



UTAH  
UT



2023 - 2027  
FIVE-YEAR  
SERVICE PLAN





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# PLAN OVERVIEW



## OVERVIEW

# WHAT IS THE FIVE-YEAR SERVICE PLAN?





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

To learn more, take a look at the current Five-Year Service Plan for 2023-2027: [www.rideuta.com/FYSP](http://www.rideuta.com/FYSP)<sup>1</sup>

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

## PLAN GOALS

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

 <p><b>FOCUS SERVICE</b></p> <p><i>Align UTA's service network with new projections of available revenue</i></p>	 <p><b>IMPROVE RIDERSHIP</b></p> <p><i>Achieve higher ridership long-term by aligning service with emerging travel patterns</i></p>	 <p><b>INCREASE RELIABILITY</b></p> <p><i>Strengthen customer confidence in UTA by ensuring public transit is available when and where people need it</i></p>	 <p><b>ENGAGE THE COMMUNITY</b></p> <p><i>Support community engagement with the public by soliciting feedback that is need-based and specific</i></p>
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<sup>1</sup> Permalink: <https://maps.rideuta.com/portal/apps/storymaps/stories/41190971467544baa61d71bacdf4ad67>



# OVERVIEW

## PLANNING FOR THE FUTURE

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

- [Salt Lake & Tooele Counties](#)
- [Box Elder, Weber & Davis Counties](#)
- [Utah County](#)

## Constraints

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





## OVERVIEW

# GUIDING PRINCIPLES



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### SYSTEM-WIDE PLANNING

*This plan maximizes regional connectivity by emphasizing links between modes and geographic areas.*



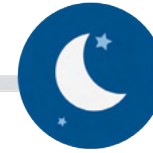
### ALL-DAY SERVICE

*More service means more transit available when you need it.*



### CORE ROUTE NETWORK

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



### EXPANDED HOURS

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



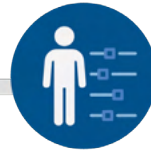
### TRANSIT EQUITY

*Expand access to opportunities through transit.*



### INNOVATIVE SOLUTIONS & NEW TECHNOLOGIES

*Innovative transportation zones create opportunities for mobility and connection in areas less amenable to traditional public transit.*



### SERVICE CHOICES

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



### THE PATH AHEAD FOR FUTURE PROJECTS

*Exciting new services are coming, and this plan is a step toward them.*



## OVERVIEW

# UTA'S PLANNING PROCESS

## How and When the Plan Happens

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

- Strategic Planning
- Service Planning
- Operations Planning
- Implementation

### STRATEGIC PLANNING

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

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

### SERVICE PLANNING

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

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



### OPERATIONS PLANNING

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

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

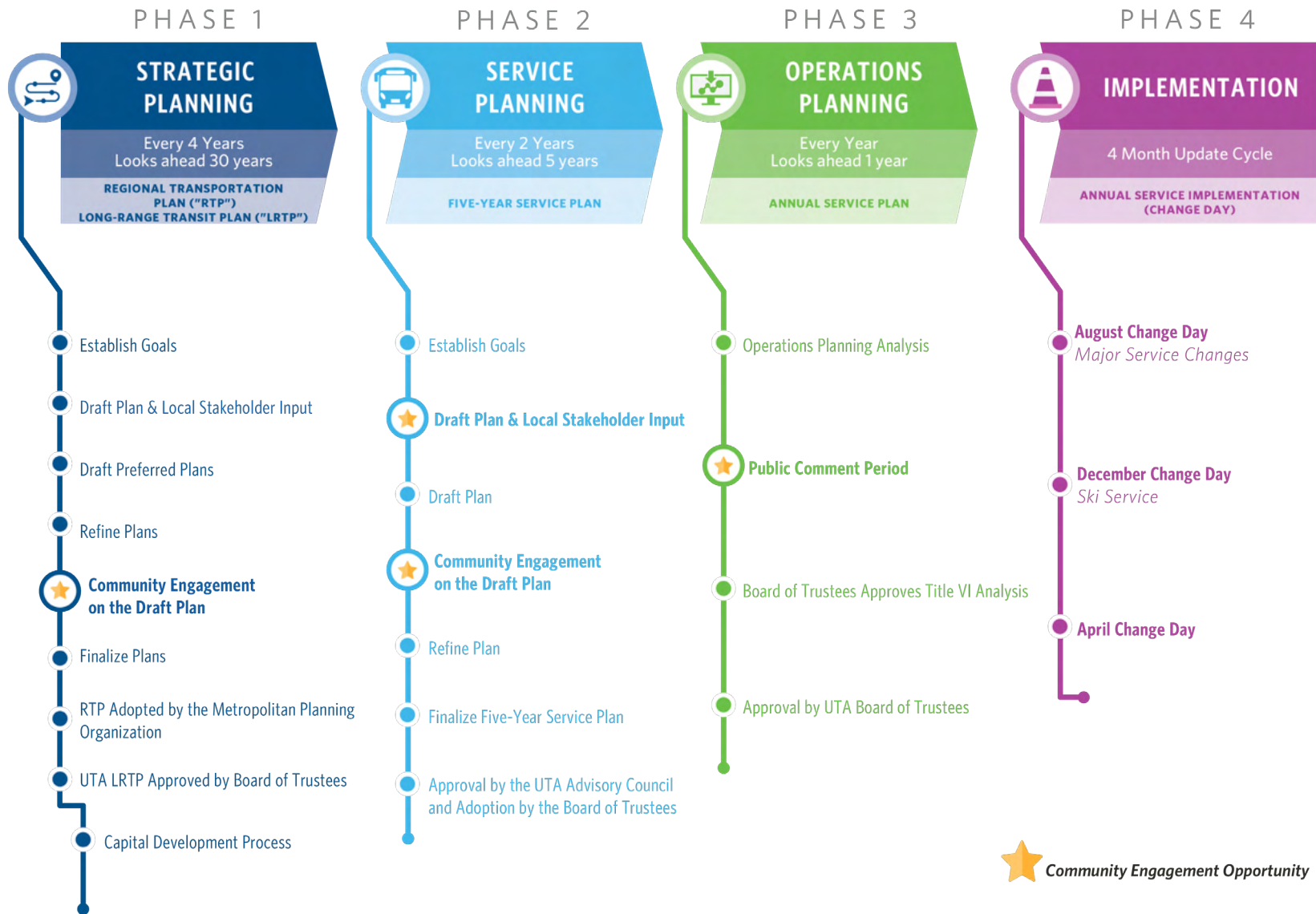
### IMPLEMENTATION

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

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



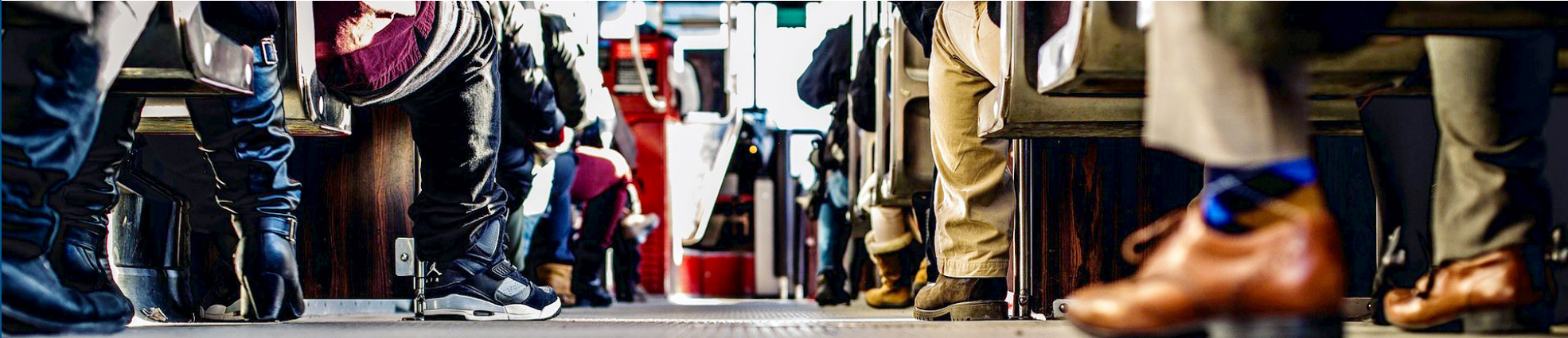
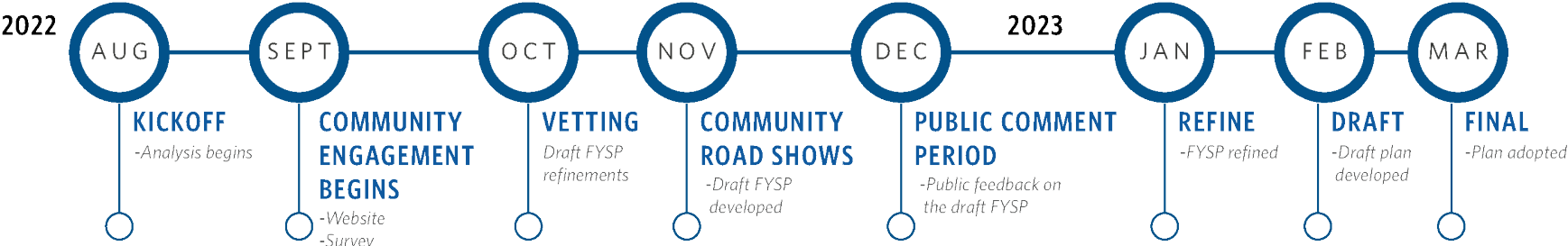
# OVERVIEW





OVERVIEW

TIMELINE







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# COMMUNITY ENGAGEMENT



## COMMUNITY ENGAGEMENT

### TRANSIT NEEDS SURVEY



**3,224**

Survey Responses Received

### SUBSCRIBERS, COMMUNITY, & CITY NOTIFICATIONS & COMMUNICATIONS



**400+**

Contacts and multiple email blasts

### ENGAGED MEDIA OUTLETS



**3+**

Local media outlets published stories on the FYSP, and numerous cities highlighted the FYSP on their websites

### SOCIAL MEDIA & WEBSITE



**24**

Posts

**5,200**

Website hits

**75,000**

Impressions

### STAKEHOLDER, PUBLIC, & COMMUNITY MEETINGS



**15+**

Meetings with groups including County Councils of Government, stakeholders, community partners, other groups, and a virtual open house

### PUBLIC COMMENT PERIOD



**298**

Total Comments Received



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## Key Themes

RIDERSHIP AT-A-GLANCE

### MAJORITY OF RESPONDENTS (75%) RIDE TRANSIT

- Most ride because it's economical, good for the community/environment, and they don't have to deal with parking



### MOST COMMON REASONS WHY RESPONDENTS DON'T RIDE

- Transit is inconvenient
- Doesn't go where they want to go, or transit isn't easy to get to



### EXPANDING COVERAGE & SERVICE

- Southwest Salt Lake County (Riverton/Herriman/Bluffdale)
- West Salt Lake County
- Utah County
- Underserved communities



### OVERALL IMPROVEMENTS TO FREQUENCY, RELIABILITY, & TRAVEL TIMES

- Also transit stop/station improvements, more partnerships, and faster transition to renewable energy sources
- Free fare



### ADDING SERVICE

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



### SAFETY & SECURITY CONCERNS

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



### ADA & OTHER ACCESSIBILITY CONCERNS

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



### TECHNOLOGY & TICKETING

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





## COMMUNITY ENGAGEMENT

*This section provides an overview of the FYSP community engagement efforts. For more information, see the FYSP Public Involvement Report located at [www.rideuta.com/FYSP](http://www.rideuta.com/FYSP)<sup>1</sup>*

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

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

tools give residents and communities opportunities to shape service changes and regional improvements.

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

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

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

<sup>1</sup> Permalink: <https://maps.rideuta.com/portal/apps/storymaps/stories/41190971467544baa61d71bacdf4ad67>





### Public Comment Period

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

### Virtual Public Meeting

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

### Survey

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

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

### Public Engagement Consideration



## COMMUNITY ENGAGEMENT

### FREQUENTLY ASKED QUESTIONS

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

#### Q. What is the Five-Year Service Plan?

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

#### Q. Why is it important?

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

#### Q. How does it fit into the larger picture?

**A.** *The path ahead for public transit has many partners and many moving parts. UTA conducts this process in four phases:*

**Strategic Planning:** *Looks long-range and high-level. Coordinates with regional transportation plans and looks ahead 30 years.*

**Service Planning:** *looks ahead Five-Years and develops the Five-Year Service Plan.*

**Operations Planning:** *Translates service changes into guidance for transit operations.*

**Implementation:** *all final transit service changes become active on one of UTA’s Change Days, which occur every April, August, and December. The Five-Year Service Plan falls under Phase 2: Service Planning. However, it is only one part of a larger process. Each phase coordinates with the other three phases to create a consistent set of plans for the path ahead.*

#### Q. Is this UTA’s first Five-Year Service Plan?

**A.** *No. The 2021-2025 Five-Year Service Plan was adopted in 2021, and more information can be found [here](#). UTA updates the Five-Year Service Plan every two years to incorporate the best available information.*

#### Q. What do you want from me?

**A.** *UTA would like your input to help develop the Five-Year Service Plan and the vision beyond Five-Years. Learn more about the Five-Year Service Plan and get involved by leaving comments, submitting the transit needs survey, signing up for email updates, and participating in the upcoming public comment period. Visit [rideuta.com/FYSP](https://rideuta.com/FYSP) to get involved, ask questions, and stay in touch. The survey will take about 10 minutes and asks about community priorities and values related to transit service, including bus, TRAX, and FrontRunner.*

#### Q. Why should I get involved?

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



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## COMMUNITY ENGAGEMENT

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

### Q. How does this relate to the Gondola?

**A.** This doesn't involve the gondola at all. The Five-Year Service Plan and UTA service changes in general, are separate from the Utah Department of Transportation. The Little Cottonwood Canyon Transportation study, which the gondola is a part of, is a separate effort being led by UDOT.

### Q. What's up with the December 2022 Suspended Services?

**A.** UTA, like many other places nationwide, is experiencing significant staffing shortages. We simply don't have enough bus drivers to drive the routes we operated prior to December 2022. We can't provide the same level of service to communities without enough bus drivers. We are working to increase operator incentives and recruiting efforts now. But that means we have to make several emergency bus service adjustments on December Change Day, impacting Weber, Davis, and Salt Lake counties and service to Summit County. Read more about the emergency changes in December, including how UTA plans to address operator shortages: [rideuta.com/ChangeDay](https://rideuta.com/ChangeDay).

### Q. Wait, first service was expanded, then you announced service was being suspended, now you're saying that you're expanding service again?

**A.** The Five-Year Service Plan sets out a plan for the future and guides decision-making. It does not mean that a specific service change or increase is happening yet. Many factors influence UTA's plans and ability to deliver service. However, the Five-Year Plan provides us with a forward-looking plan so we can be prepared should circumstances allow for service improvements.

### Q. Why do you cut routes?

**A.** The Planning team evaluates transit service and seeks to deliver transit service that serves the most people the best – this includes looking at factors such as population and employment density; service to communities that rely on transit the most; favorable market segments; street connectivity; rider and employee feedback; upcoming transit projects; and more. This sometimes results in reallocating resources to better serve the community as a whole. UTA also has finite resources and budgets and is limited by ongoing impacts, including staffing shortages and the COVID-19 pandemic. We know that cutting service has real impacts on real people. Therefore, we carefully consider any potential change's operational cost and feasibility.



### Q. How final is this draft Five-Year Service Plan?

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

### Q. Where can I find more information?

**A.** UTA has launched a website for the Five-Year Service Plan that is a repository of the latest information at [rideuta.com/fysp](https://rideuta.com/fysp). The website is constantly being updated, so please check back regularly.



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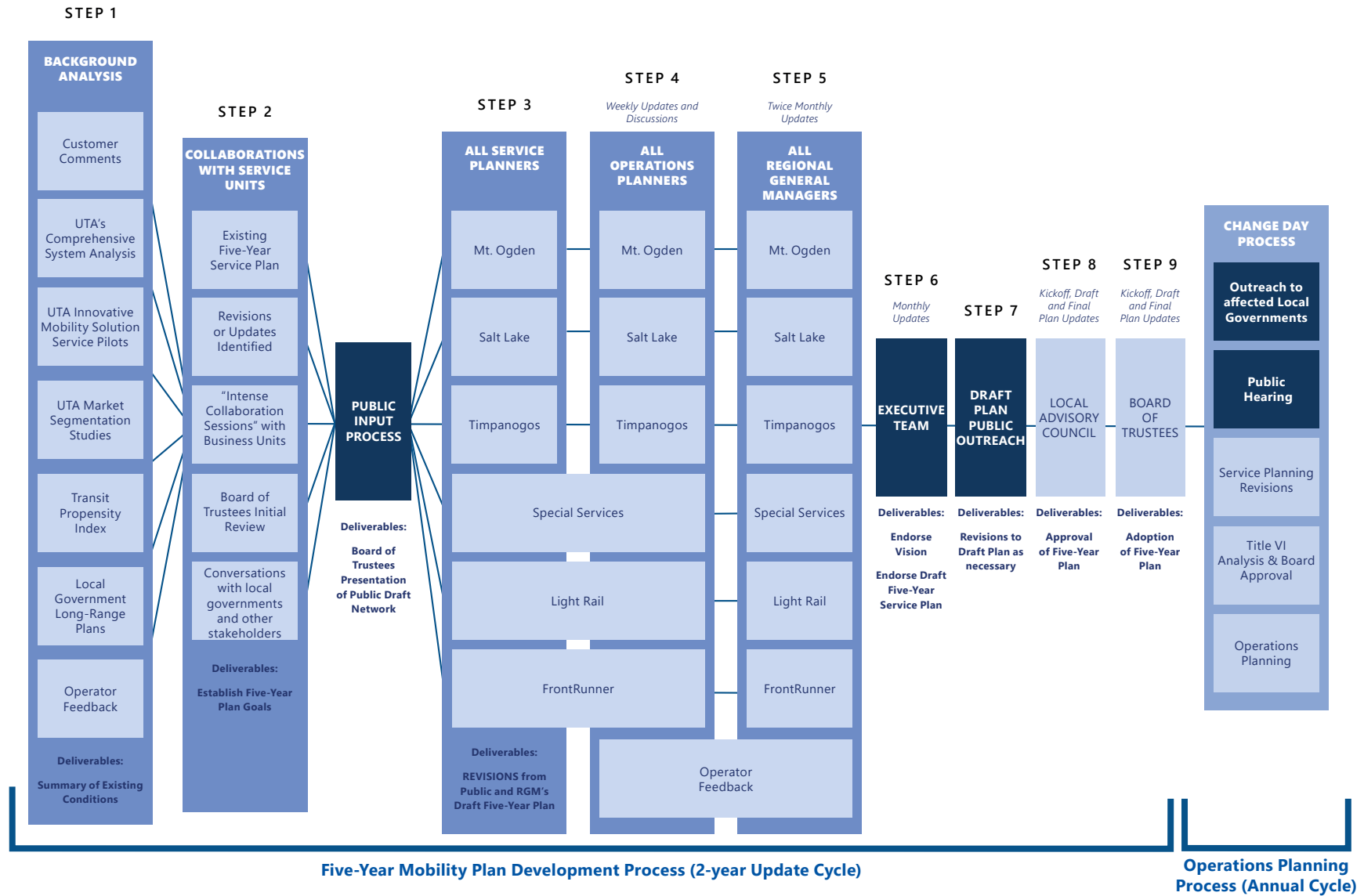




# DEVELOPMENT PROCESS



# FIVE-YEAR SERVICE PLAN DEVELOPMENT PROCESS







# THE PLAN

IN DETAIL



## THE PLAN - IN DETAIL

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

The following section outlines the updated draft plan for the Five-Year Service Plan by year. This is the framework upon which the plan is built, updated, and refined before final adoption and implementation. These components aren’t set in stone and will

undergo additional revisions and changes based on community feedback and other inputs following public comment. We carefully consider the operational cost and feasibility of any potential change. As this plan is updated, any additional service will be subject to available resources.

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

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

*Subject to change*

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

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



THE PLAN

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# AUGUST & DECEMBER 2023

*Added Service Hours: 54,059*

*Added Service Miles: 640,131*





## THE PLAN - AUGUST 2023

# PARK CITY/SALT LAKE CITY CONNECT

Discontinue Routes 901 and 902

High Valley Transit to operate Route 107



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## THE PLAN - AUGUST 2023

# BUS RAPID TRANSIT IN OGDEN

New OGX service replaces Routes 603 and 650



## THE PLAN - AUGUST 2023

# TRAX SERVICE IMPROVEMENTS

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



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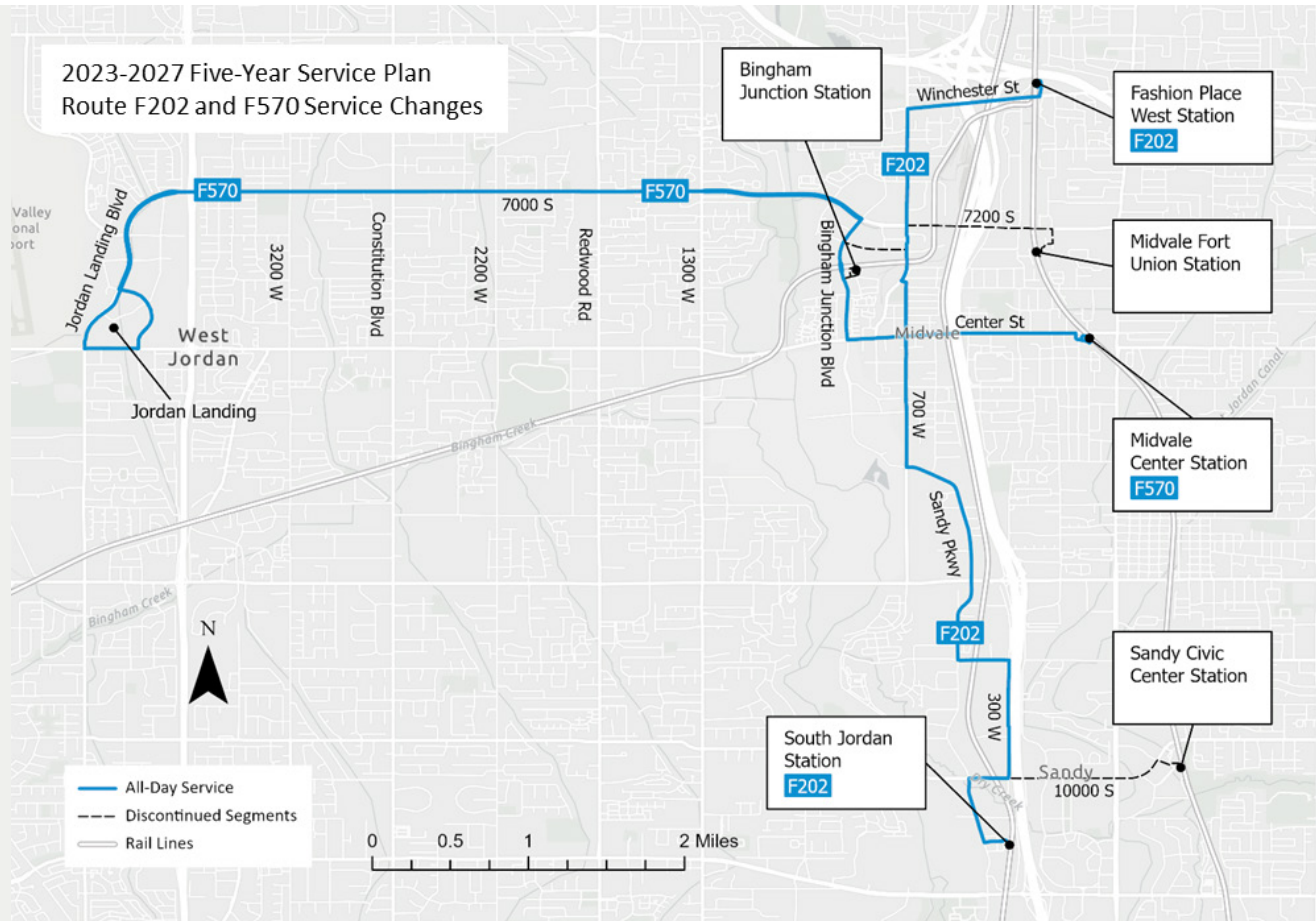
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# THE PLAN - AUGUST 2023

## FLEX ROUTE IMPROVEMENTS

Routes F202 and F570 adjusted to improve reliability, increase coverage

Additional stops on Route F638 within Brigham City





## THE PLAN - AUGUST 2023: CONTINGENT UPON RESOURCES & NEEDS

# SERVICE IMPROVEMENTS

Restore service on Routes 39, 201, and 218

Implement UVX service to Provo Airport



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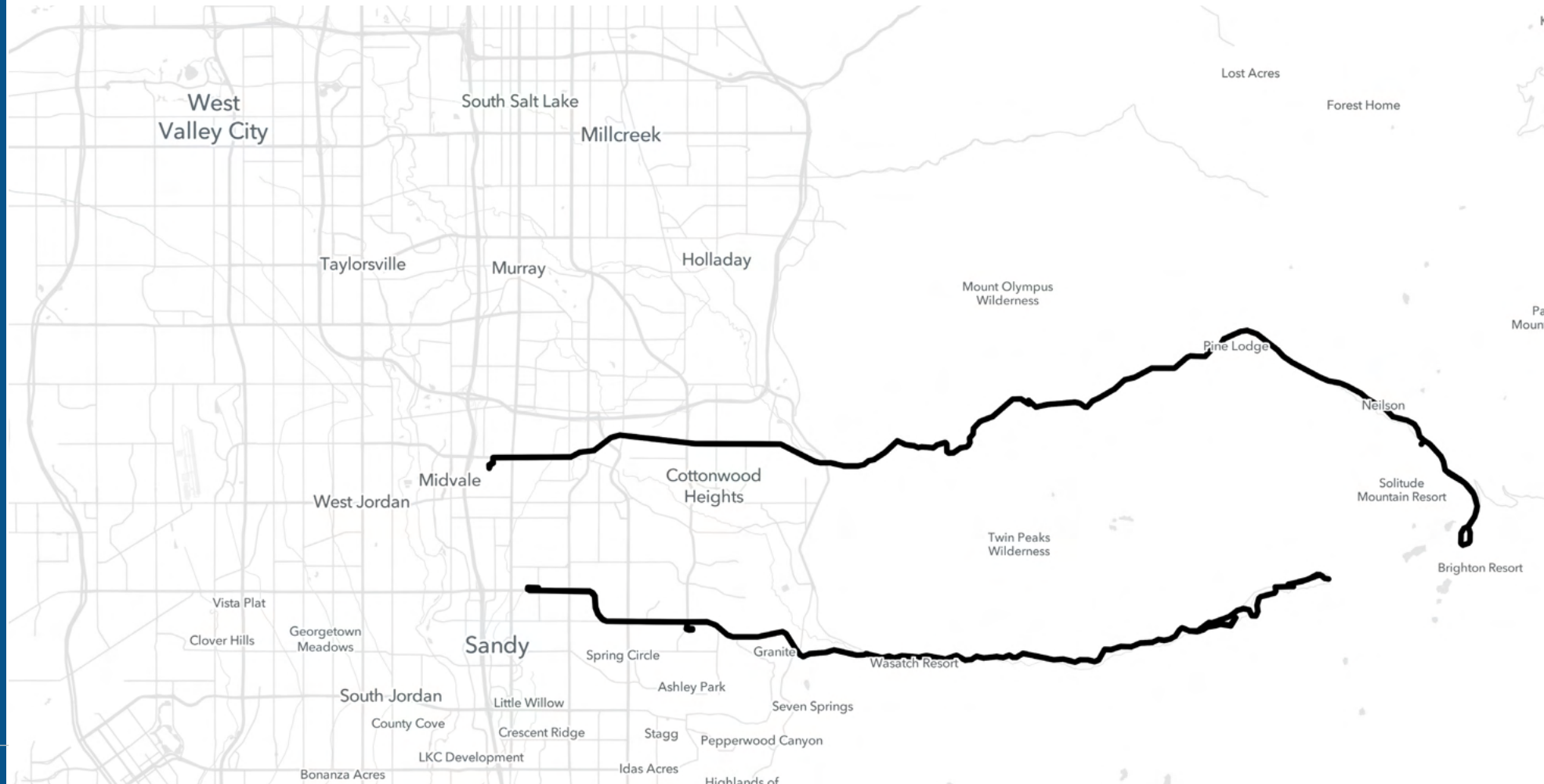
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## THE PLAN - DECEMBER 2023: CONTINGENT UPON RESOURCES & NEEDS

# SALT LAKE COUNTY SKI SERVICE

Increase service on Routes 972 and 994

Implement select trips on Route 953





## THE PLAN

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# AUGUST 2024



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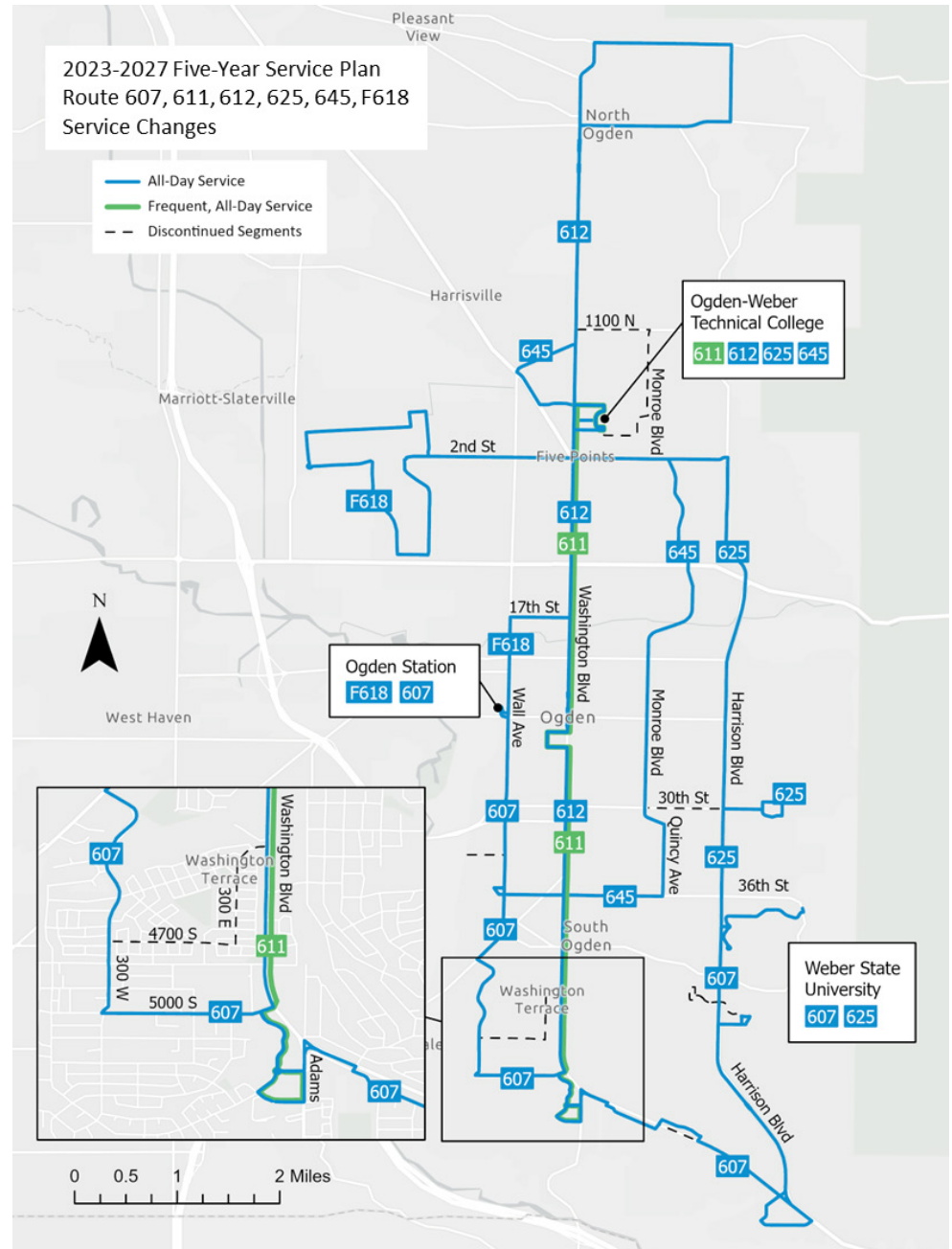
*Added Service Hours: 72,925*  
*Added Service Miles: 342,642*

# THE PLAN - AUGUST 2024

## OGDEN LOCAL

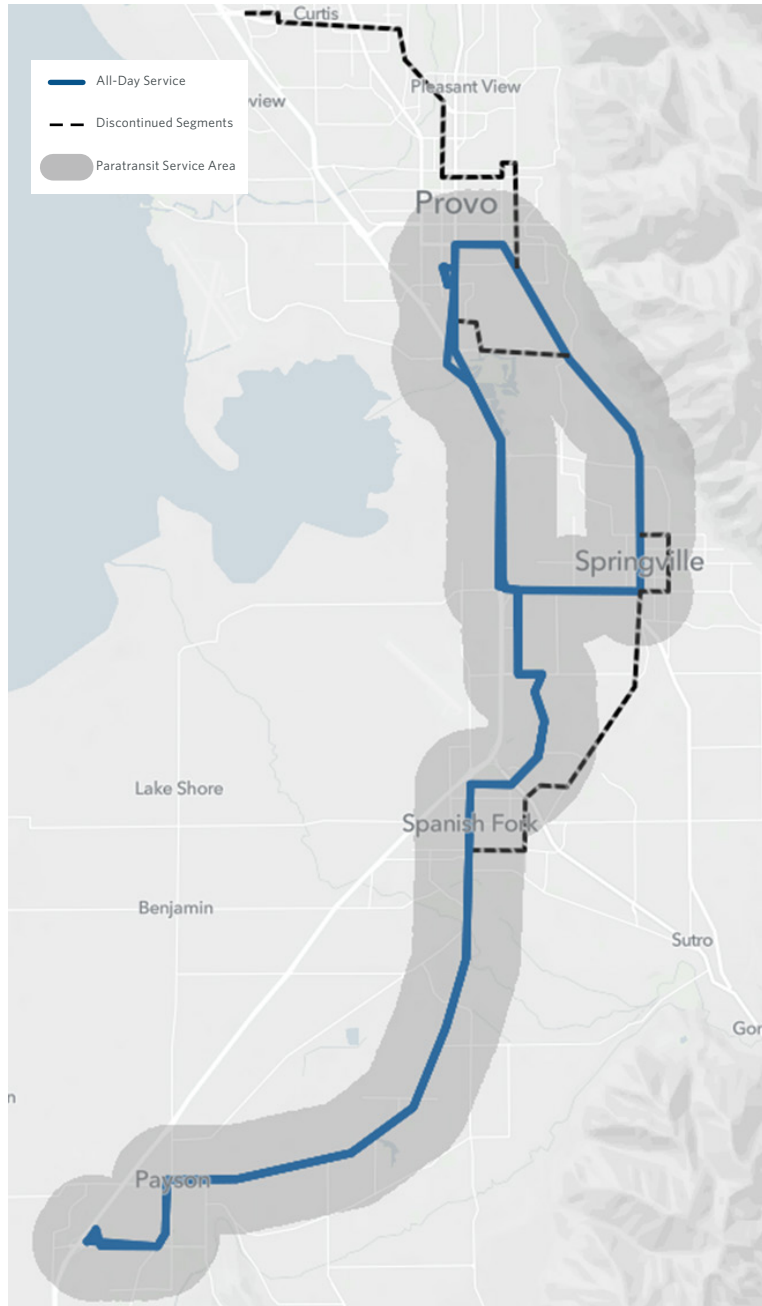
New Route 607 provides one seat ride to Weber State University, Wall Ave, and Ogden Station

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





## THE PLAN - AUGUST 2024



## SOUTH UTAH COUNTY

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

Adjustments to the Paratransit service area



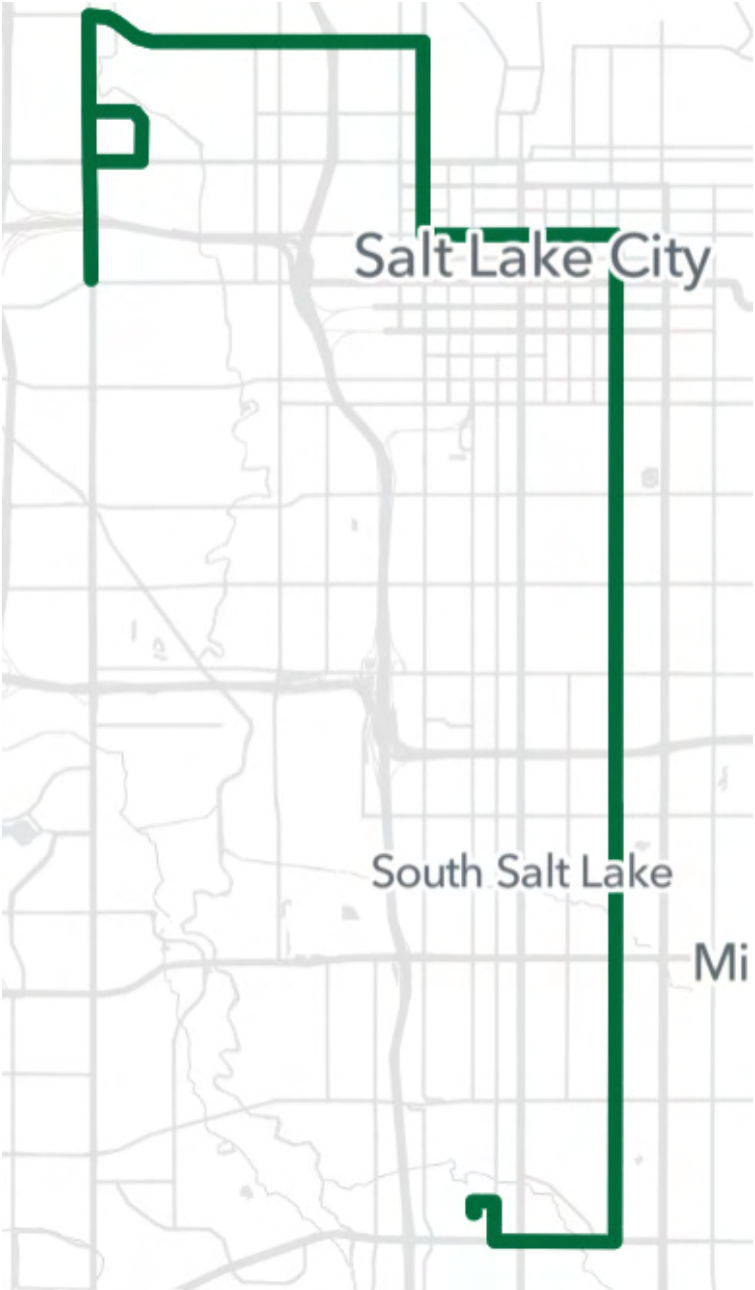
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THE PLAN - AUGUST 2024

# SALT LAKE COUNTY LOCAL

Increase frequency on Route 205





## THE PLAN - AUGUST 2025

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# AUGUST 2025



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*Added Service Hours: 28,197*  
*Added Service Miles: 190,265*

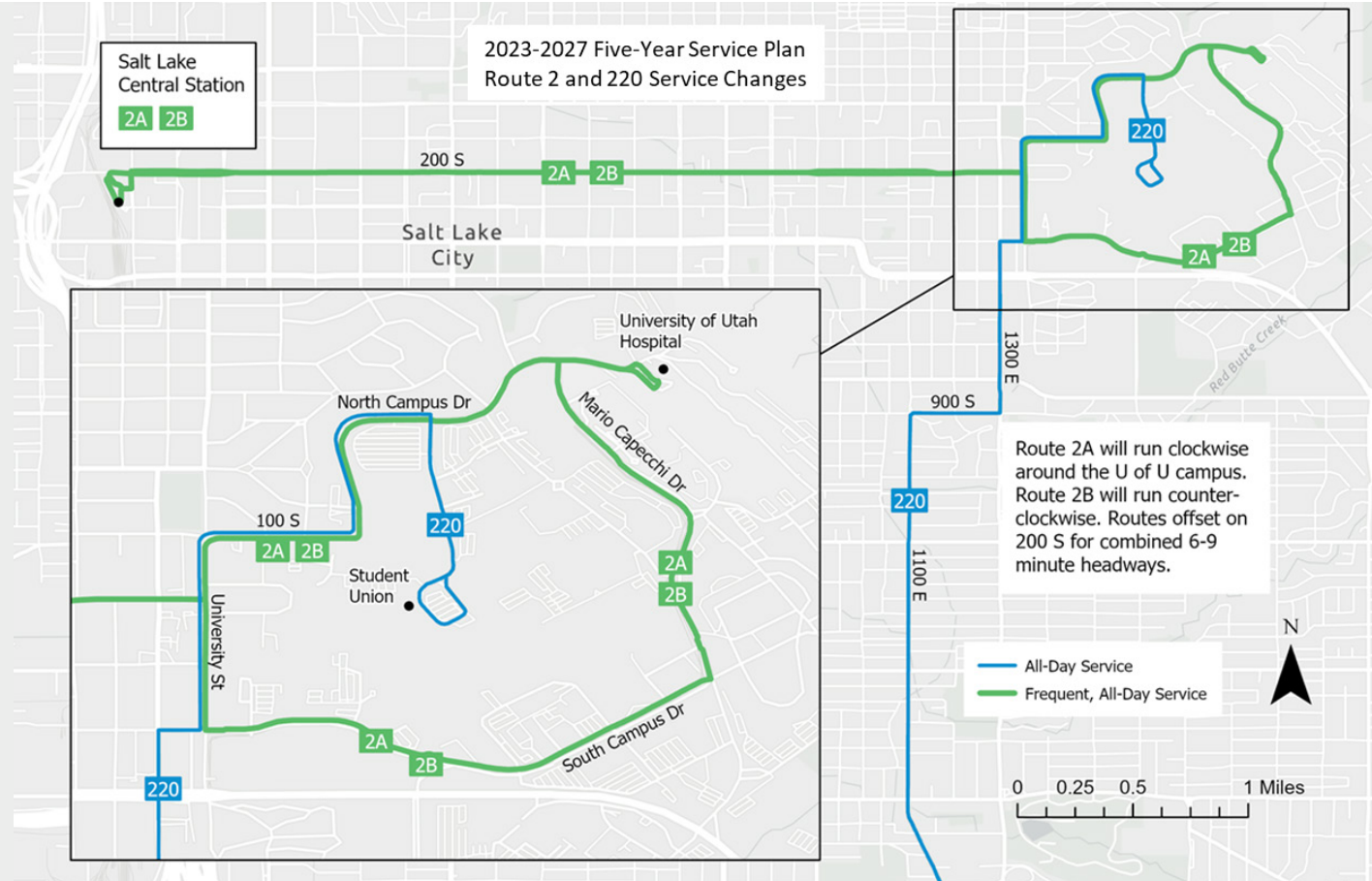
THE PLAN - AUGUST 2025

# SALT LAKE CITY - 200 SOUTH & UNIVERSITY OF UTAH

End Route 220 at the University of Utah

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

Replaces Route 2X





## THE PLAN - AUGUST 2026

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# AUGUST 2026



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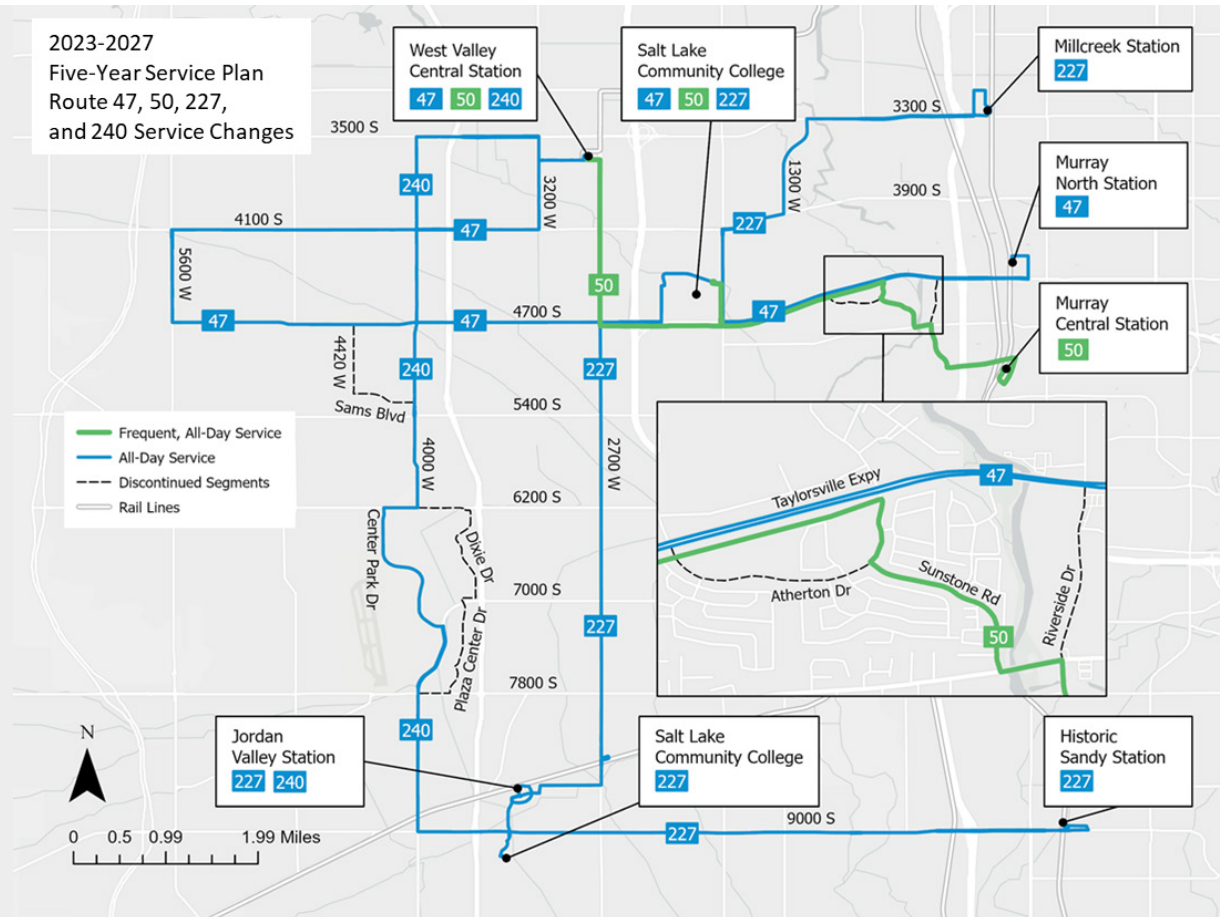
*Added Service Hours: 126,858*  
*Added Service Miles: 1,446,047*

# THE PLAN

## WEST SALT LAKE COUNTY - 3500 S TO 9000 S

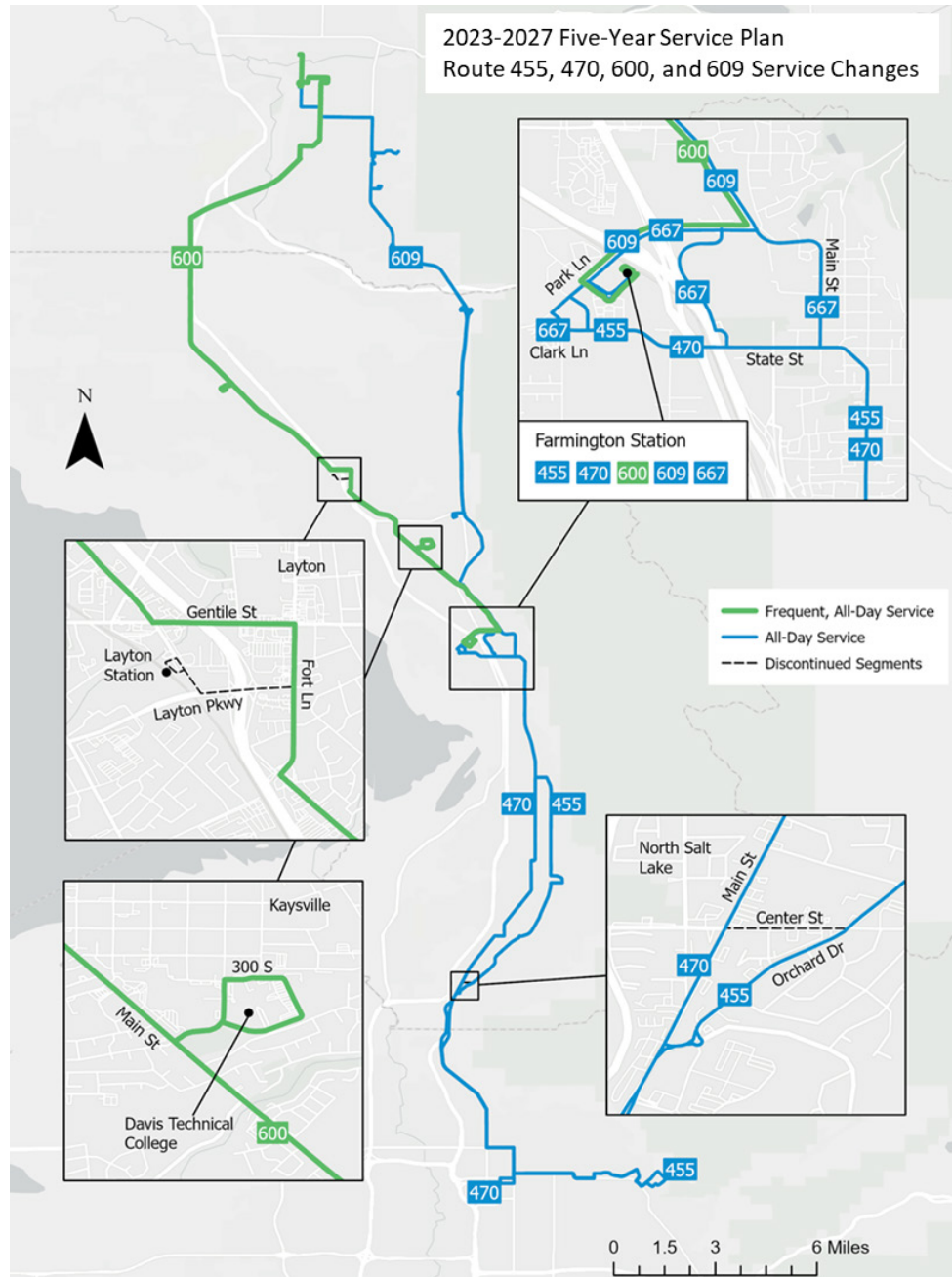
Route changes to prepare for Midvalley Connector

Route 227 extended to SLCC-WJ campus, SLCC-Redwood campus, and 9000 S





# THE PLAN - AUGUST 2026

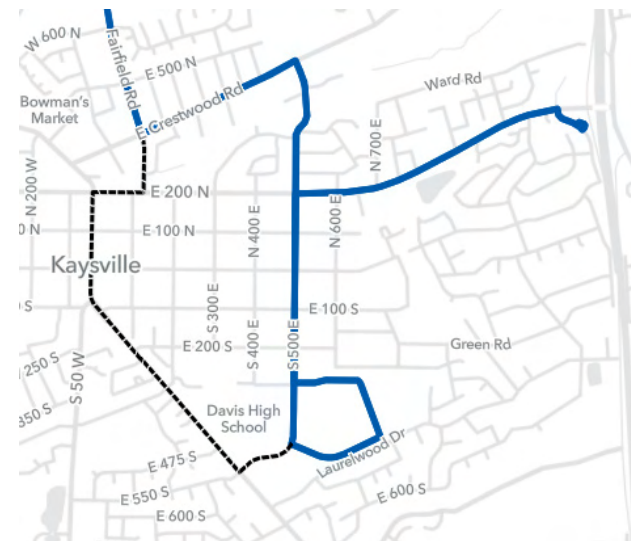


## SLC - OGDEN REGIONAL

Split Routes 455 and 470 at Farmington Station

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

Route 627 rerouted for additional connection at Fruit Heights Park 'n Ride



THE PLAN - AUGUST 2027

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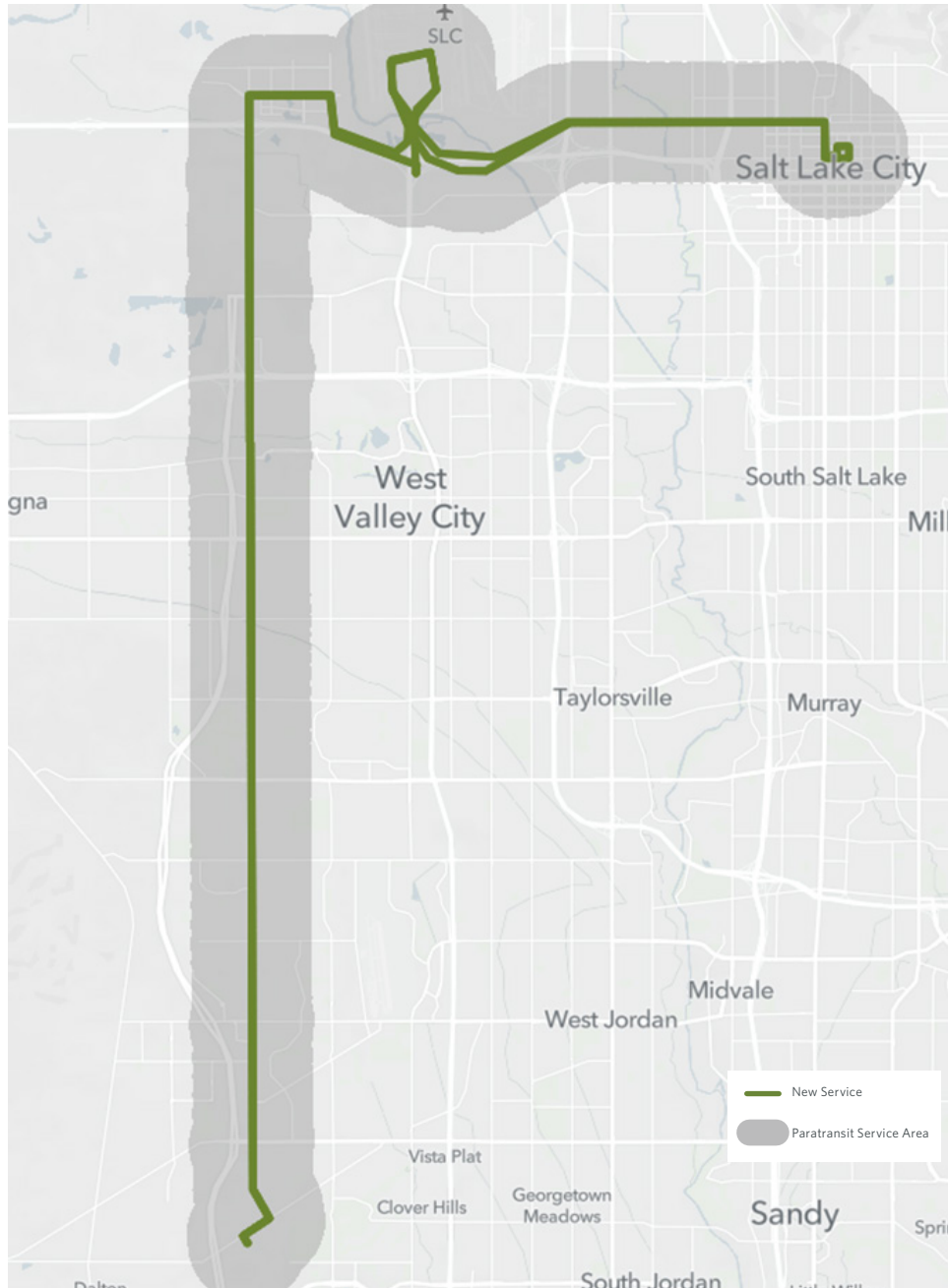
# AUGUST 2027



*Added Service Hours: 118,588*  
*Added Service Miles: 1,195,468*



## THE PLAN - AUGUST 2027



### WEST SL CO - 5600 W

New frequent service on 5600 W, the International Center, North Temple, and Downtown SLC

Increase to Paratransit Service Area



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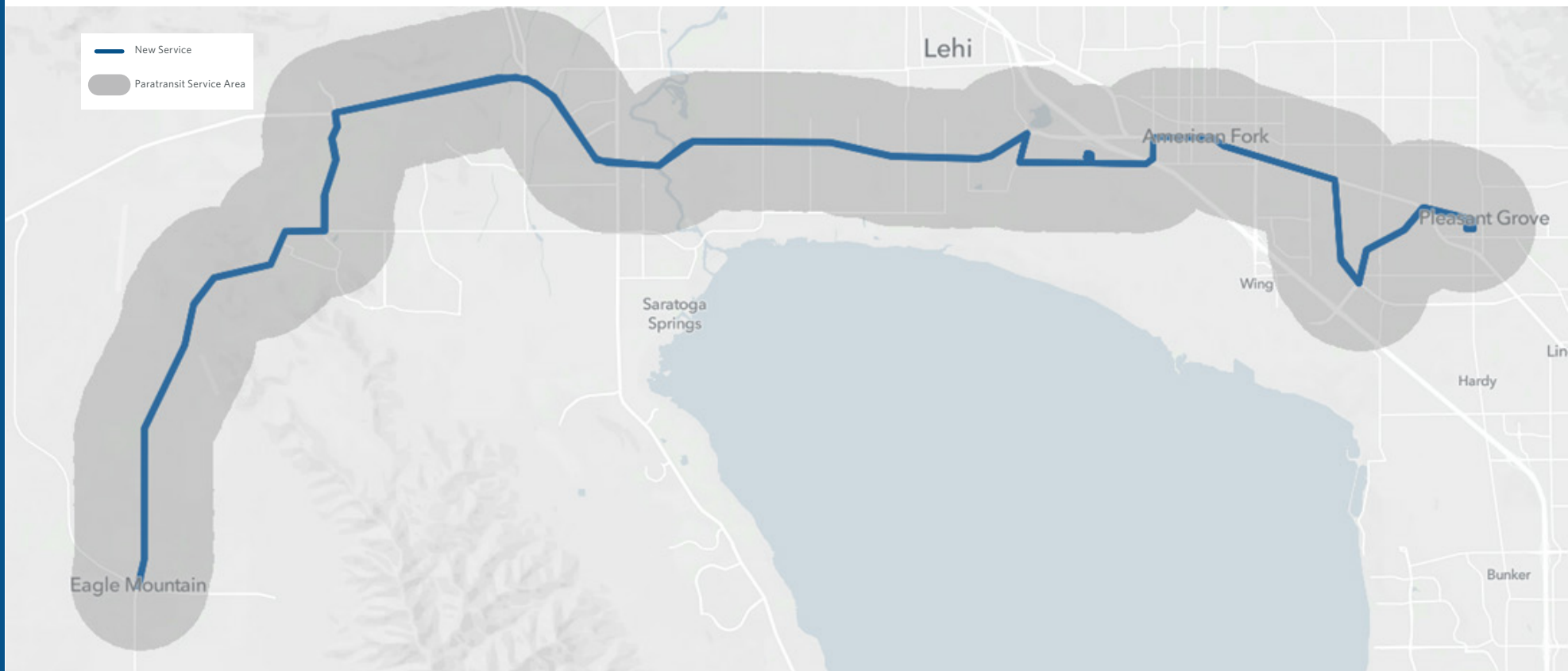
## THE PLAN - AUGUST 2027

# NORTHWEST UTAH COUNTY

New service on Pioneer Crossing and Pony Express Parkway

Route will serve new Park & Ride locations

Increase to Paratransit service area





## THE PLAN - VISION

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# VISION (LONGER TERM)

UNPHASED PROJECTS BEYOND FIVE YEARS



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VISION (LONGER TERM)

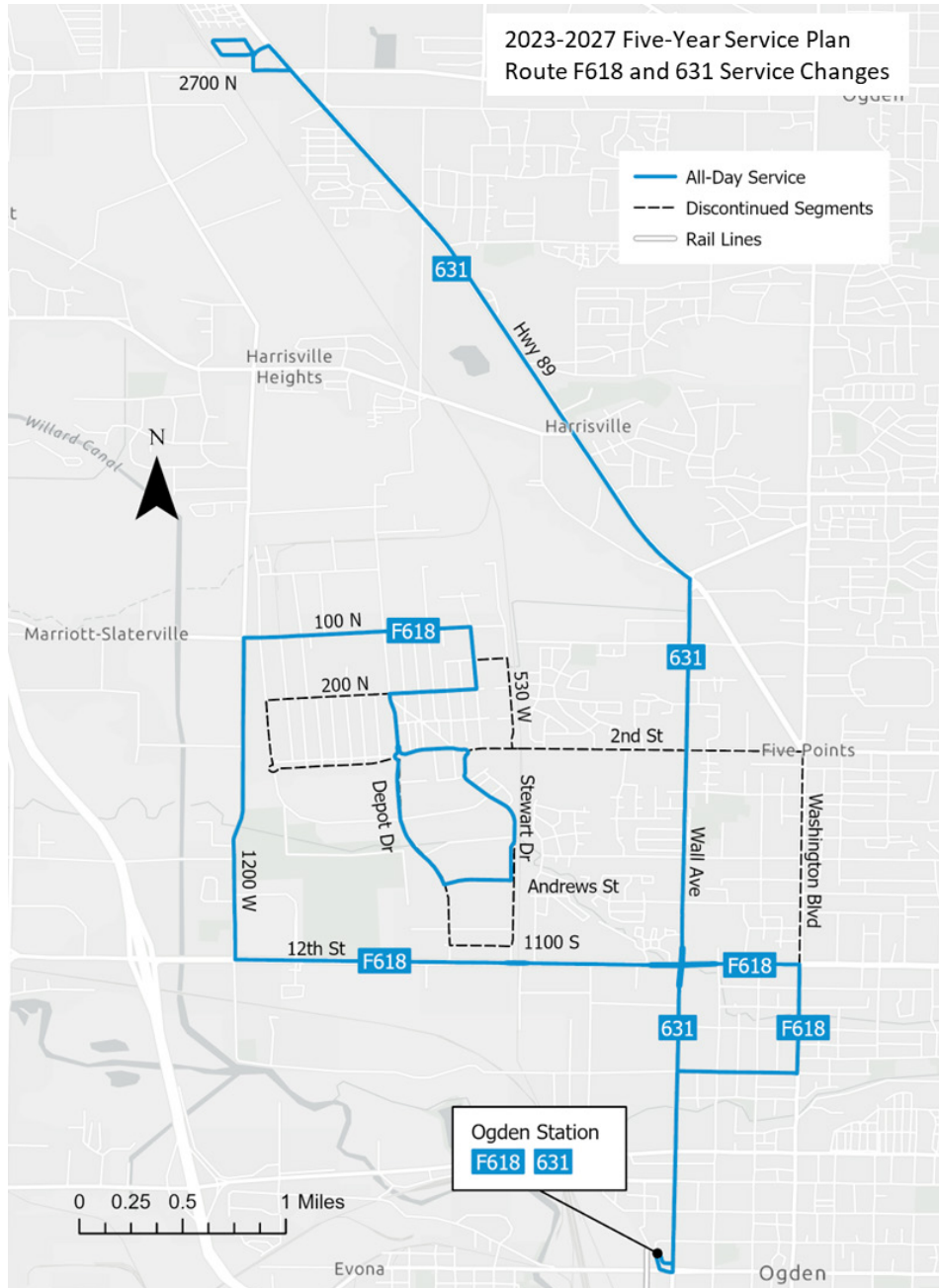
# FREQUENCY IMPROVEMENTS

Improved frequency on Routes 4, 17, 39, 45, 54, 62, 209, 223, and 850





## VISION (LONGER TERM)



## BDO & PLEASANT VIEW

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

New service between Pleasant View Station and Ogden Station

Deviation service on Route F618 replaces Paratransit in BDO



VISION (LONGER TERM)

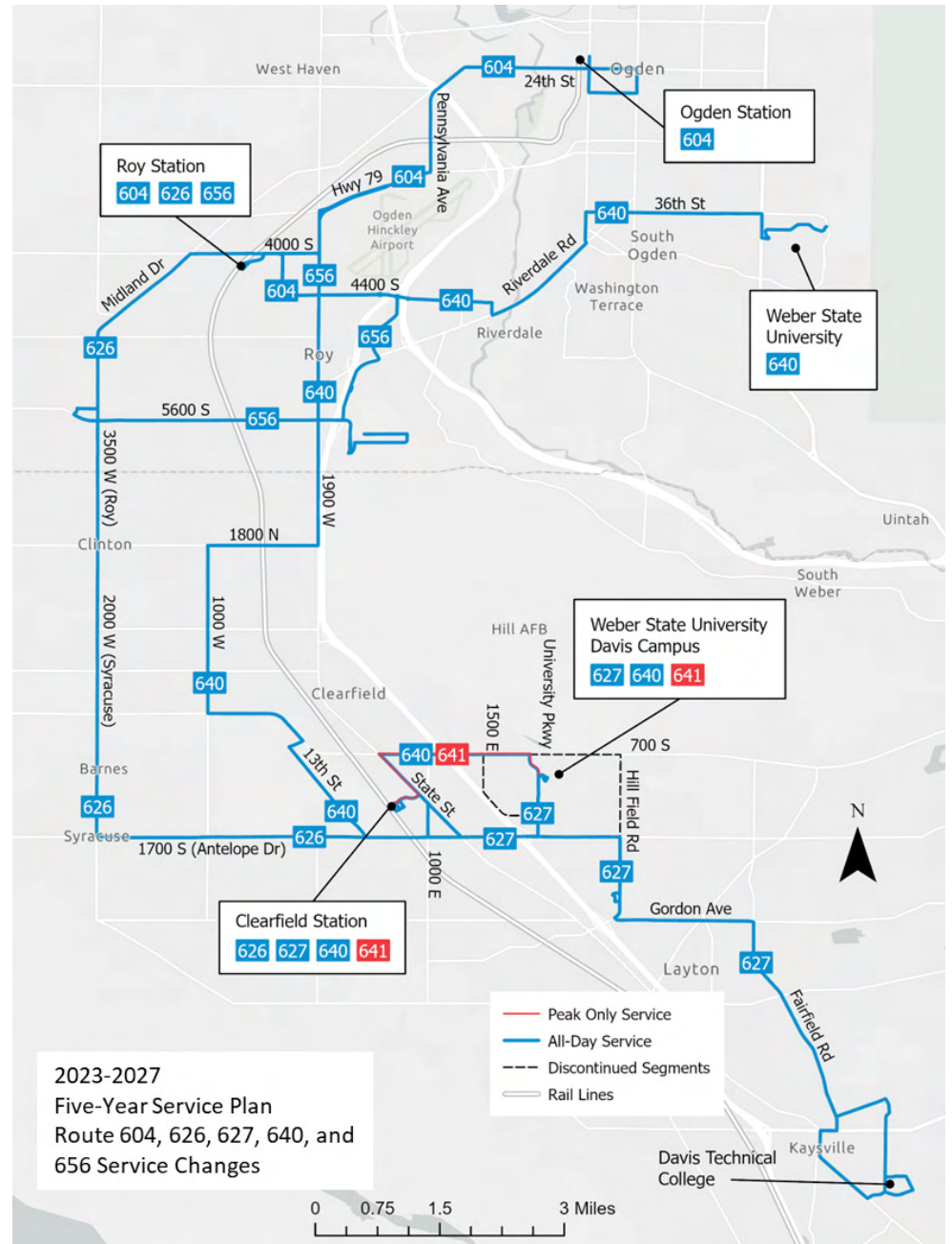
# NORTH DAVIS AND SOUTH WEBER COUNTY

New route serving Roy Innovation Center

Route 626 extended to Roy FrontRunner Station

Route 627 streamlined to Antelope Dr

Frequency improvements on Routes 604, 626, and 627





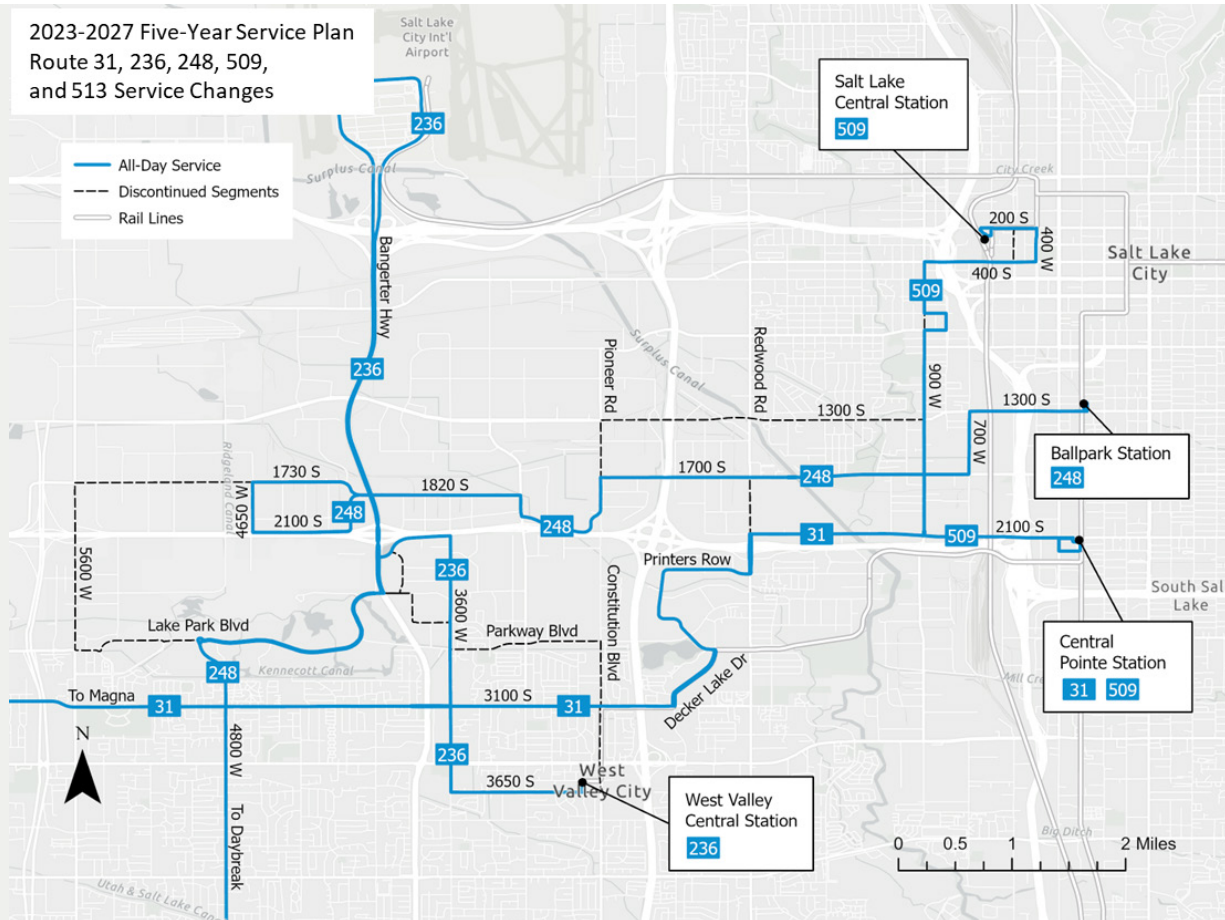
VISION (LONGER TERM)

# WEST SL CO - AIRPORT TO 3500 S

New service on 3100 S

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

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



VISION (LONGER TERM)

# SOUTH SALT LAKE COUNTY

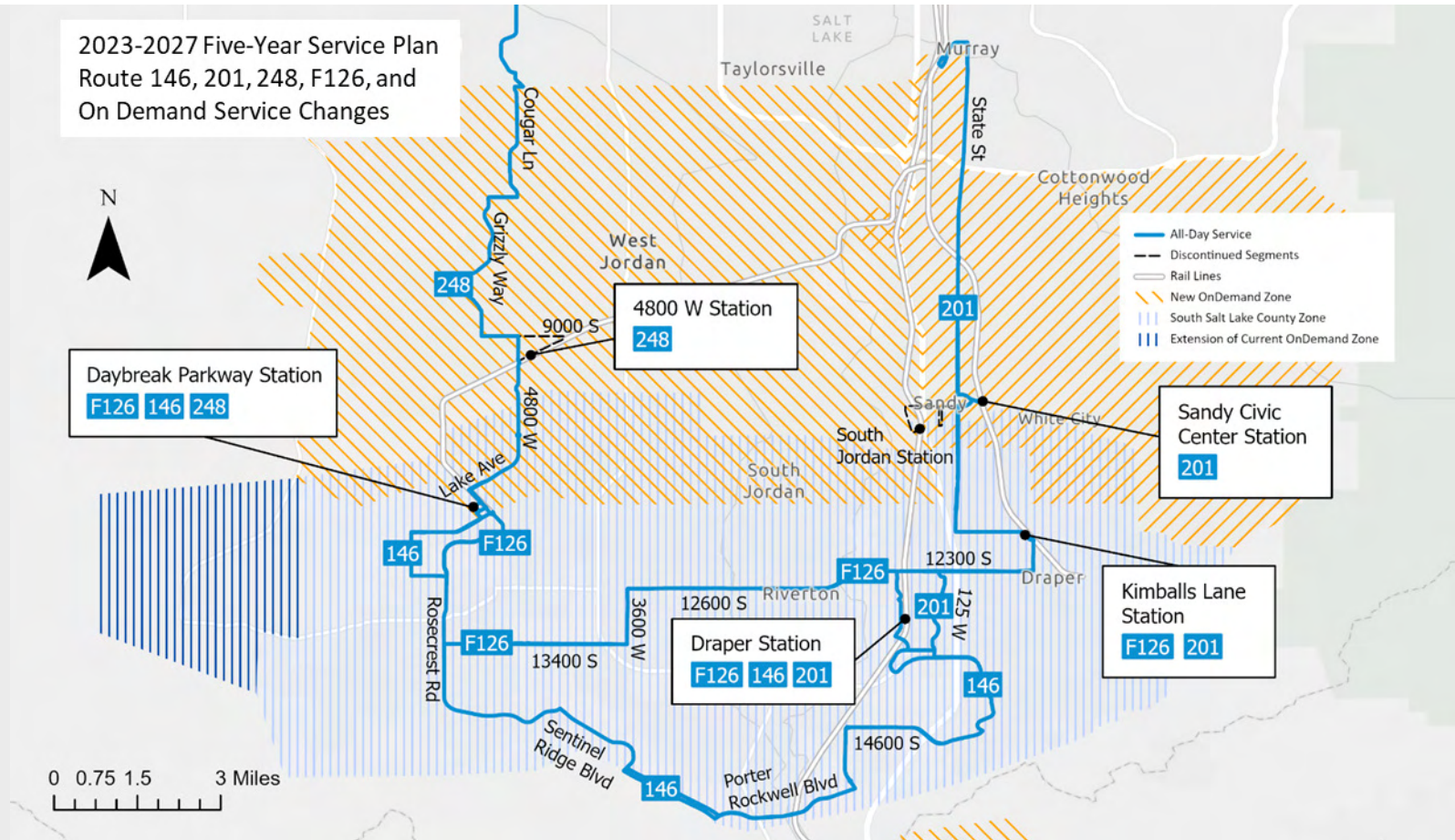
New UTA On Demand Zones

Increased fixed route service to handle demand

Increased Paratransit coverage

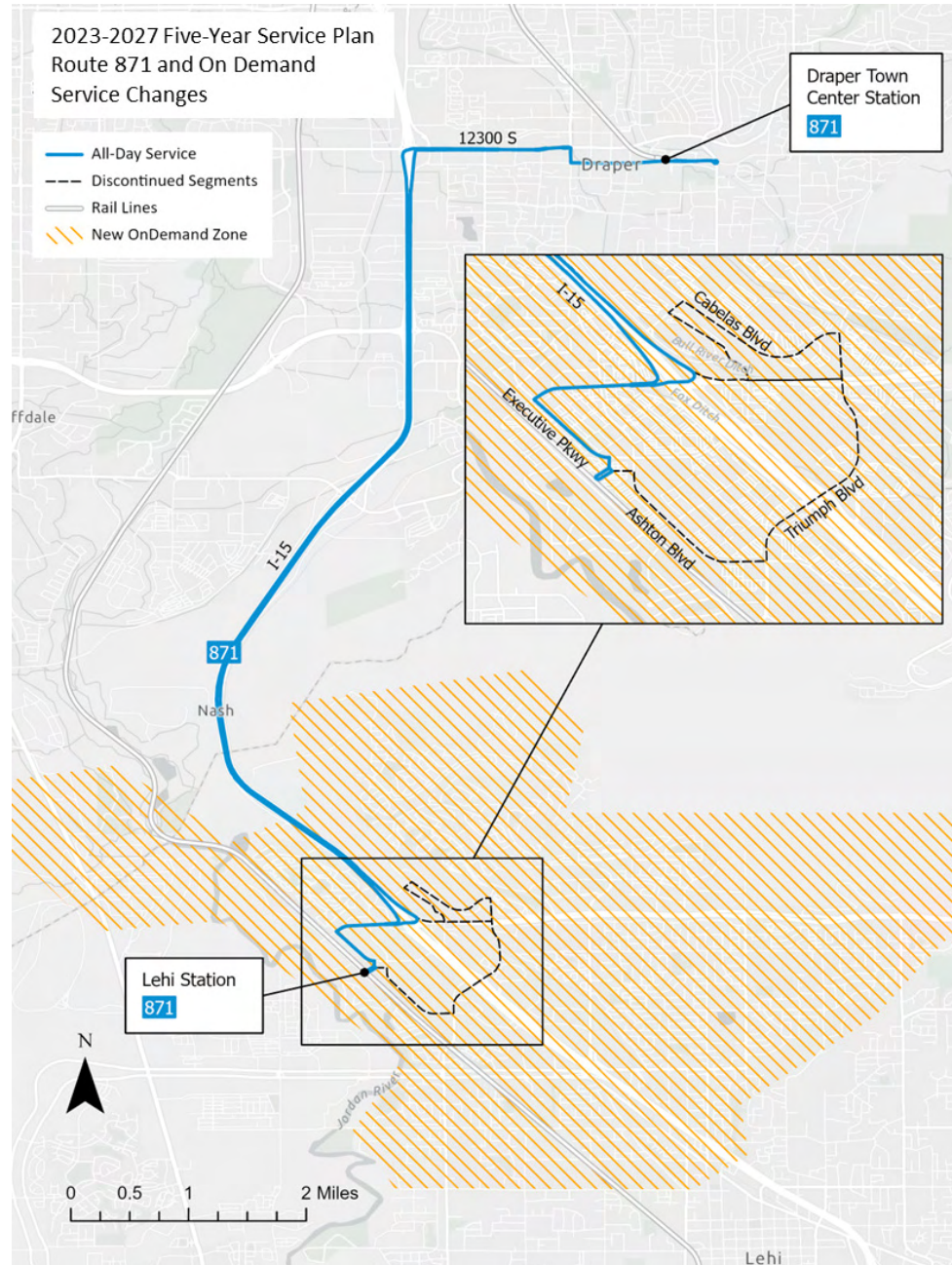


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## VISION (LONGER TERM)



## UTAH COUNTY - LEHI

### New UTA On Demand Zone

Route 871 streamlined between Lehi FrontRunner Station and Draper Town Center Station. Improved frequency.



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VISION (LONGER TERM)

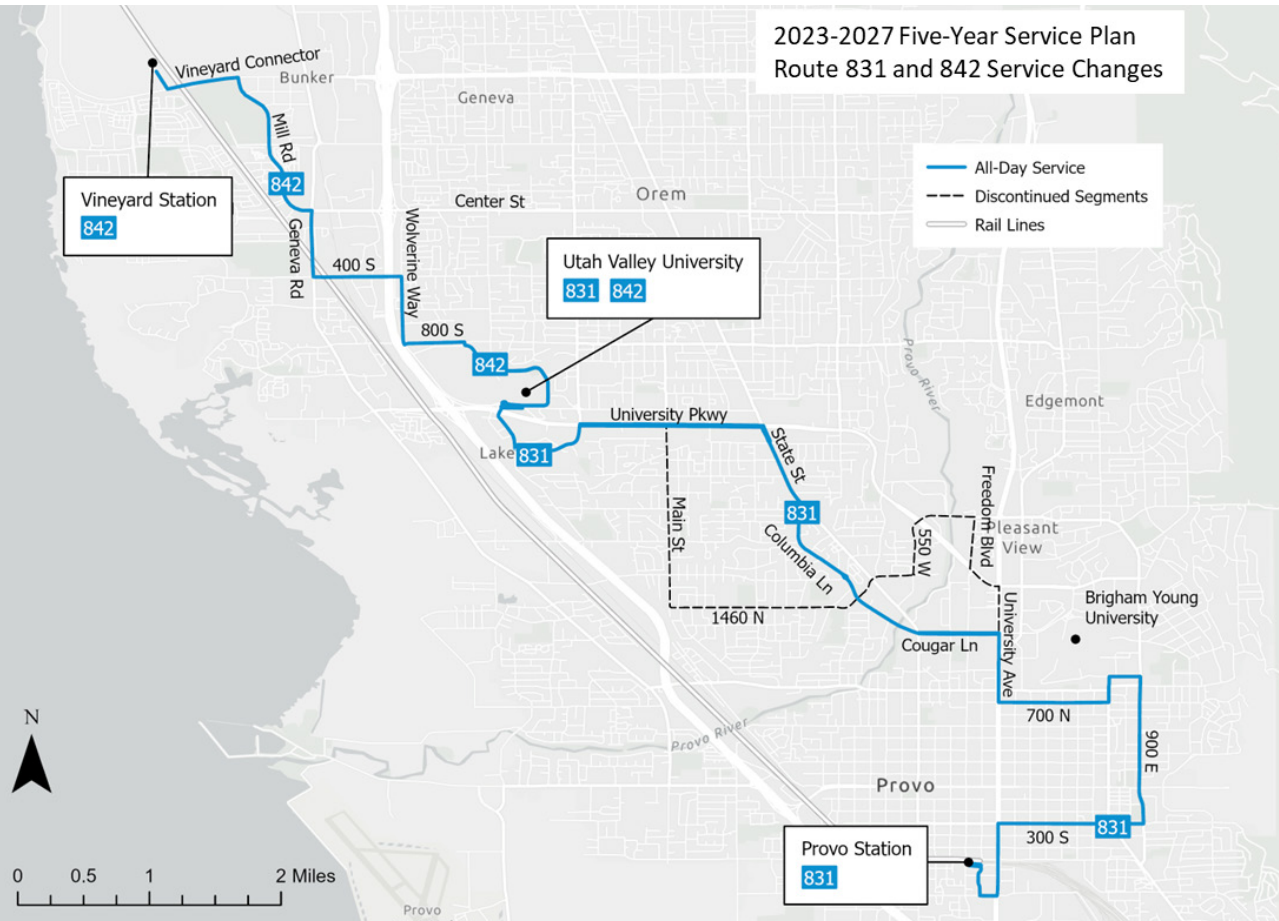
# UTAH COUNTY - VINEYARD TO PROVO

Route 831 realigned to Columbia Ln and State St

New service between Vineyard Station and UVU



2023-2027 Five-Year Service Plan  
Route 831 and 842 Service Changes

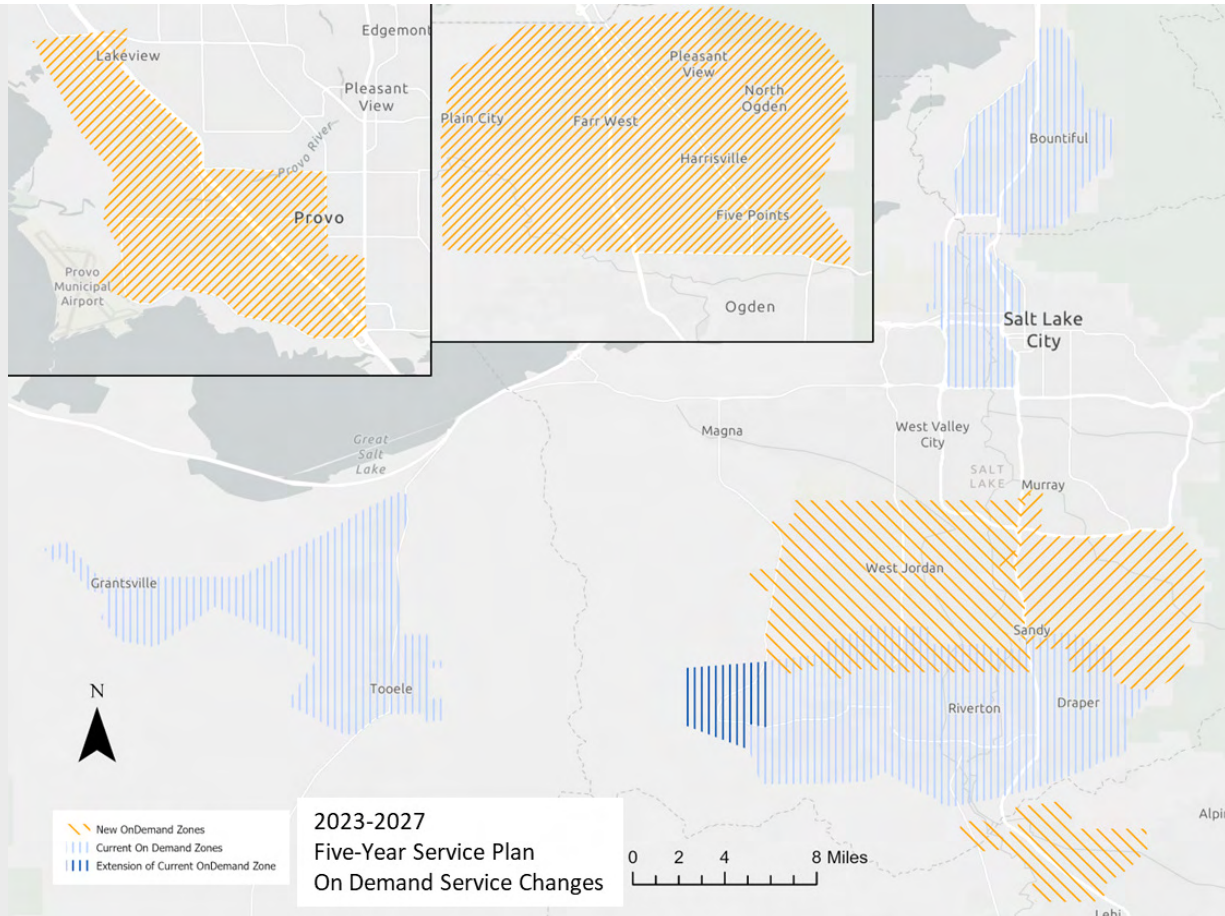




## VISION (LONGER TERM)

# UTA ON DEMAND

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



# VISION

## FUTURE PROJECTS



## Paratransit Forward

Little Cottonwood Canyon ENVIRONMENTAL IMPACT STATEMENT  
S.R. 210 | Wasatch Blvd. to Alta







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# APPENDIX

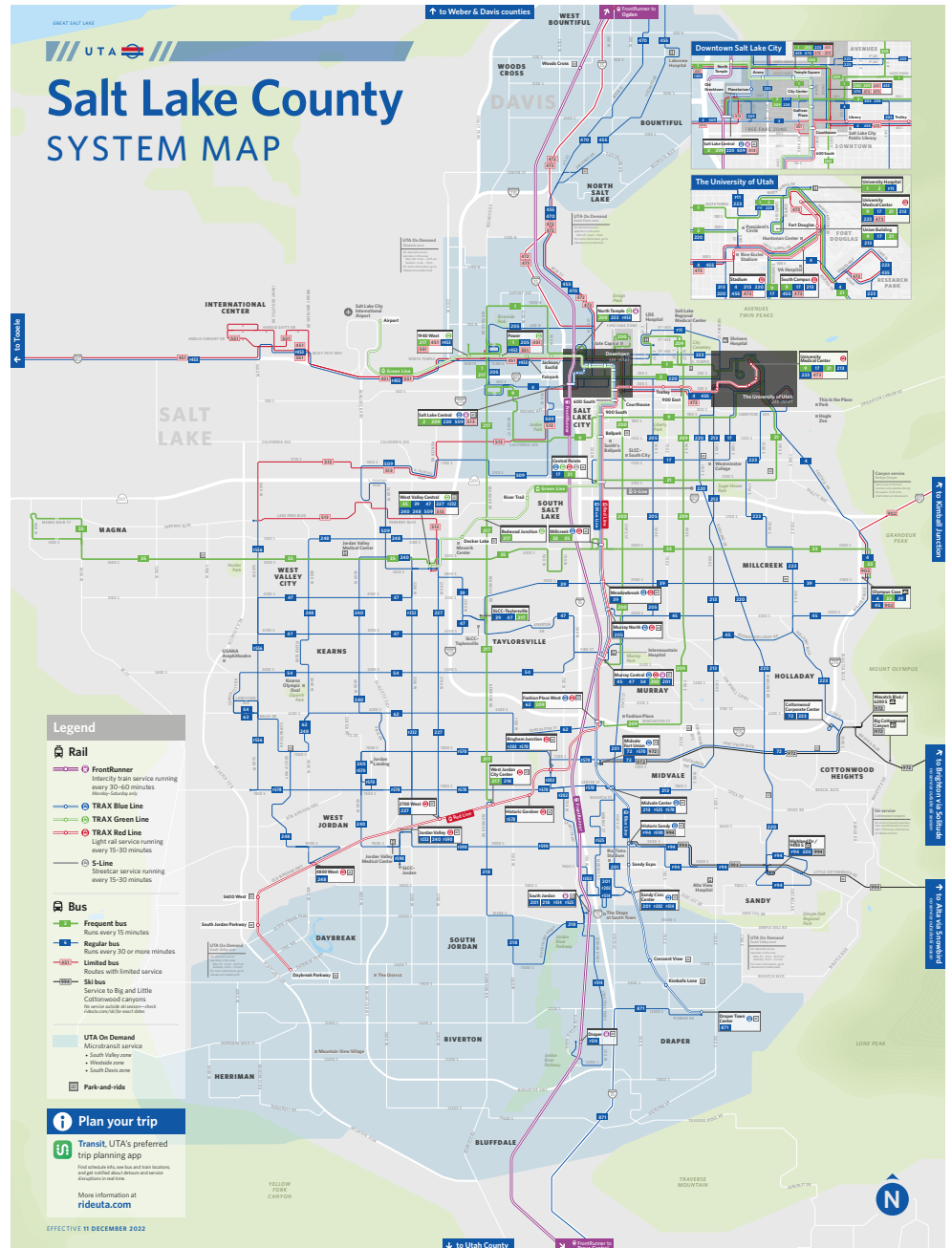
## SYSTEM MAPS





APPENDIX

SALT LAKE COUNTY SYSTEM MAP

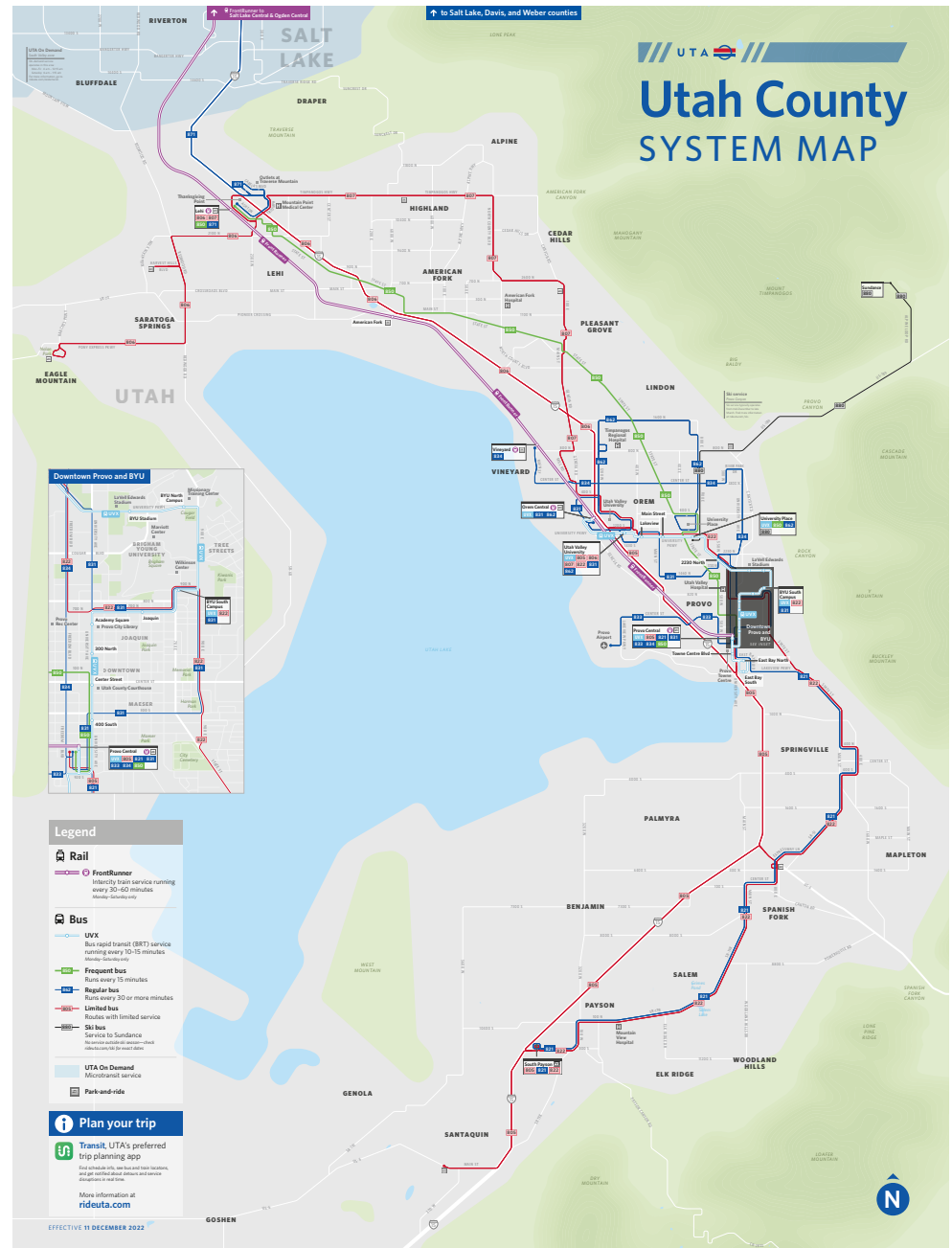






APPENDIX

# UTAH COUNTY SYSTEM MAP

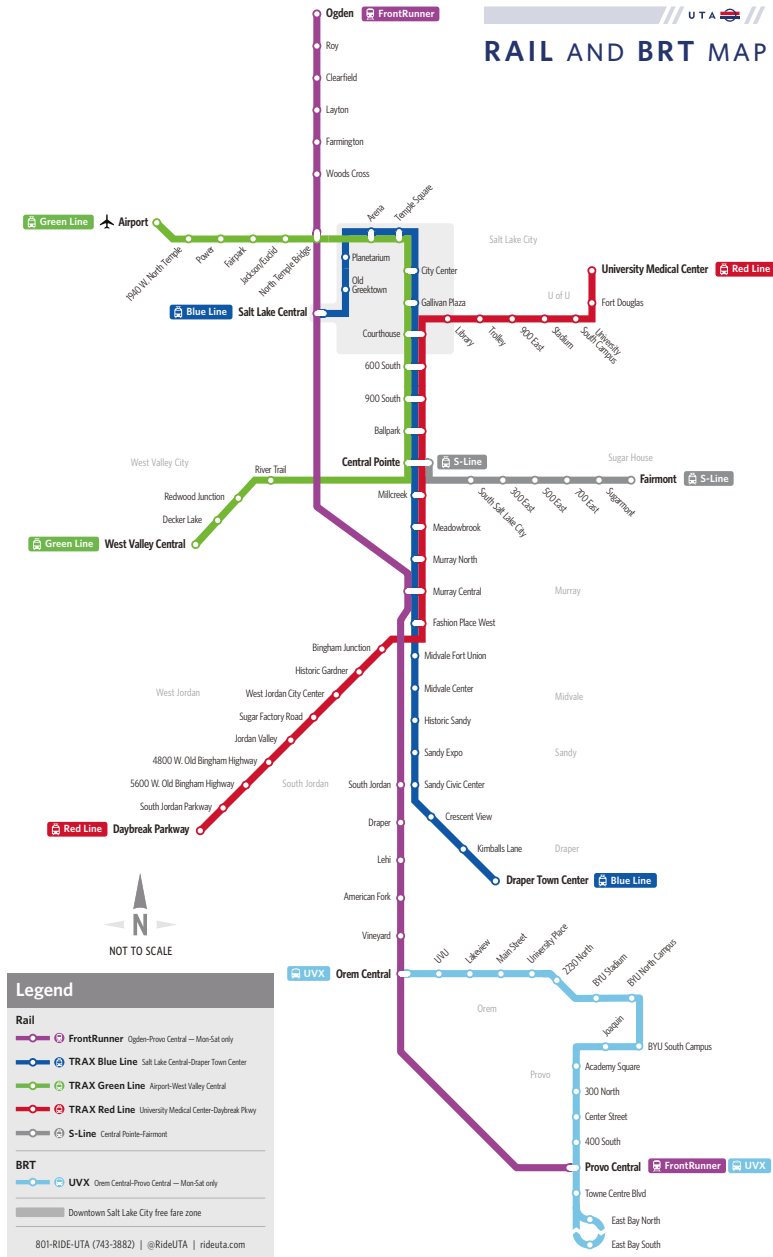




# APPENDIX



## RAIL & BRT SYSTEM MAP





2023 - 2027 • FIVE-YEAR SERVICE PLAN