

Service

We provide a high-quality transit network that meets the needs of our customers.

Depot District Groundbreaking

UTA broke ground on October 22 on a new state-of-the-art maintenance and fueling facility for its fleet of clean air vehicles. The Depot District Clean Fuels Technology Center, located at 669 West 200 South, will allow UTA to expand bus service by housing up to 150 alternative and standard fuel buses to meet growing public transit needs.



The area has been used by various railroads for more than 100 years and UTA is working to preserve the site’s history. A locomotive shop was built on the site in 1923 for the Denver & Rio Grande Western Railroad and is the oldest railroad building of its kind in the state. Rather than building a new structure, UTA has chosen to repurpose the historic locomotive shop into a new bus maintenance facility. The building will be reinforced to meet current earthquake safety standards and features like the original brick and windows will be preserved.

The Depot District Clean Fuels Technology Center will replace the aging 45-year old Central Bus Garage, which was designed to serve a maximum of 90 vehicles and cannot be expanded due to a lack of available land.

The technology center structure will be built to meet LEED green building standards and is expected to be complete by mid-to-late 2021. It is part of a larger revitalization program planned for the Depot District neighborhood of Salt Lake City, which includes the addition of transit-accessible housing and shopping.



Midtown Trolley Unveiling

On Monday, October 15, new trolley-style buses were unveiled to the public at a brief ceremony at Layton Station. Attendees took an inaugural ride on the historically-inspired buses and celebrated the partnerships that made the project possible. The new buses will run on the Midtown Trolley route (628), which serves Layton and Clearfield FrontRunner stations, restaurants, shopping, hotels, medical centers and other community resources, and on route 667. The Midtown Trolley route is sponsored by local businesses and is free to riders.

The trolley bus was built by California-based bus manufacturer Gillig and customized by Cable Car Classics. It features trolley-style flourishes in red and gold, with wooden seats inside. Three other trolley buses will be added to the fleet in coming months and will serve Weber and Davis county routes. The project is supported with funds from Prop 1.

S-Line Double Tracking Underway

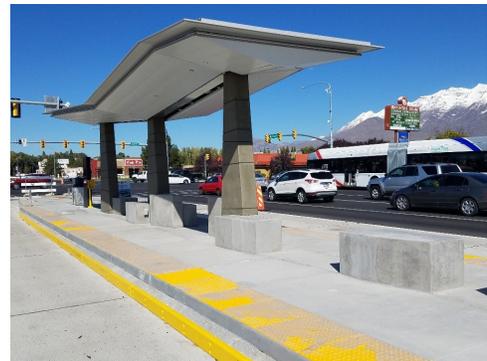
The S-Line was closed October 20-21 for the addition of sections of double track to the streetcar line. The line is projected to be closed for additional work on the weekend of November 10-11.

The shutdowns allow construction teams to safely work on a section of double track being added between 300 East and 500 East. The addition of this passing track will allow the S-Line to serve stops every 15 minutes instead of every 20 minutes.

The new section of double track was made possible thanks to funding provided by Salt Lake County and the Wasatch Front Regional Council. The increased frequency will help the S-Line keep pace with the rapidly developing neighborhoods surrounding it. Since the line opened in December 2013, the South Salt Lake and Sugar House area of Salt Lake City have experienced significant growth, with the addition of more than 1,000 residential units and over 2 million square feet of redevelopment.

UVX Update

Construction on the Utah Valley Express (UVX) bus rapid transit (BRT) line continues, with a significant progress on platform installation. Sidewalk, curbing, irrigation, landscaping, lighting, and signage installation are underway, along with road work and lane striping. The project is still on schedule and is 91% complete, with an expected substantial completion in mid-December and final completion in May 2019.



In the meantime, the UVX bus service is online corridor-wide and is free for all riders. To accommodate ongoing construction, UVX buses are using temporary stops identified with markers on the right side of the street near permanent UVX stations. Buses run every six minutes during morning and evening commute times, every 10 minutes during the day, and every 15 minutes in the evening.



Salt Lake City Hive Pass Includes Free Access to GREENbike

Current and future Hive Pass recipients are now eligible to receive a free year-long GREENbike membership. The \$42-per-month Hive Pass available to Salt Lake City residents covers unlimited transportation on UTA TRAX, buses, and the S-Line. Now thanks to a partnership between Salt Lake City and GREENbike, the Hive Pass will also include unlimited transportation on GREENbike.

GREENbike is a bike sharing program that allows participants to rent a bike from one of dozens of transit-accessible kiosks throughout downtown Salt Lake City, then return the bike to any kiosk when finished riding. The addition of GREENbike access to the Hive Pass will help riders navigate the first and last mile segments of their commutes. The partnership also simplifies car-free transportation, allowing pass-holders to use one card to access multiple modes of transportation.

Stewardship

We are responsible with the resources entrusted to us by the public.

Innovative Mobility Solutions Receives Grant in American Dream Ideas Challenge

UTA's Innovative Mobility Solutions has partnered with the Utah Department of Transportation (UDOT) and Salt Lake City (SLC) to find solutions designed to foster access to and support a thriving middle class in Utah. The partnership recently became one of 10 finalists that received \$10,000 from the 2018 American Dream Ideas Challenge. Hosted by the University of Utah, the challenge is to find, fund and develop policy and technological innovations that have the potential to increase net income by 10 percent for 10,000 of the Utah's middle-class households by 2020. The UTA-UDOT-SLC partnership aims to do this through a mobility-as-a-service pilot designed to reduce automobile ownership and use. The pilot looks to integrate transit, ride hailing, bike sharing, and other options into a single mobility service that is accessible on demand.



The partnership's proposal will go through a second-round evaluation in November, where three finalists will be given an additional \$30,000 to further develop their ideas. The winner of from that round will have their proposals reviewed by a national review committee and a chance at winning \$1,000,000.