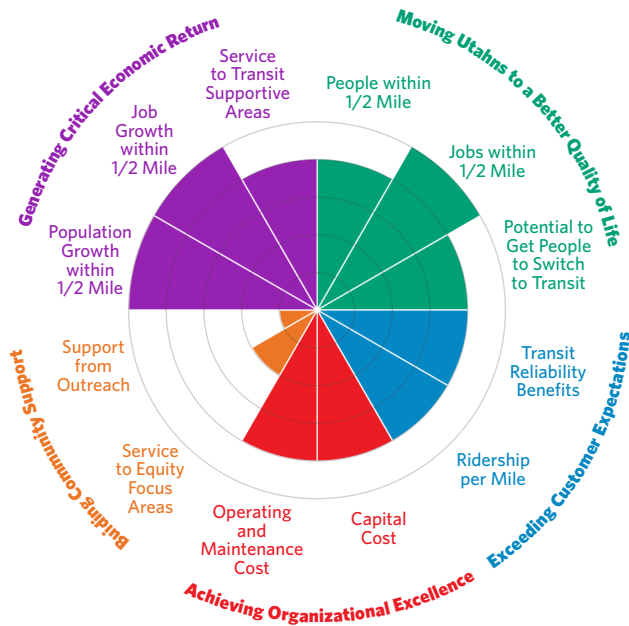
\$1.46M

Annual O&M Costs (2023\$)

¹For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.

Upgrade Route 201 State Street South to Enhanced Bus (Core Route)

Achieving Our Goals¹

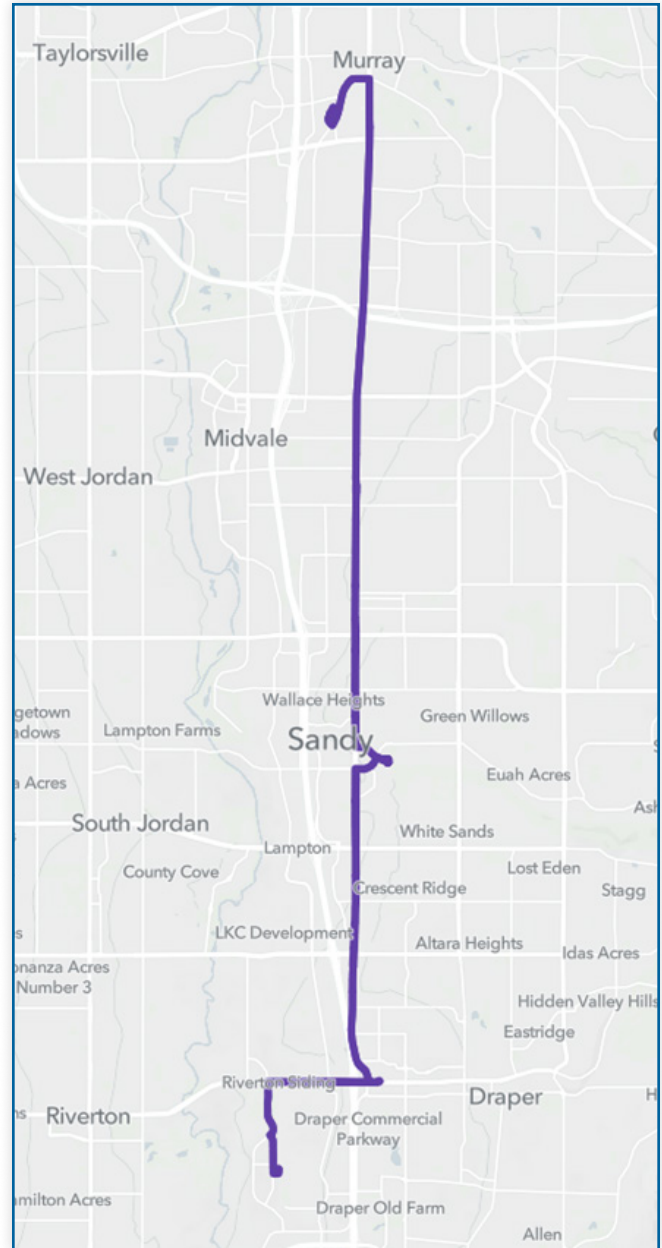


Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	2028
Phase 1 Priority (2023-2032):	Medium

Description

Route 201 connects the Murray Central Station with Sandy and the Draper FrontRunner Station. This project would add more customer amenities such as bus shelters and benches as well as targeted speed and reliability treatments such as queue jumps and transit signal priority (TSP) to improve travel times. Weekday, Saturday, and Sunday service would be every 15 minutes.



\$6.66M

Capital Costs (2023\$)



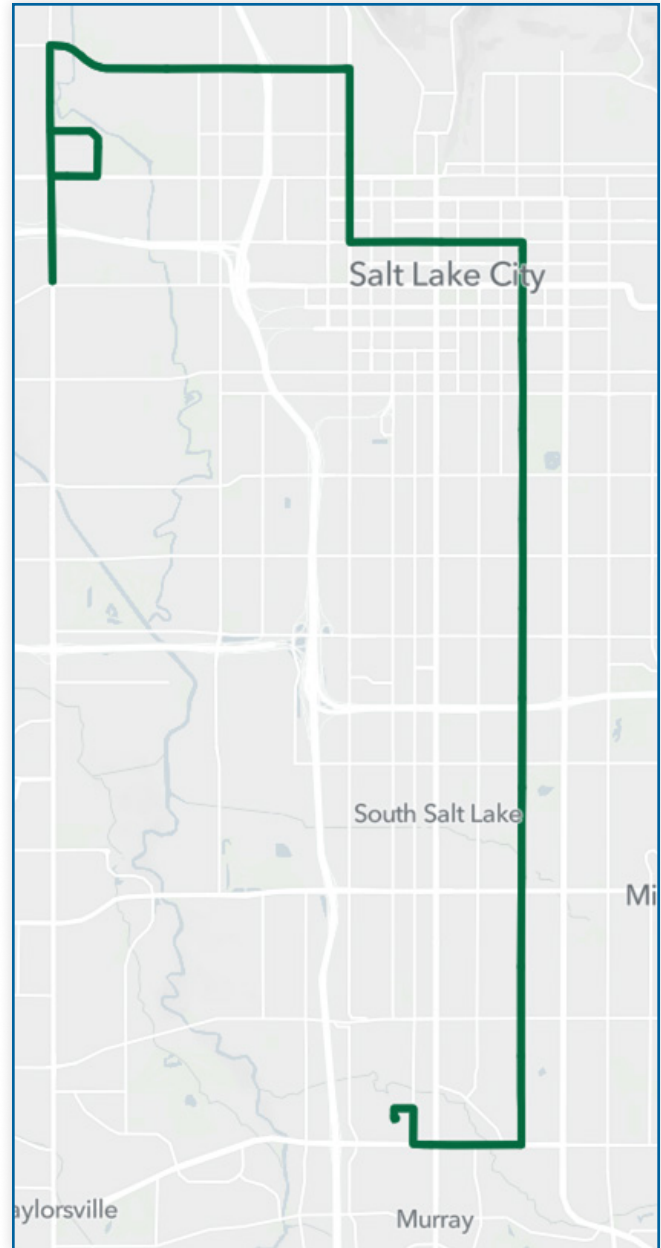
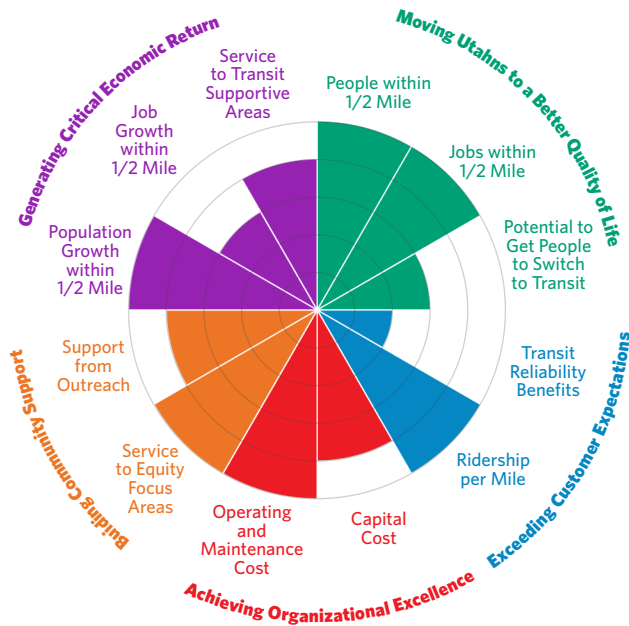
\$1.45M

Annual O&M Costs (2023\$)

¹For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.

Upgrade Route 205 500 East to Enhanced Bus (Core Route)

Achieving Our Goals¹



Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	2028
Phase 1 Priority (2023-2032):	Medium

Description

Route 205 connects Redwood Road, the North Temple Frontrunner Station, downtown Salt Lake City, and Murray Station with frequent weekday and Saturday service. This project would add more customer amenities such as bus shelters and benches as well as targeted speed and reliability treatments such as queue jumps and transit signal priority (TSP) to improve travel times. Weekday service would be improved to operate every 10 minutes while Sunday service would be improved to 15-minute service.

¹For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.



\$14.74M

Capital Costs (2023\$)

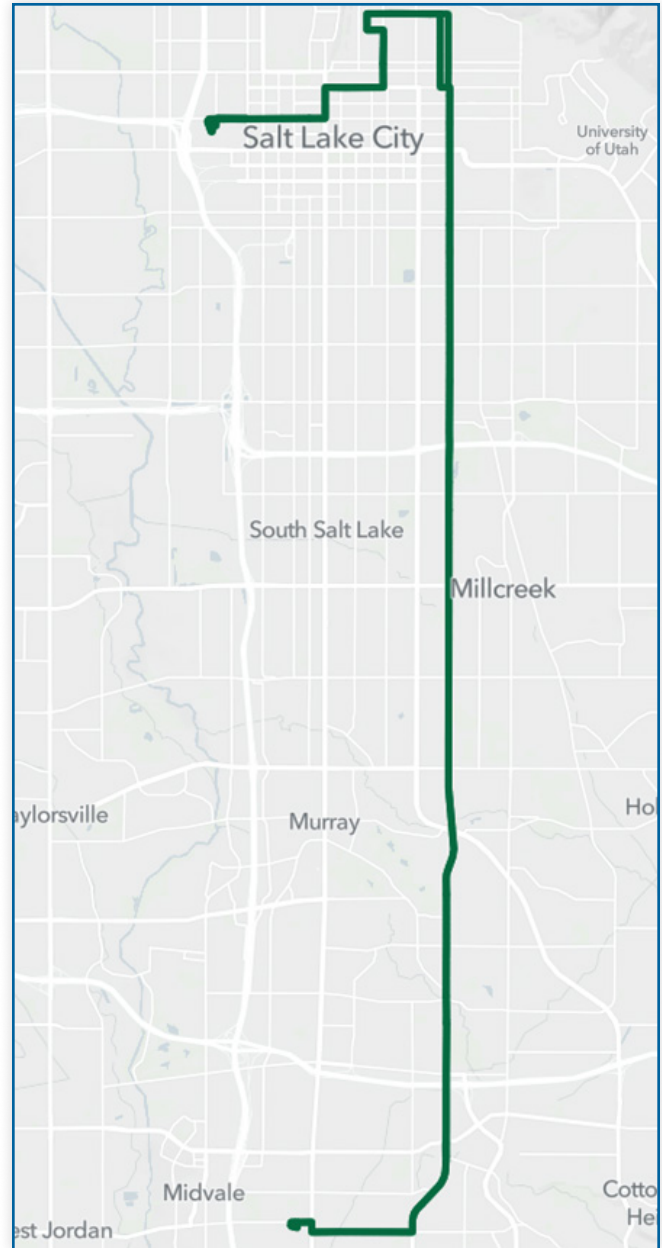
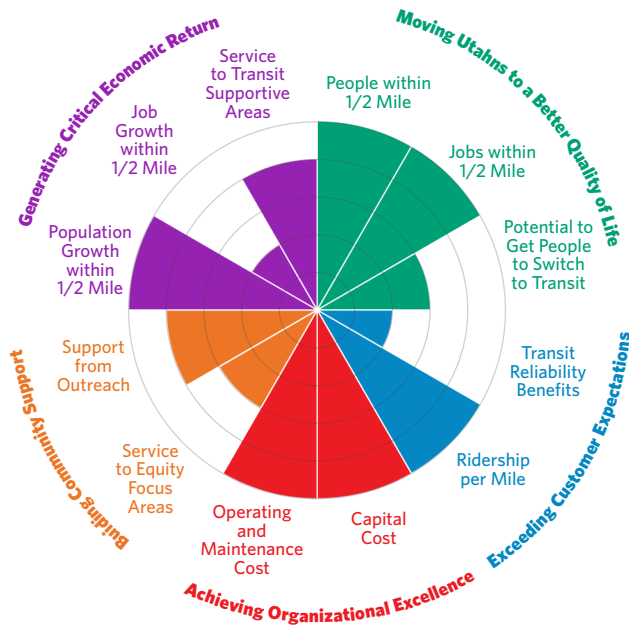


\$3.35M

Annual O&M Costs (2023\$)

Upgrade Route 209 900 East to Enhanced Bus (Core Route)

Achieving Our Goals¹



Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	2028
Phase 1 Priority (2023-2032):	Medium

Description

Route 209 would connect Salt Lake Central Station, downtown Salt Lake City, the Avenues, and 900 East with Midvale Center Station with frequent weekday service. This project would extend the southern route terminus from Fashion Place West Station to Midvale Center Station. This project would add more customer amenities such as bus shelters and benches as well as targeted speed and reliability treatments such as queue jumps and transit signal priority (TSP) to improve travel times. Weekday service would be improved to operate every 10 minutes while weekend service would be improved to 15-minute service.

¹For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.



\$19.03M

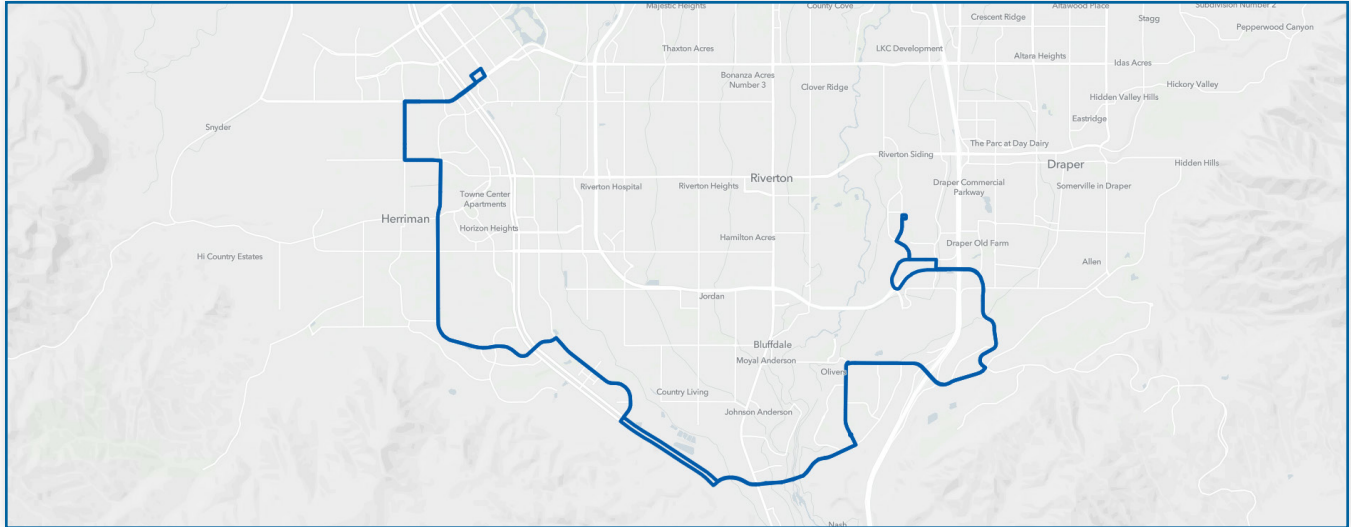
Capital Costs (2023\$)



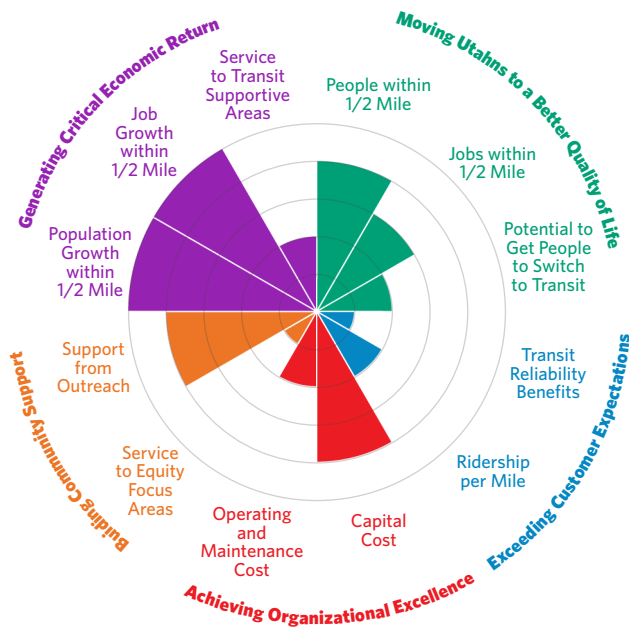
\$4.33M

Annual O&M Costs (2023\$)

Implement Route 146 Mountain View South Local Route



Achieving Our Goals¹



Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	Local Route not in RTP
Phase 1 Priority (2023–2032):	Medium

Description

Route 146 is a new local bus route that connects Daybreak with Draper via the rapidly growing Mountain View Corridor. This area is currently served by the South Valley On Demand service. Due to increasing residential and commercial development along this corridor, an upgrade to fixed-route service is recommended. Route 146 would operate 7 days a week with 30 to 60 minute frequency.



\$2.53M

Capital Costs (2023\$)

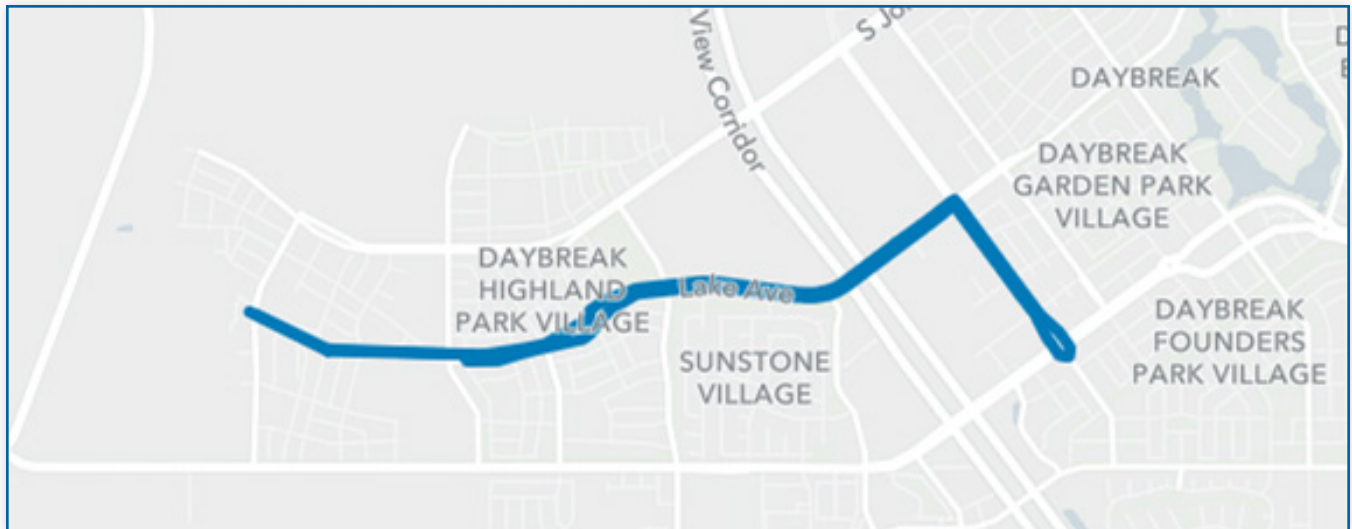


\$3.39M

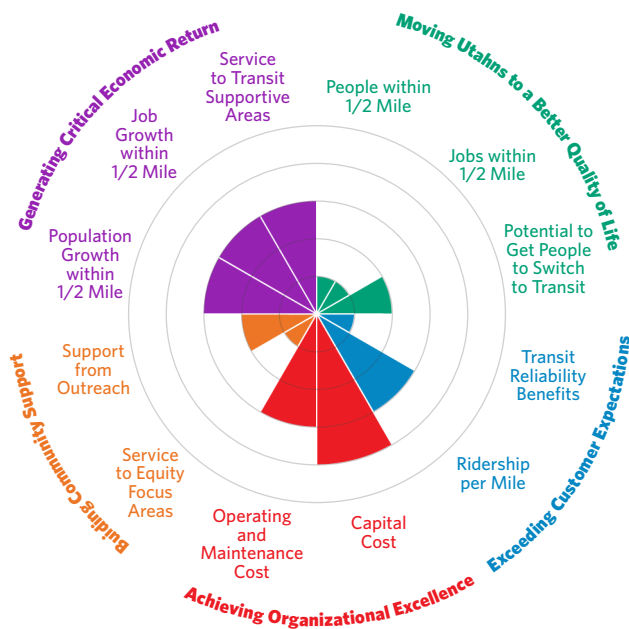
Annual O&M Costs (2023\$)

¹For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.

Implement Route 298 Lake Avenue Local Route



Achieving Our Goals¹



Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	Local Route not in RTP
Phase 1 Priority (2023-2032):	Medium

Description

Route 298 is a new local bus route that connects Daybreak with the rapidly developing areas on Lake Avenue west of the Mountain View Corridor. Route 298 will allow these new denser residential areas to have easy access to TRAX. Route 298 would operate 7 days a week with 30 minute frequency.



\$505,000

Capital Costs (2023\$)



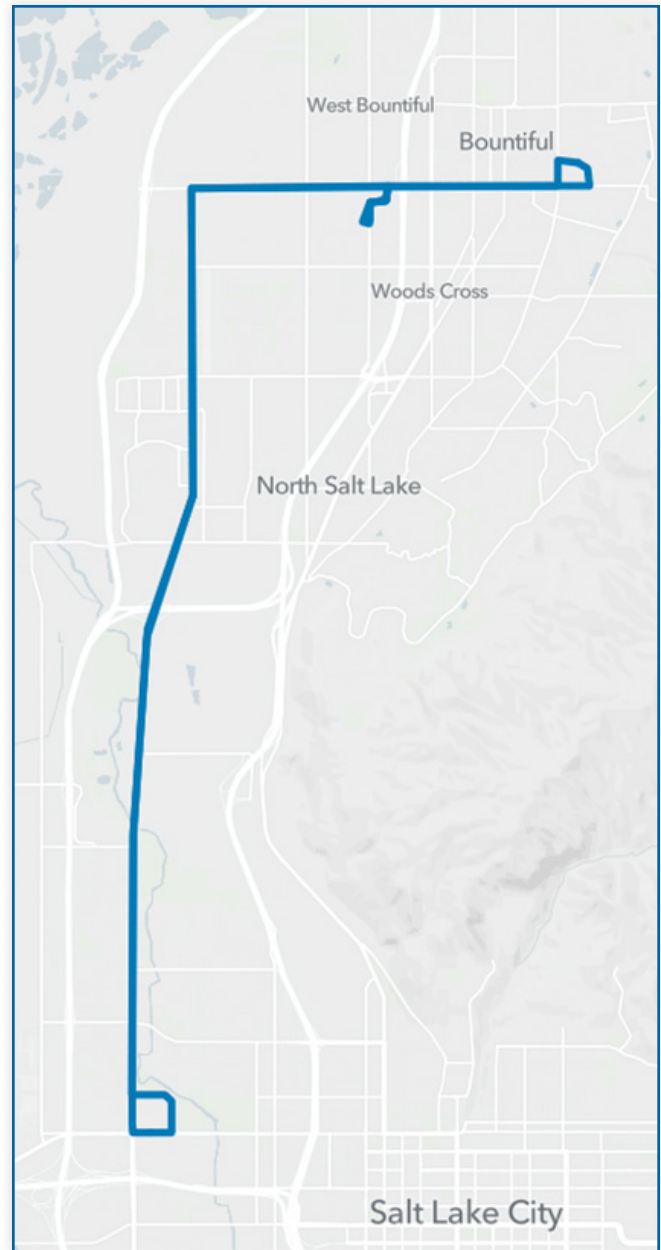
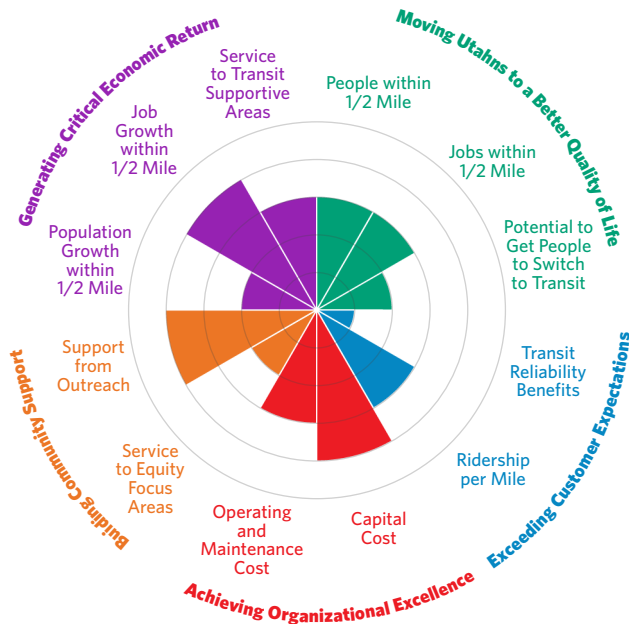
\$471,000

Annual O&M Costs (2023\$)

¹For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.

Implement Route 479 North Redwood Local Route

Achieving Our Goals¹



Location, Priority, and Phasing

County	Davis, Salt Lake
MPO	WFRC
RTP Implementation Year:	Local Route not in RTP
Phase 1 Priority (2023-2032):	Medium

Description

Route 479 is a new local bus route that provides a direct connection between North Temple by Redwood Road and Lakeview Hospital in Bountiful. It serves North Redwood Road and 500 S, along with the Woods Cross FrontRunner Station. It provides a new connection between South Davis and Salt Lake Counties and serves commercial and residential areas that are currently partially served by On Demand. Route 479 was projected to be one of the most cost-effective new routes in UTA Moves 2050. Route 479 would operate 7 days a week with 30 and 60 minute frequency.



\$1,520,000

Capital Costs (2023\$)



\$2,060,000

Annual O&M Costs (2023\$)

¹For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.

Upgrade Sunday Service to Saturday Service Levels

Priority and Phasing


Counties	Box Elder, Weber, Davis, Salt Lake, Tooele, Utah
MPO	WFRC, MAG
RTP Implementation Year:	Local Routes not in RTP
Phase 1 Priority (2023–2032):	Medium


Description

UTA operates less than half of its service on Sundays. While there are 18 frequent routes on weekdays and 11 on Saturdays, there are none on Sundays. While travel demand is lower on Sundays than weekdays, Sunday service is essential for those who need the service the most. Nationwide, other agencies have seen a greater return on investment for improving weekend service than improving weekday service, particularly in areas where service was infrequent or unavailable. Improving weekend service does not require additional vehicles or base capacity and uses existing infrastructure investments more effectively.

All routes operating on Saturdays should operate on Sunday, and Sunday service levels should be comparable to Saturdays.


Almost all communities currently served by UTA would see a meaningful improvement in Sunday mobility.





Minimal

Capital Costs (2023\$)

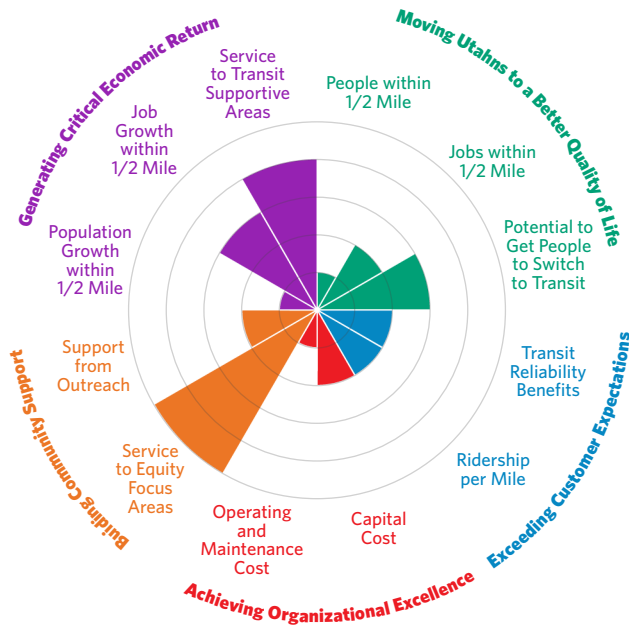


\$9.0M

Annual O&M Costs (2023\$)

Implement Route 236 West Valley - SLC Airport Local Route

Achieving Our Goals¹

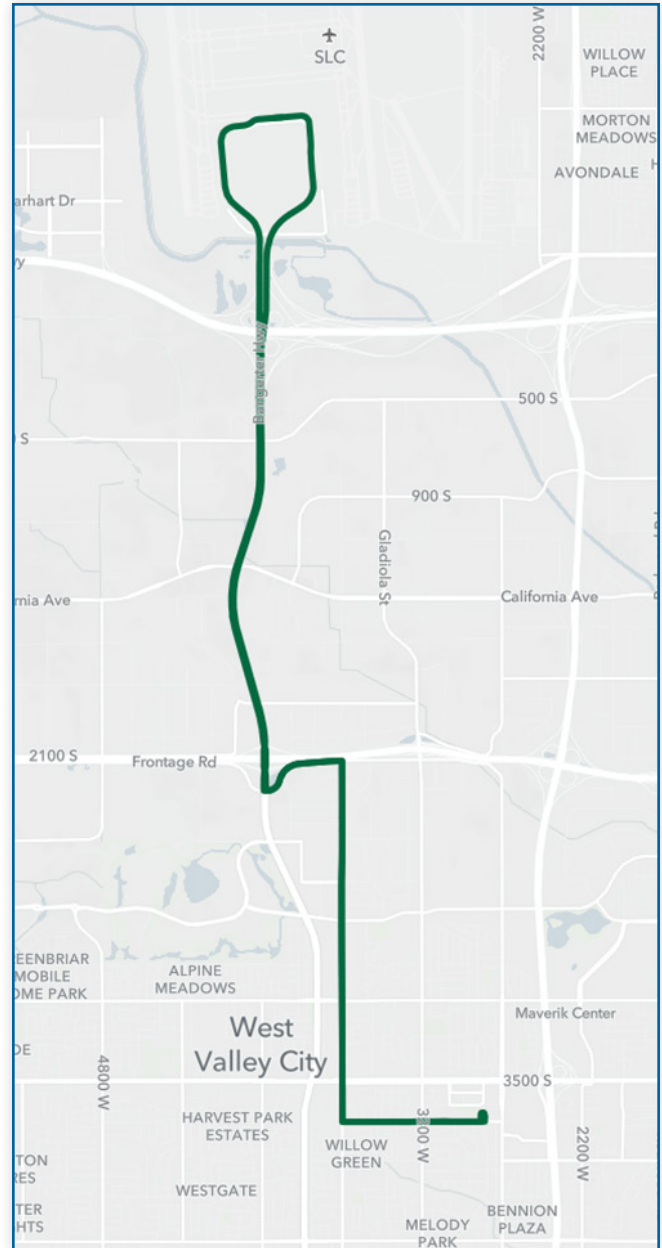


Priority and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	Local Route not in RTP
Phase 1 Priority (2023-2032):	Medium

Description

Route 236 is a new local bus route that provides a direct connection between the West Valley Central Station with SLC Airport. Route 236 would operate 7 days a week, with early and late service that corresponds to work times at the airport.



\$4.16M

Capital Costs (2023\$)



\$3.21M

Annual O&M Costs (2023\$)

¹For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.

Project Sheet: TRAX Improvements Considered for RTP

Priority and Phasing

Counties	Salt Lake
MPO	WFRC
RTP Implementation Year:	Phases 2 and 3
Phase 1 Priority (2023-2032):	Medium

Description

The Future of Light Rail Study outlined a series of potential improvements to TRAX. Specific improvements include:

Orange Line Implementation

The Future of Light Rail study indicated the potential need for a fourth light rail line that connects Research Park, the University of Utah, Downtown Salt Lake City, and Salt Lake City International Airport.

The RTP includes a multi-phase strategy, with Phase 2 implementation of Research Park to downtown Salt Lake City and a Phase 3 implementation of service to Salt Lake City International Airport.

(See also a separate project sheet.)

New Service Patterns with Blue and Green Line Termini

Travel demand analysis has shown that demand to the Airport from Murray, Midvale, and Sandy is greater than West Valley City. In order to better serve regional travel needs, the Blue Line should be extended to Salt Lake City International Airport instead of the Green Line. The new Green Line terminus should be Central Station. This change should be done in conjunction with implementing Route 236, which maintains a direct connection between West Valley City and the Airport.

400 West & American Spur Improvements (Red Line)

The Future of Light Rail Study outlined the operating challenges of the interlocking at Main Street / University Boulevard. In order to improve capacity through this bottleneck and serve the rapidly redeveloping Granary District, the Future of Light Rail Study outlined an alternative routing for the Red Line through downtown. The RTP includes this as a Phase 2 project.

Additional Frequency

Ridership modeling suggests that additional frequency will generate significant new ridership. Additional consideration of improving frequency to better than 15-minute frequencies should be considered, including the option for shorter, but more frequent trains in order to minimize new train needs and significant new power needs.

Potential RTP Amendments: TRAX improvements are included in Phases 2 and 3 of the RTP, including speed and reliability treatments, addition of the Orange Line, and additional new track, primarily in downtown Salt Lake City. Consideration should be given to fast-tracking these changes to Phase 1 (2023-2032) including accelerating the implementation of the Orange Line. Consideration for studying the full operating and capital costs of improving TRAX frequencies to better than 15 minutes should also be included in Phase 1.

¹The Capital Cost and Operating and Maintenance Cost listed below is exclusively for the 400 West & American Spur Improvements (Red Line) project.



\$120.42M¹

Capital Costs (2023\$)

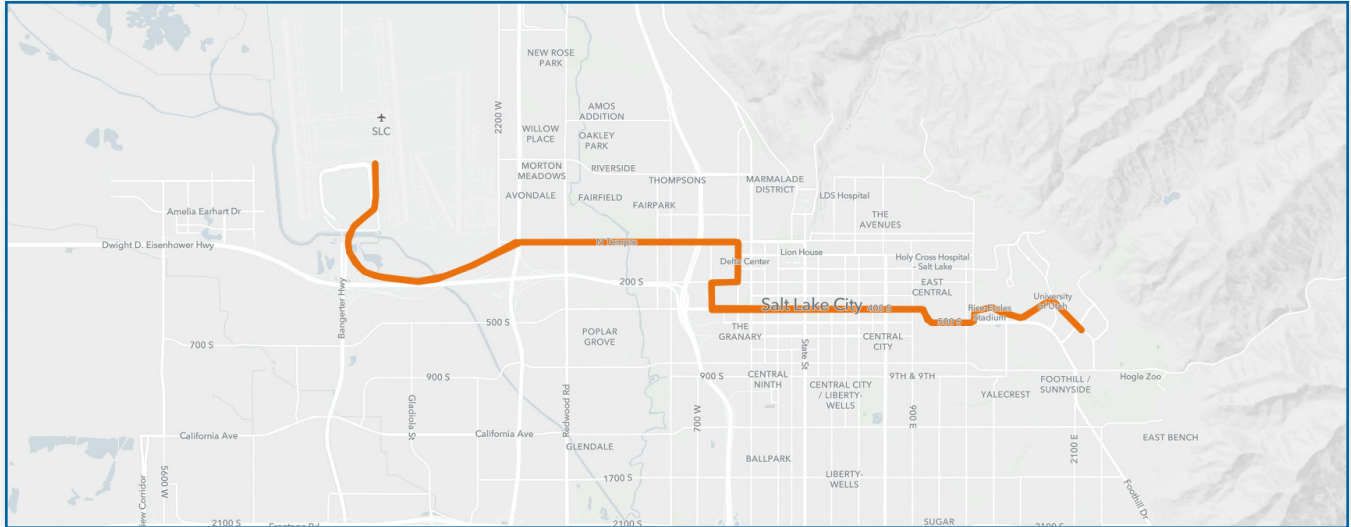


\$0¹

Annual O&M Costs (2023\$)



Implement New Orange Line TRAX between Research Park and Salt Lake City International Airport



Achieving Our Goals¹



Priority and Phasing

Counties	Salt Lake
MPO	WFRC
RTP Implementation Year:	Research Park to downtown SLC: 2030-2040 Downtown SLC to Airport: 2040-2050
Phase 1 Priority (2023-2032):	N/A (Phase 2 and Phase 3)

Description

The Future of Light Rail study indicated the potential need for a fourth light rail line that directly connects Research Park, the University of Utah, Downtown Salt Lake City, and Salt Lake City International Airport. It would require new tracks to Research Park and a new alignment/track through downtown Salt Lake City.

The RTP includes a multi-phase strategy, with Phase 2 (2030-2040) implementation of Research Park to downtown Salt Lake City and a Phase 3 (2040-2050) implementation of service to Salt Lake City International Airport.

Potential RTP Amendment: Projected ridership and cost effectiveness of this project was excellent. Consideration should be given to accelerating the implementation of the Orange Line to the 2023-2030 timeframe.



\$131.02M

Capital Costs (2023\$)

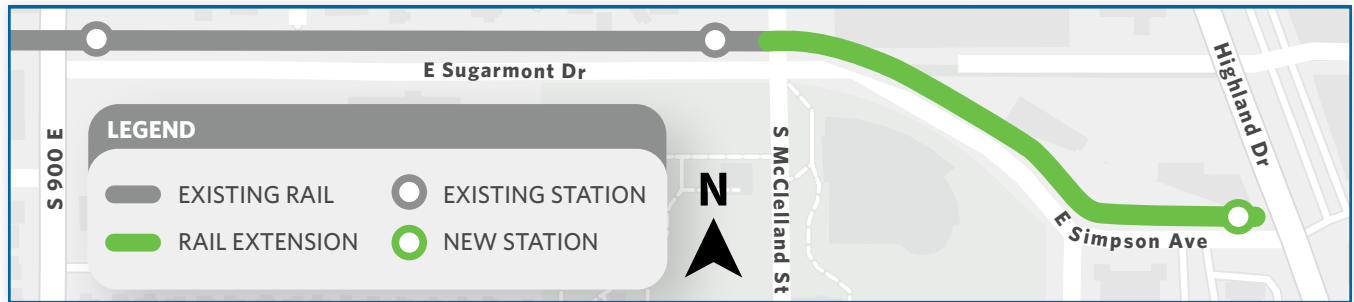


\$17.85M

Annual O&M Costs (2023\$)

¹For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.

S-Line Streetcar Extension



Source: S-Line Fact Sheet, November 2023

Achieving Our Goals¹



Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	2028
Phase 1 Priority (2023-2032):	Medium

Description

The S-Line Streetcar extension project would extend the existing streetcar from McClelland St. to Highland Dr. with one new station at Highland Dr. and Simpson Ave and new double-track between 500 East and 700 East. The extension would improve service to the Sugar House business district.



\$11.6M

Capital Costs (2023\$)



\$110,000

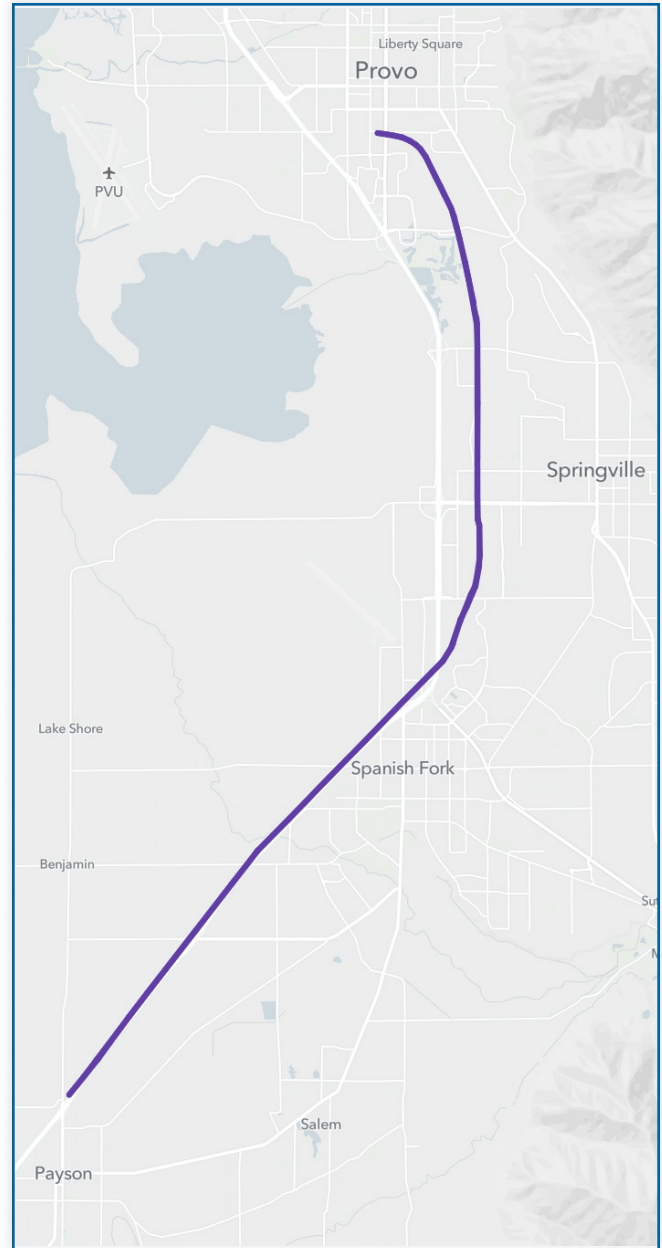
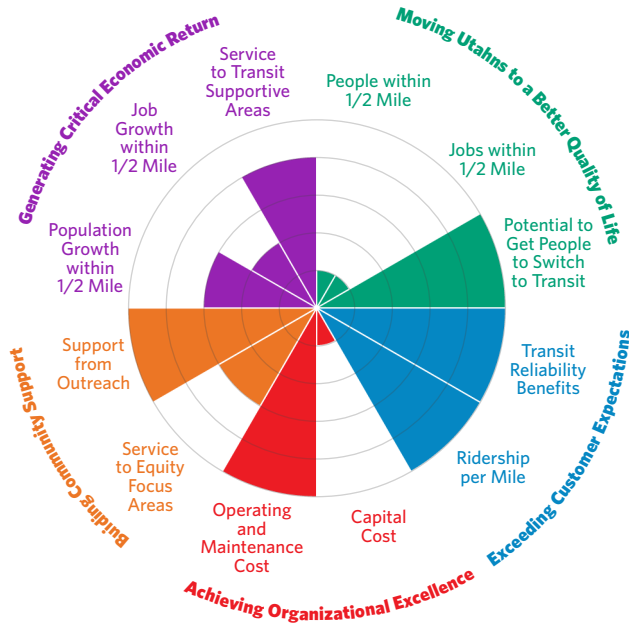
Annual O&M Costs (2023\$)



¹For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.

FrontRunner South Extension Project

Achieving Our Goals¹



Location, Priority, and Phasing

Counties	Utah
MPOs	MAG
RTP Implementation Year:	2028
Phase 1 Priority (2023-2032):	Medium

Description

The FrontRunner South Extension Project (previously called South Valley Commuter Rail) project is an extension of FrontRunner service from Provo Station to Payson with new stations in Springville, Spanish Fork, and Payson. It reflects the outcomes of a planning process that concluded in February 2022, selecting Commuter Rail as the locally preferred alternative.

¹For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.



\$577.8M

Capital Costs (2023\$)



\$7.31M

Annual O&M Costs (2023\$)



FrontRunner Improvements for Point of the Mountain

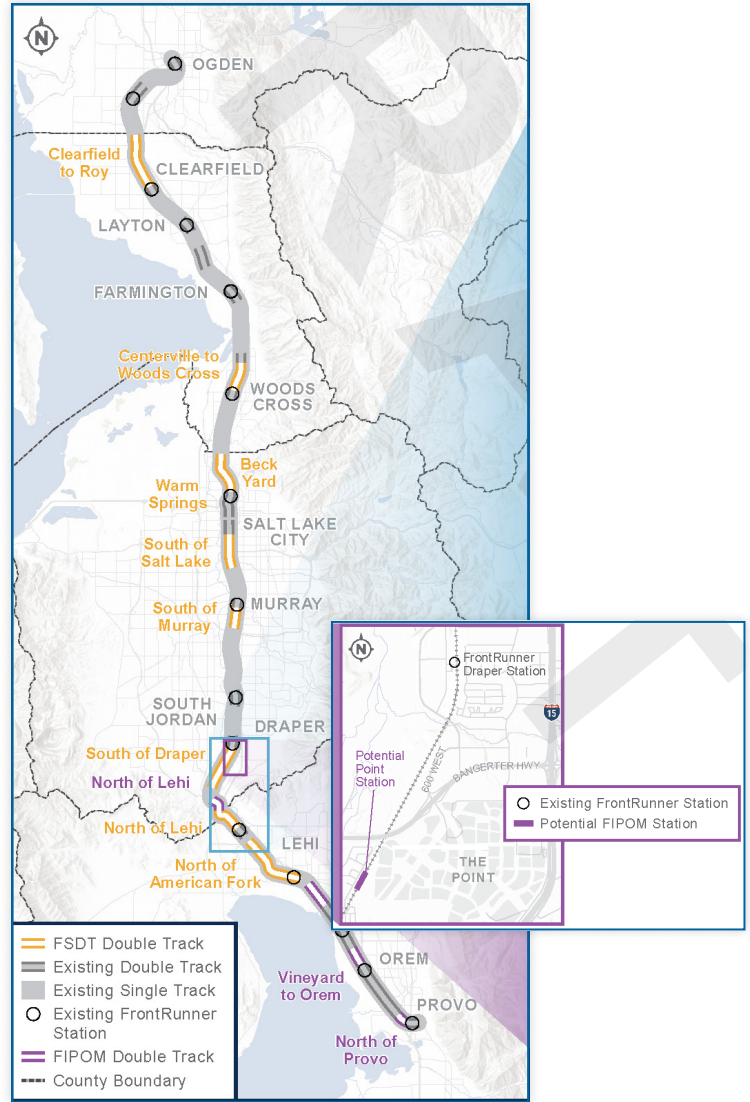
Location, Priority, and Phasing

County	Salt Lake, Utah
MPO	WFRC, MAG
RTP Implementation Year:	Not in RTP
Phase 1 Priority (2023-2032):	Not Evaluated

Description

This project would add six miles of doubletracking and a station at The Point development.

Potential RTP Amendment: There is \$200M already allocated to this project, and it may receive additional state legislative funds to complete its funding plan. Consideration should be given to including this project in the RTP.







\$400M

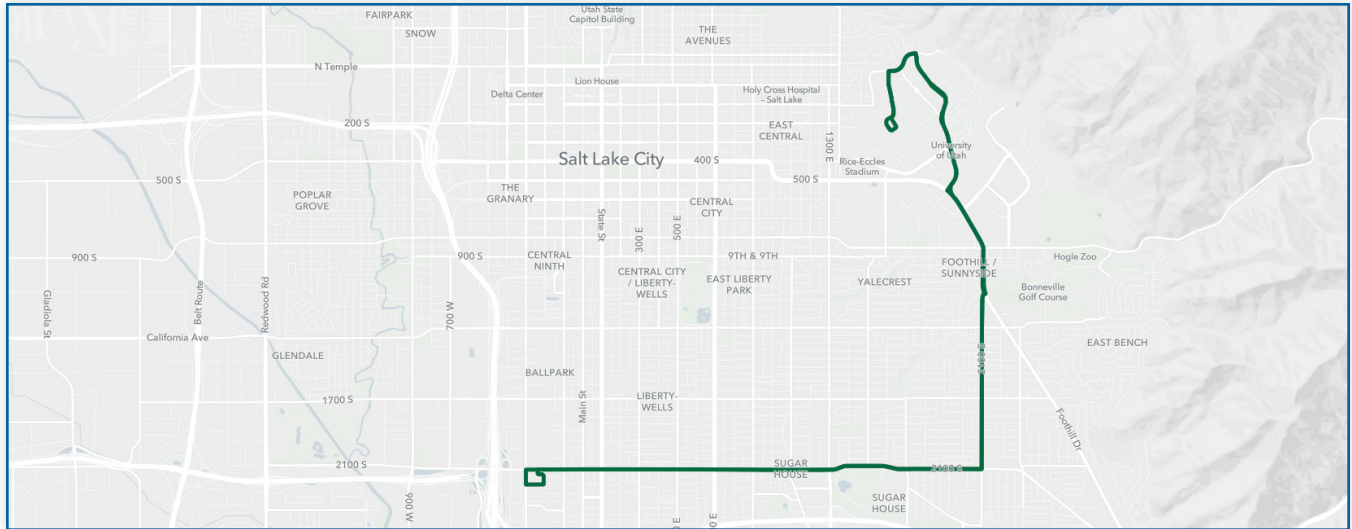
Capital Costs (2023\$)



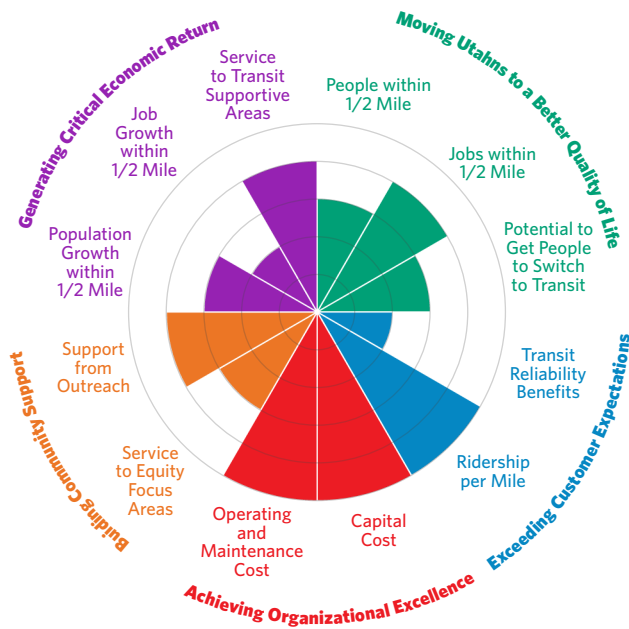
N/A

Annual O&M Costs (2023\$)

Upgrade Route 21 2100 South / 2100 East to Enhanced Bus (Core Route)



Achieving Our Goals¹



Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	2028
Phase 1 Priority (2023–2032):	Low

Description

Route 21 connects the University of Utah with Central Point Station with frequent weekday and Saturday service. This project would add more customer amenities such as bus shelters and benches as well as targeted speed and reliability treatments such as queue jumps and transit signal priority (TSP) to improve travel times. Weekday service would be improved to operate every 10 minutes while Sunday service would be improved to 15-minute service.



\$7.37M

Capital Costs (2023\$)

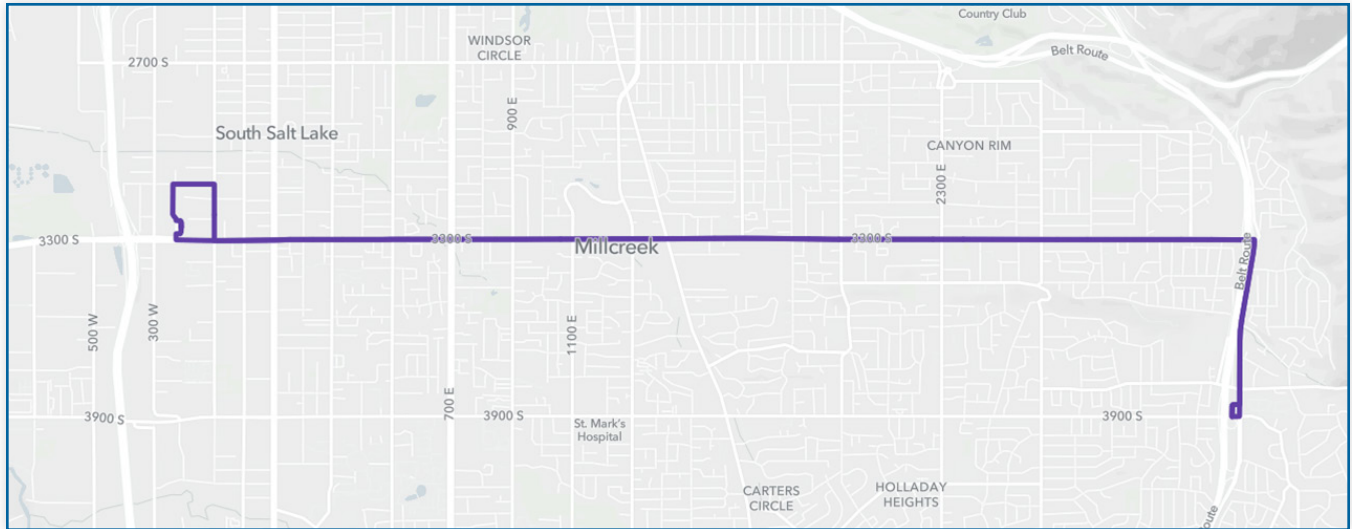


\$1.68M

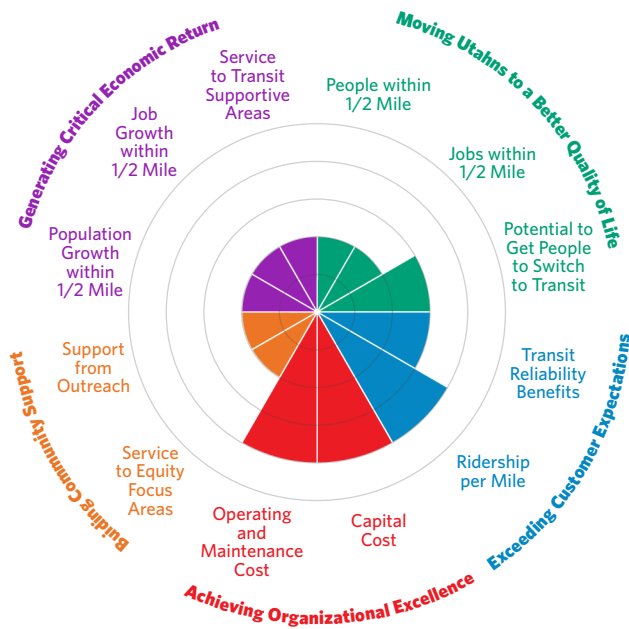
Annual O&M Costs (2023\$)

¹For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.

Upgrade Route 33 3300 South to Enhanced Bus (Core Route)



Achieving Our Goals¹



Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	2028
Phase 1 Priority (2023–2032):	Low

Description

Route 33 connects Olympus Cove, 3300 West, and the Millcreek TRAX Station. This project would add more customer amenities such as bus shelters and benches as well as targeted speed and reliability treatments such as queue jumps and transit signal priority (TSP) to improve travel times. Sunday service would be improved to every 15 minutes.

Potential RTP Amendment: Route 33 does not serve many transit supportive areas and is not as cost-effective as most other core routes. Given its relative lower performance, consideration should be given to categorizing this route as a “Frequent Route” to improve frequency while deferring capital investments associated with a Core Route as currently identified in the RTP.



\$7.40M

Capital Costs (2023\$)

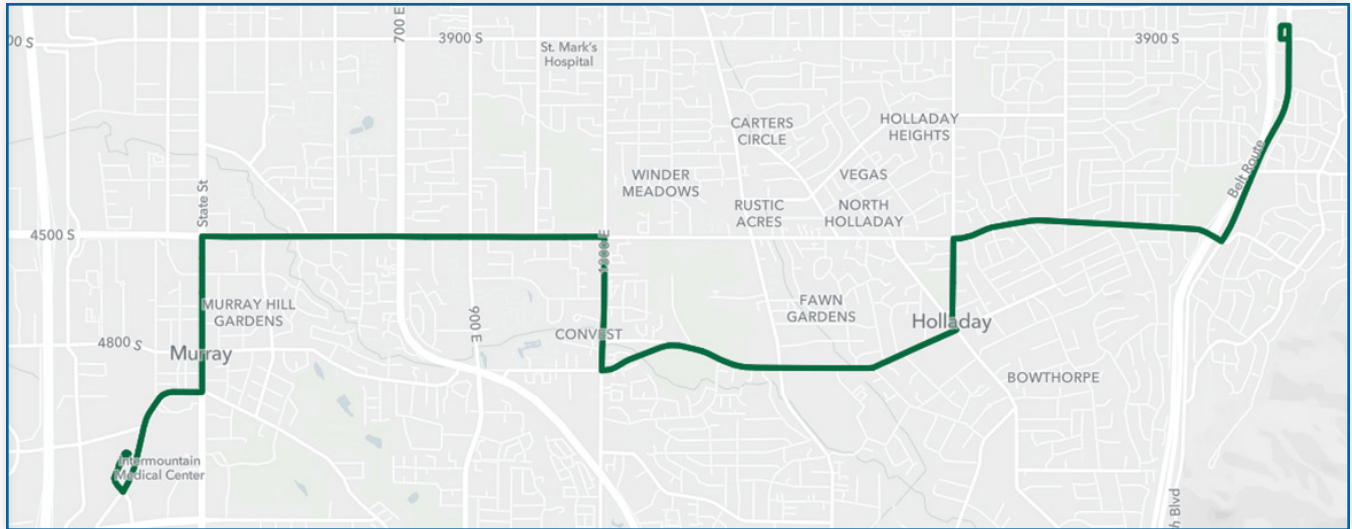


\$1.61M

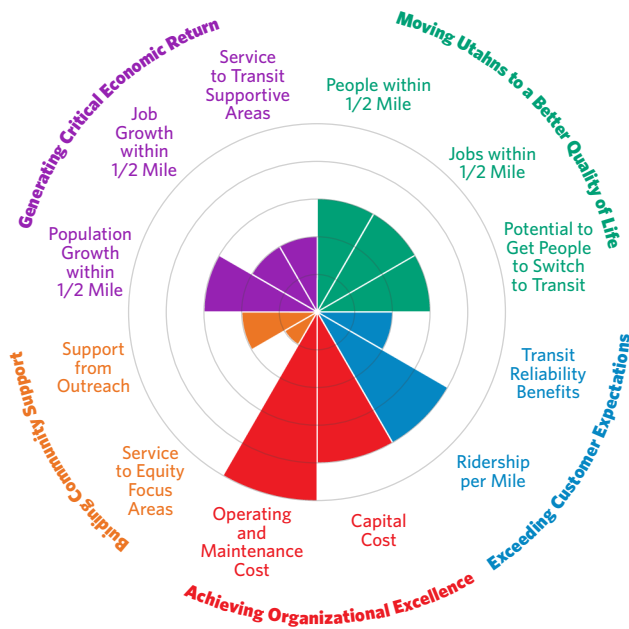
Annual O&M Costs (2023\$)

¹For Capital Cost and Operating and Maintenance Cost in the goals chart, a higher score refers to a lower cost.

Upgrade Route 45 4500 South to Core Route



Achieving Our Goals¹



Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	2028
Phase 1 Priority (2023–2032):	Low

Description

Route 45 connects Olympus Cove Park and Ride, Wasatch Boulevard, Holladay, 4500 South, and Murray Central Station. This project would add more customer amenities such as bus shelters and benches as well as targeted speed and reliability treatments such as queue jumps and transit signal priority (TSP) to improve travel times. Weekday, Saturday, and Sunday frequencies would be improved to every 15 minutes.

Potential RTP Amendment: Route 45 does not serve many transit supportive areas and is not as cost-effective as most other core routes. Given its relative lower performance, consideration should be given to categorizing this route as a “Frequent Route” to improve frequency while deferring capital investments associated with a Core Route as currently identified in the RTP.



\$5.83M

Capital Costs (2023\$)

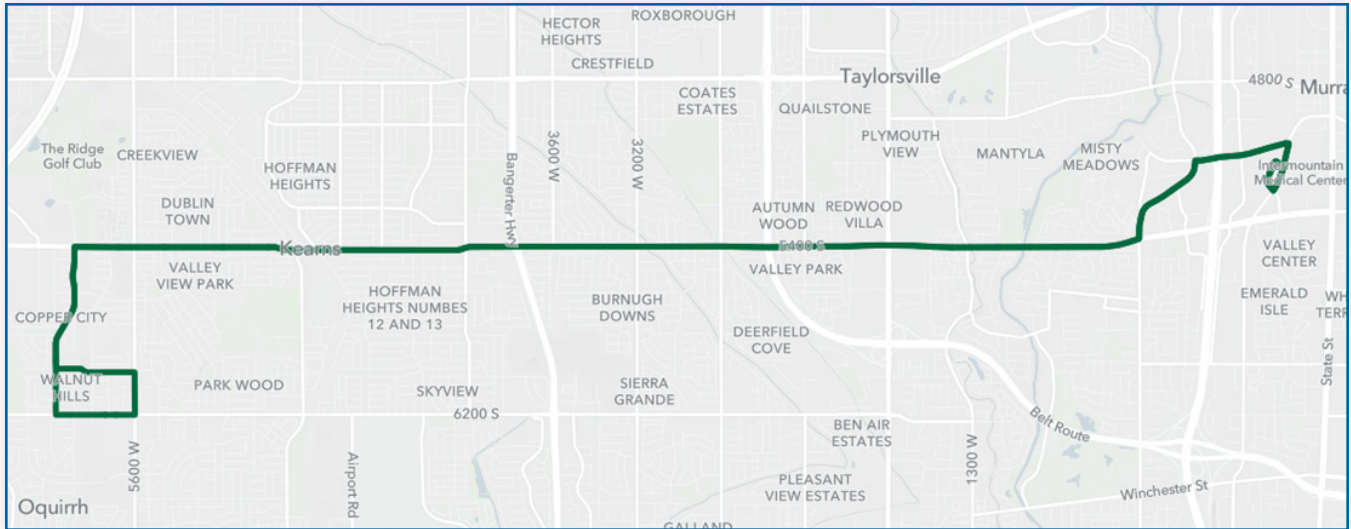


\$1.26M

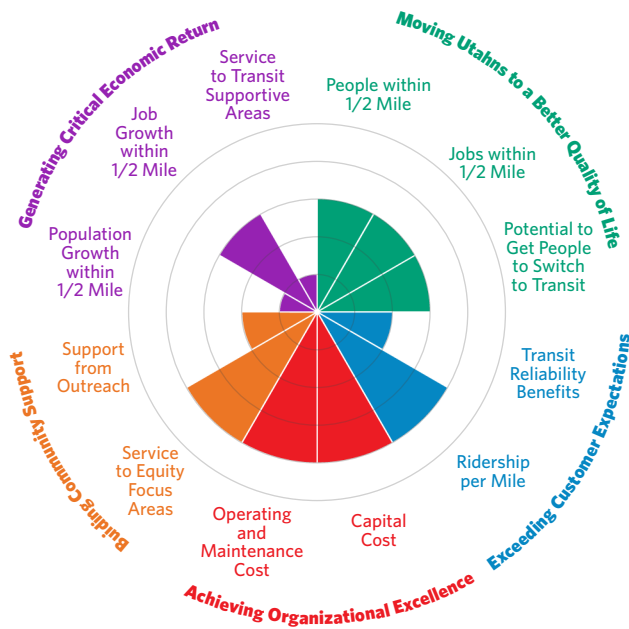
Annual O&M Costs (2023\$)

¹For Capital Cost and Operating and Maintenance Cost in the goals chart, a higher score refers to a lower cost.

Upgrade Route 54 5400 South to Core Route



Achieving Our Goals¹



Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	2028
Phase 1 Priority (2023–2032):	Low

Description

Route 54 connects Murray Central Station, 5400 South, and Kearns. This project would add more customer amenities such as bus shelters and benches as well as targeted speed and reliability treatments such as queue jumps and transit signal priority (TSP) to improve travel times. Weekday, Saturday, and Sunday service would be improved to every 15 minutes.

Potential RTP Amendment: Route 54 does not serve many transit supportive areas and is not as cost-effective as most other core routes. Given its relative lower performance, consideration should be given to categorizing this route as a “Frequent Route” to improve frequency while deferring capital investments associated with a Core Route as currently identified in the RTP.

\$6.53M

Capital Costs (2023\$)

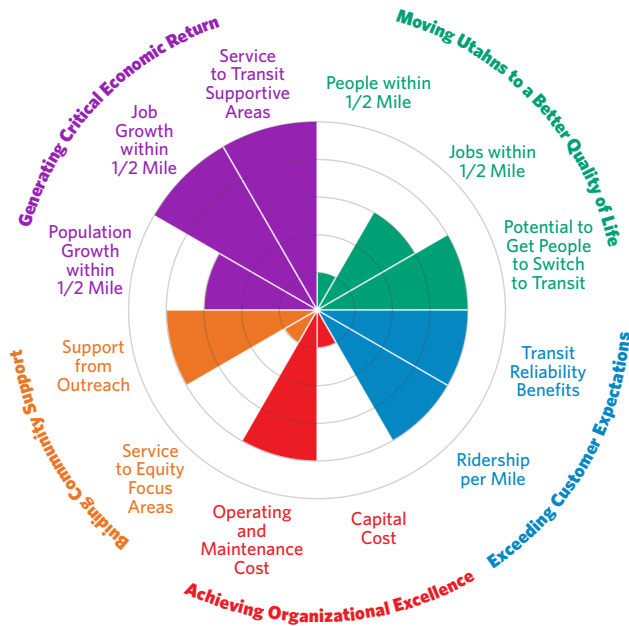
\$1.42M

Annual O&M Costs (2023\$)

¹For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.

Implement Point of the Mountain (POM) Rapid Bus (Bus Rapid Transit)

Achieving Our Goals¹



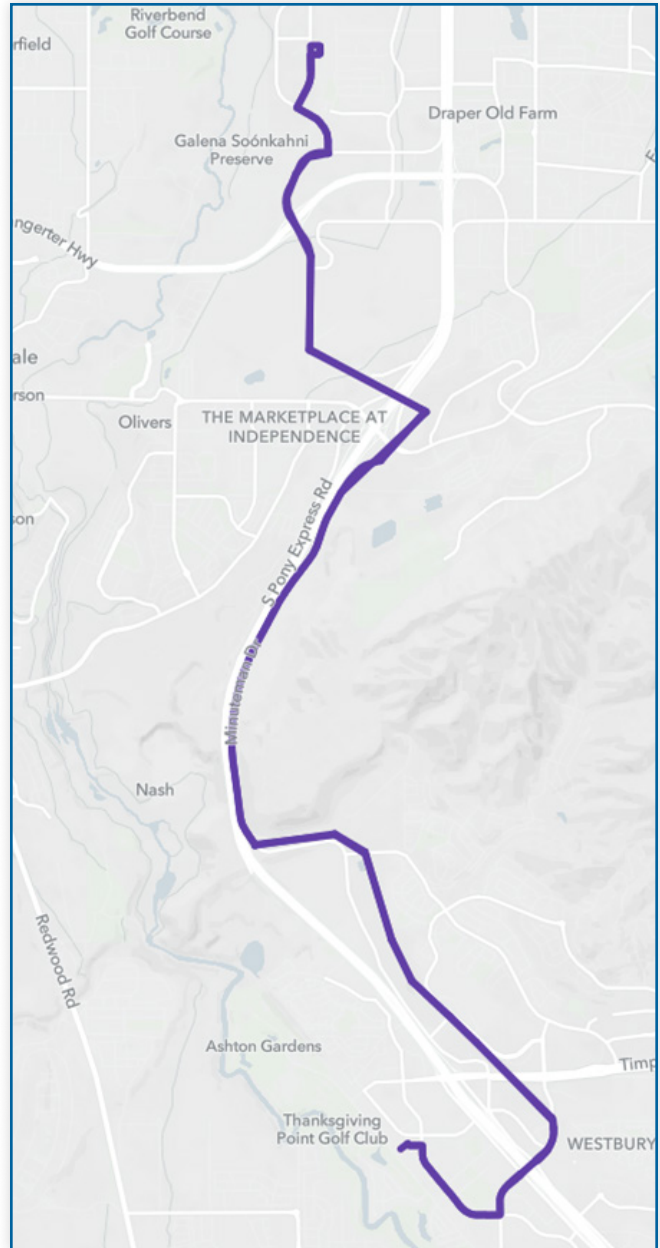
Location, Priority, and Phasing

Counties	Salt Lake, Utah
MPOs	WFRC, MAG
RTP Implementation Year:	2028
Phase 1 Priority (2023-2032):	Low

Description

POM Rapid Bus (Bus Rapid Transit) connects the Draper FrontRunner Station with the newly developed Point of the Mountain development and Lehi FrontRunner Station. This project could include busways, bus lanes, transit signal priority (TSP) and customer amenities such as bus shelters and benches as well as targeted speed and reliability treatments to improve travel times. Weekday, Saturday, and Sunday service would be every 15 minutes.

The Point of the Mountain project site can be accessed at <https://udotinput.utah.gov/pointtransit>.



\$630.0M

Capital Costs (2023\$)



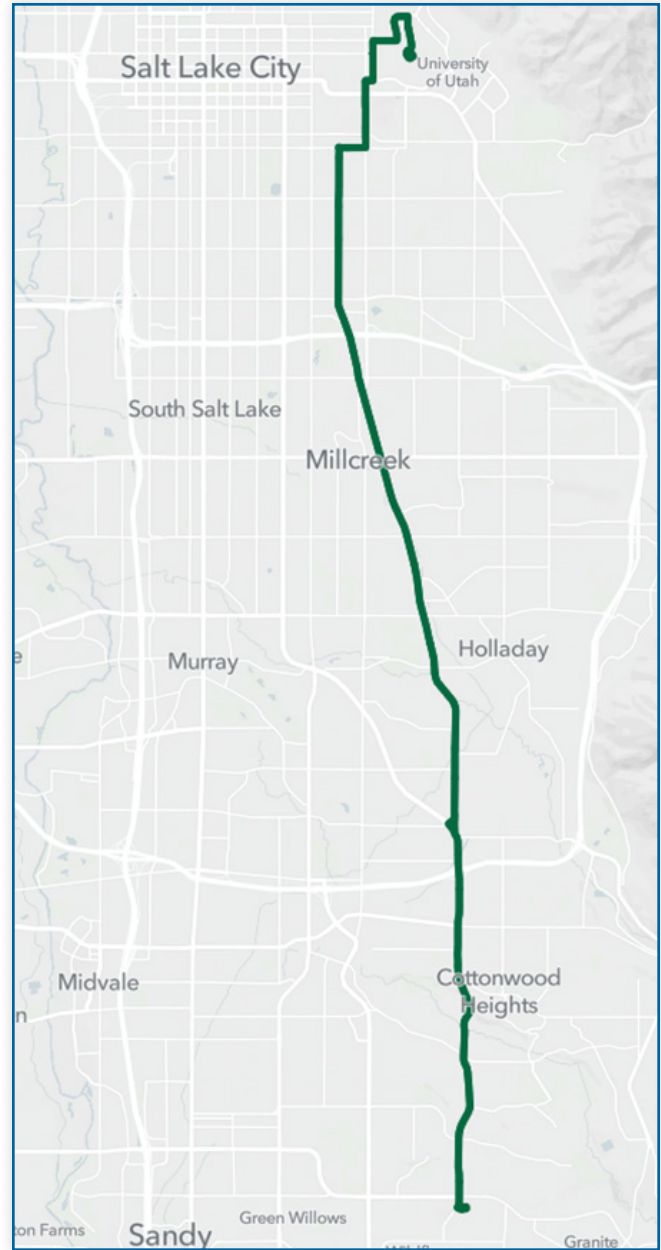
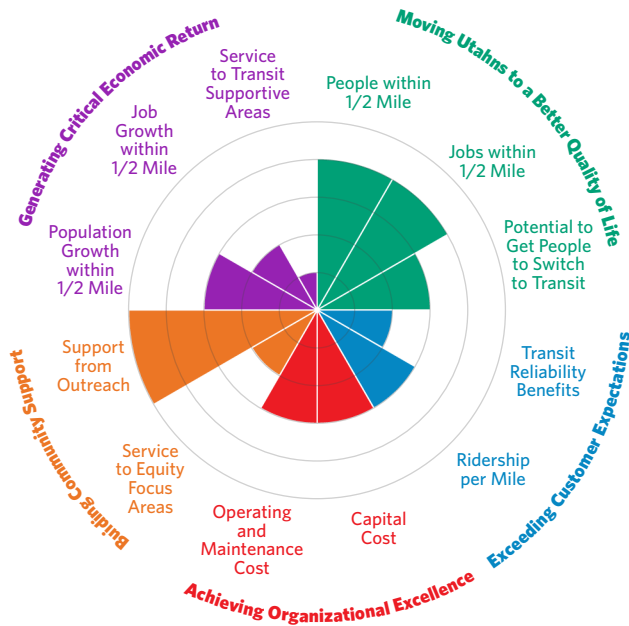
\$4.47M

Annual O&M Costs (2023\$)

¹For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.

Upgrade Route 220 Highland Drive-1100 East to Enhanced Bus (Core Route)

Achieving Our Goals¹



Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	2028
Phase 1 Priority (2023-2032):	Low

Description

Route 220 would connect University of Utah, Millcreek, and Holladay with frequent weekday and Saturday service. This project would add more customer amenities such as bus shelters and benches as well as targeted speed and reliability treatments such as queue jumps and transit signal priority (TSP) to improve travel times. Less frequent service would continue south from Holladay to Fort Union and Sandy.

Potential RTP Amendment: Route 220 does not serve many transit supportive areas and is not as cost-effective as most other core routes. Given its relative lower performance, consideration should be given to categorizing this route as a "Frequent Route" to improve frequency while deferring Core Route capital investments as currently identified in the RTP.

¹For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.

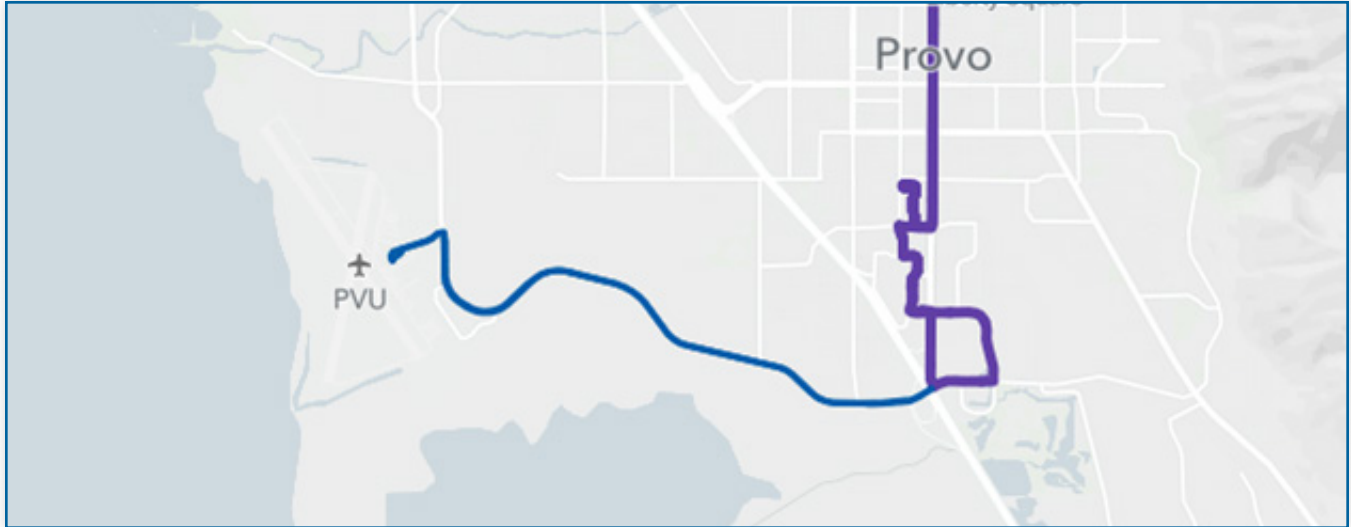
\$4.86M

Capital Costs (2023\$)

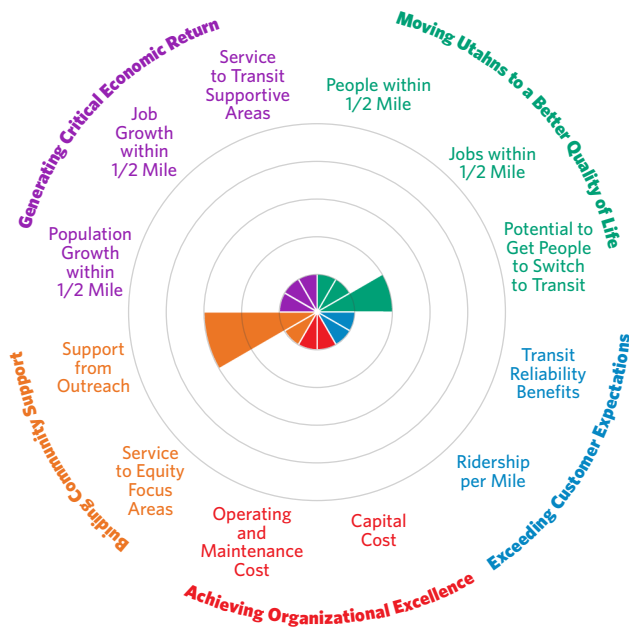
\$1.06M

Annual O&M Costs (2023\$)

Extend UVX to Provo Airport



Achieving Our Goals¹



Location, Priority, and Phasing

County	Utah
MPO	MAG
RTP Implementation Year:	2023-2032
Phase 1 Priority (2023-2032):	Low

Description

This project will extend UVX from its south terminus at Orem Central FrontRunner Station to the Provo Airport. The project includes an extension of service on UVX but is not expected to include Rapid Bus (BRT)-type speed and reliability capital improvements.



\$1.1M

Capital Costs (2023\$)

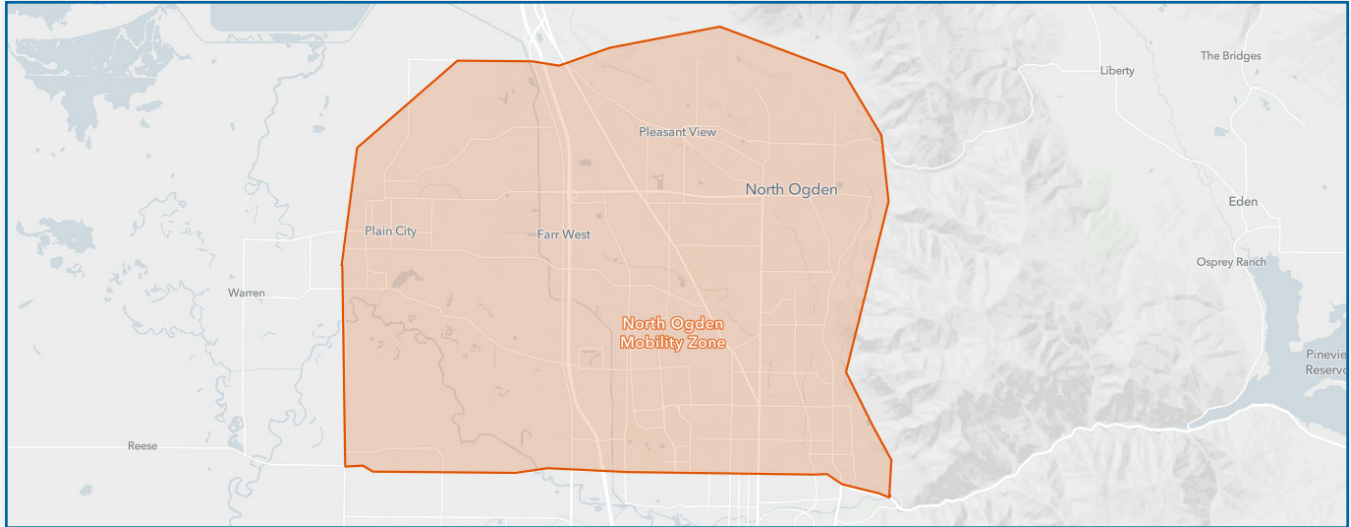


\$508,000

Annual O&M Costs (2023\$)

¹For Capital Cost and Operating and Maintenance Cost in the goals chart, a *higher* score refers to a *lower* cost.

Implement North Ogden Innovative Mobility Zone



Location, Priority, and Phasing

County	Weber
MPO	WFRC
RTP Implementation Year:	Route not in RTP
Phase 1 Priority (2023–2032):	Medium

Description

North Ogden would receive a new Innovative Mobility Zone, which would include on-demand service as well as provisions for new non-motorized connections. It would provide flexible first/last mile service to multiple regional routes. The North Ogden Innovative Mobility Zone would offer service 7 days a week.



N/A

Capital Costs (2023\$)



\$1,350,000

Annual O&M Costs (2023\$)



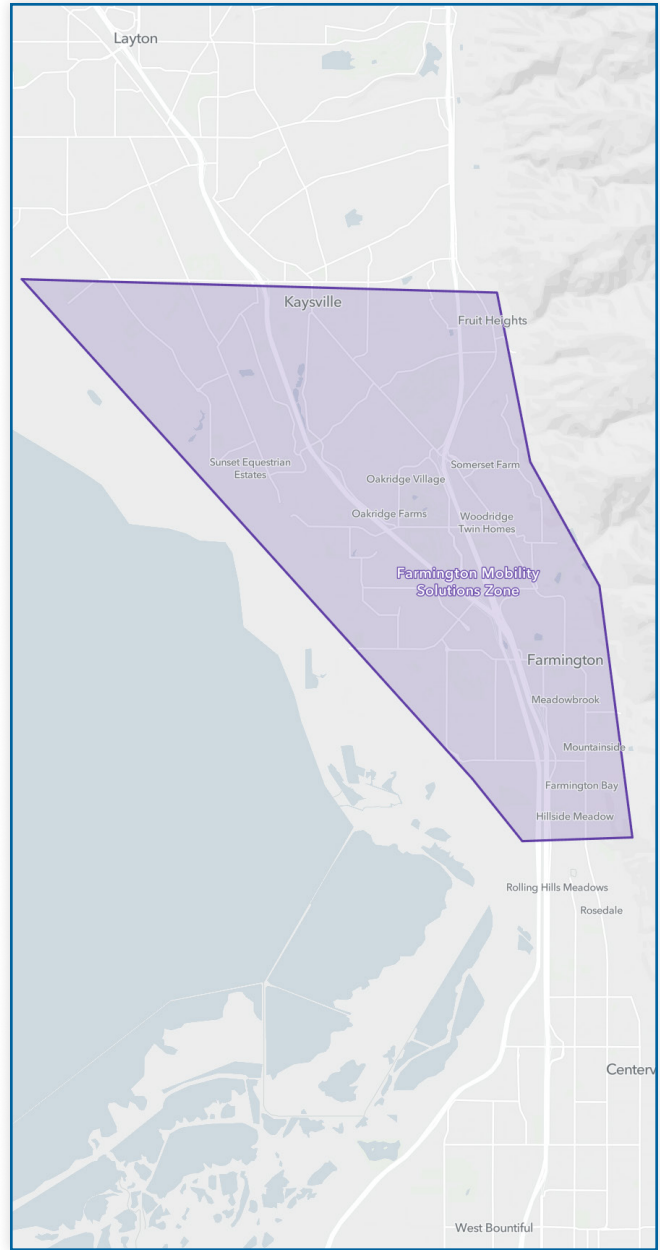
Implement Farmington Innovative Mobility Zone

Location, Priority, and Phasing

County	Davis
MPO	WFRC
RTP Implementation Year:	Route not in RTP
Phase 1 Priority (2023-2032):	Medium

Description

Farmington would receive a new Innovative Mobility Zone, which would include on-demand service, as well as provisions for new non-motorized connections between the Farmington FrontRunner Station and the commercial activity surrounding the station. It would provide flexible first/last mile service to multiple regional routes. The Farmington Innovative Mobility Zone would offer service 7 days a week.



N/A

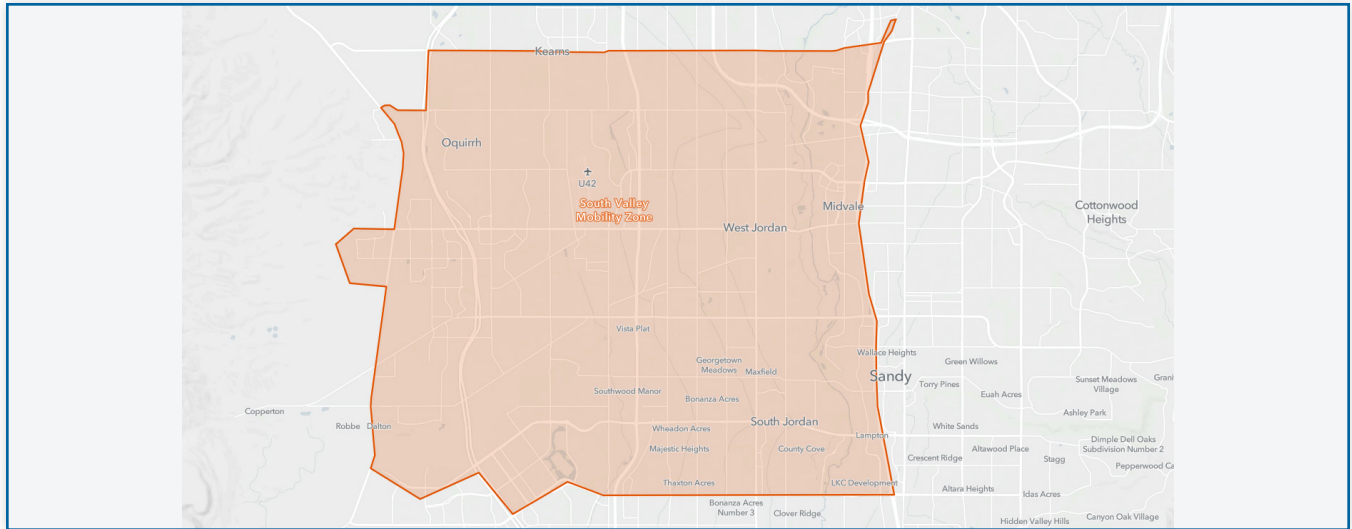
Capital Costs (2023\$)



\$1,350,000

Annual O&M Costs (2023\$)

Implement South Valley Innovative Mobility Zone



Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	Route not in RTP
Phase 1 Priority (2023–2032):	Medium

Description

South Valley would receive a new Innovative Mobility Zone, which would include on-demand service, as well as provisions for new non-motorized connections serving the Murray and/or Sandy FrontRunner Stations, TRAX Stations, and activity centers surrounding the stations. It would provide flexible first/last mile service to multiple regional routes. The South Valley Innovative Mobility Zone would offer service 7 days a week.



N/A

Capital Costs (2023\$)



\$1,350,000

Annual O&M Costs (2023\$)



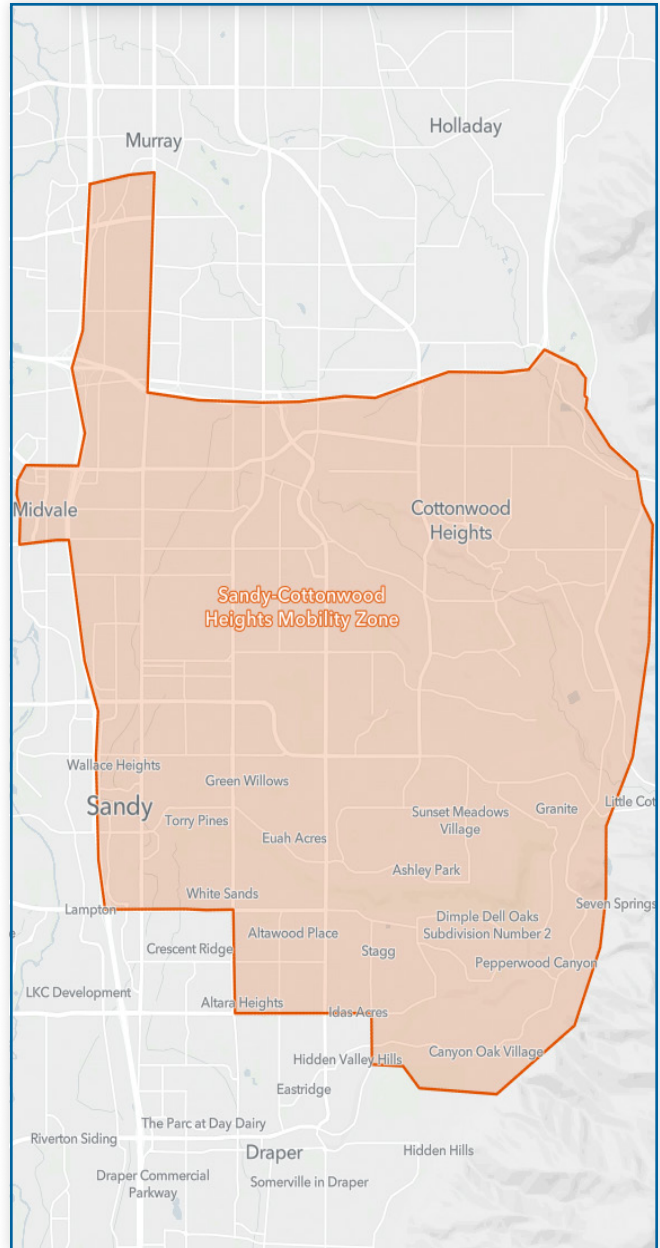
Implement Sandy/Cottonwood Heights Innovative Mobility Zone

Location, Priority, and Phasing

County	Salt Lake
MPO	WFRC
RTP Implementation Year:	Route not in RTP
Phase 1 Priority (2023-2032):	Medium

Description

Cottonwood Heights would receive a new Innovative Mobility Zone, which would include on-demand service, as well as provisions for new non-motorized connections serving the Sandy FrontRunner Station, TRAX Stations, and activity centers surrounding the stations. It would provide flexible first/last mile service to multiple regional routes. The Sandy/Cottonwood Heights Innovative Mobility Zone would offer service 7 days a week.



N/A

Capital Costs (2023\$)



\$1,350,000

Annual O&M Costs (2023\$)



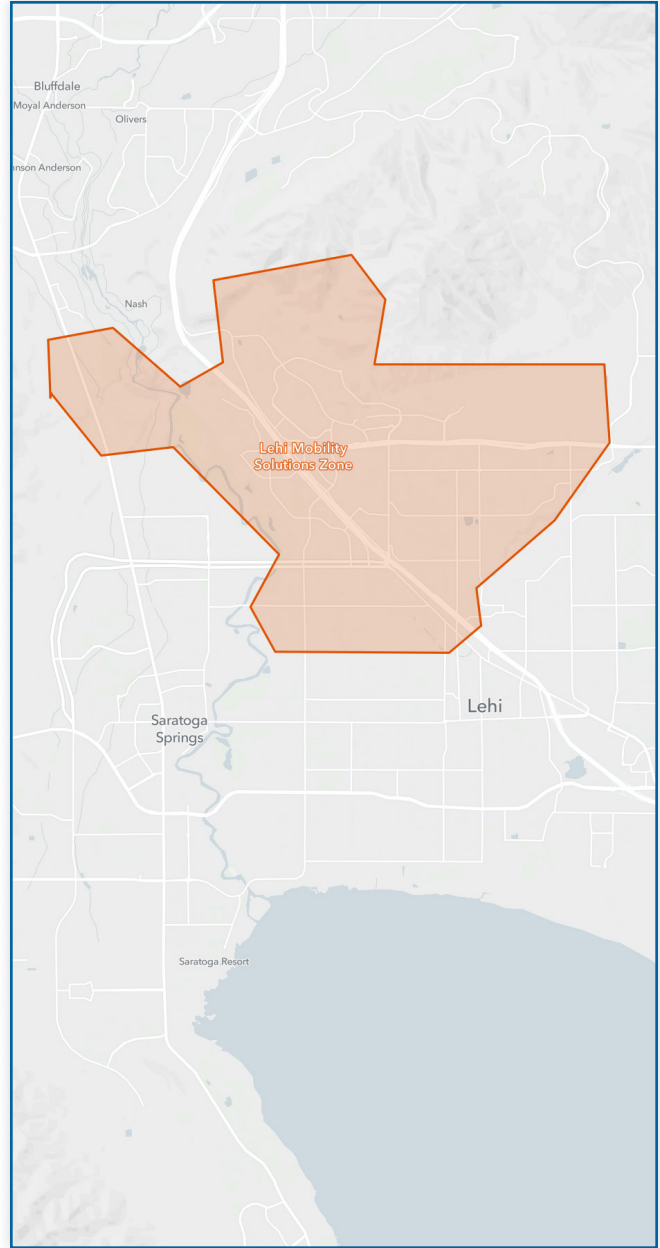
Implement Lehi Innovative Mobility Zone

Location, Priority, and Phasing

County	Utah
MPO	MAG
RTP Implementation Year:	Route not in RTP
Phase 1 Priority (2023-2032):	Medium

Description

Lehi would receive a new Innovative Mobility Zone, which would include on-demand service, as well as provisions for new non-motorized connections between the Lehi FrontRunner Station and the commercial activity surrounding the station. It would provide flexible first/last mile service to multiple regional routes. The Lehi Innovative Mobility Zone would offer service 7 days a week.



N/A

Capital Costs (2023\$)



\$1,260,000

Annual O&M Costs (2023\$)

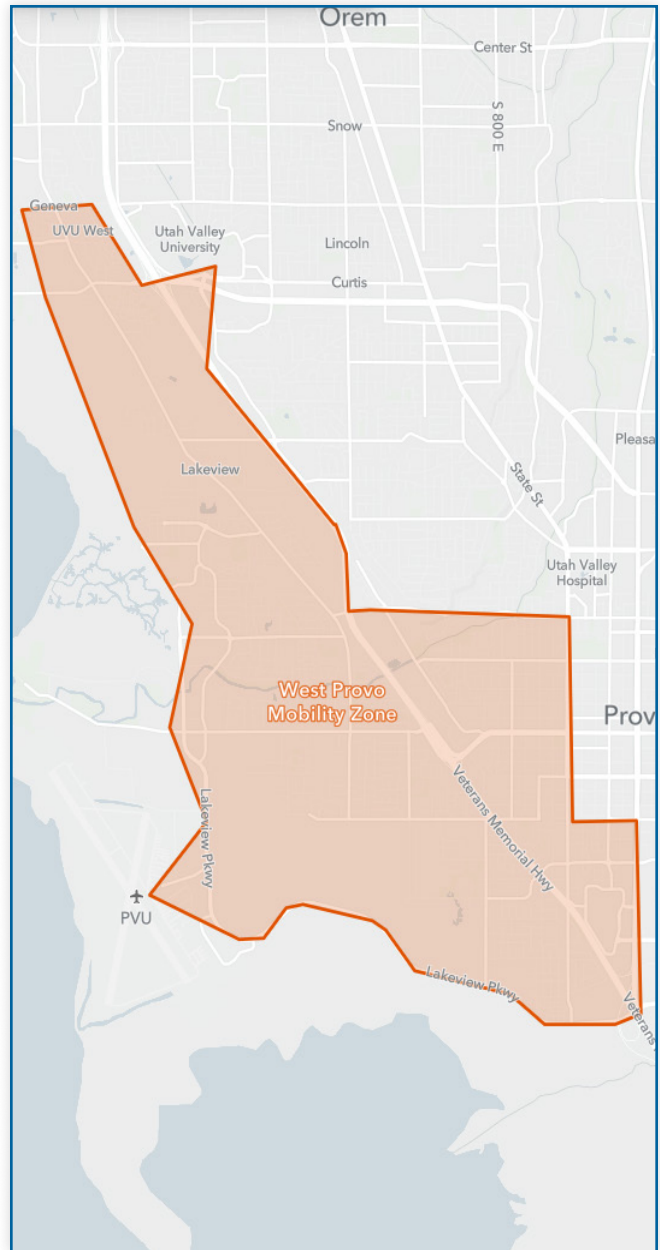
Implement West Provo Innovative Mobility Zone

Location, Priority, and Phasing

County	Utah
MPO	MAG
RTP Implementation Year:	Route not in RTP
Phase 1 Priority (2023-2032):	Medium

Description

West Provo would receive a new Innovative Mobility Zone, which would include on-demand service, as well as provisions for new non-motorized connections serving the Provo and UVU FrontRunner Stations and activity centers surrounding the stations. It would provide flexible first/last mile service to multiple regional routes. The West Provo Innovative Mobility Zone would offer service 7 days a week.



N/A

Capital Costs (2023\$)



\$1,350,000

Annual O&M Costs (2023\$)

