UTA Moves 2055 FAQ

What is UTA Moves 2055?

UTA Moves 2055 is UTA's strategic long-range transit plan for the next 30 years along the Wasatch Front. The plan guides public transportation investments and identifies transit needs and proposed improvements to support growing communities and connect people with jobs, services, and other destinations.

What is changing in this plan update?

The update revisits project costs, priorities, timing, and future transit needs. It also incorporates the five-year short-range transit plan, takes a closer look at facilities needed to support service, and adds cost-benefit and cost-effectiveness analyses to help evaluate proposed investments.

When would proposed improvements happen?

The plan includes short-range improvements proposed on the five-year time horizon, Phase One priorities targeted within ten years as sustainable funding becomes available, and a Long-Range vision through 2055. These timeframes guide planning and prioritization. Individual projects and service changes may shift as funding, analysis, and implementation details are refined.

How does UTA decide which improvements to prioritize?

UTA considers existing travel needs, anticipated growth, public and stakeholder feedback, local and regional plans, costs, and available sustainable funding. It also coordinates with communities and transportation partners on project timing and delivery. Input about underserved destinations, difficult transfers, and other travel barriers help inform those decisions.

Why might a proposed service change be shown as long-range or listed as unfunded?

A service improvement or change may remain a priority even when funding is not yet available to operate it. Funding for stations or other infrastructure does not necessarily cover ongoing operations. UTA seeks sustainable operating funding before launching new service. Some proposals may therefore move to a later planning phase while funding options or other ways to serve the area are evaluated. UTA works with elected leaders, the Federal Transit Authority and others to seek funding appropriate to our needs, but not all needs are currently funded.

How do the 2034 Olympic Games affect the plan?

The proposed investments are intended to meet long-term community and regional needs. Some projects may be accelerated to support the 2034 Olympic Games, but the improvements discussed are intended to serve residents for years to come beyond the Olympic Games.

Why does UTA change routes

Route changes are often made to make service more direct, improve travel times, or strengthen connections to other modes or destinations. UTA monitors route performance, community needs, growth, and changes to make intentional adjustments to service to best service the region.

Who can participate in the UTA Moves 2055 process?

Anyone with an interest in transit can participate, including riders, residents, community organizations, disability advocates, employers, institutions, local officials, and more are encouraged to participate in the engagement opportunities for UTA Moves 2055. UTA also coordinates with regional planning organizations and other transportation partners to develop the UTA Moves 2055 Strategic Long-Range Transit Plan.

Where can I see what is proposed for my area?

The UTA Moves website (rideuta.com/UTAMoves) includes an interactive comment map and project information. Map layers show the different planning phases, and individual routes or projects can be selected for more detail. Short-range service information sheets provide additional explanations (Add link).

How can I share feedback and stay informed?

Visit rideuta.com/UTAMoves to access the comment map, survey information, and project updates. During the comment period, use separate map pins for different locations or services. Name and email are optional on the comment map; a ZIP code is requested to help us understand geographic participation. You can also sign up for updates about future opportunities to participate (add link).

What happens after this phase of public engagement?

UTA will use feedback alongside results from technical analyses, including anticipated growth and land-use changes, transit ridership propensity, local and regional plans, cost and cost/benefit analysis, as well as available sustainable funding to refine proposed improvements and priorities. Public input shared now will inform development of the updated draft plan. The planning process includes a second phase of engagement tentatively planned for Spring 2027 so the public can review the updated draft plan before it is finalized. The final plan will be presented to UTA's Transit Commission for adoption later in 2027.

UTA OPERATIONS

How does UTA balance UTA On Demand coverage, wait times, and trip limits?

Larger service areas and longer trips require more vehicle time, which can affect wait times and costs. UTA evaluates trip patterns to balance coverage with reliable service.

Why use On Demand services instead of a fixed route bus?

On Demand transit works best in areas with lower overall demand, where a service vehicle typically carries only 2 to 5 passengers per hour. In these neighborhoods, running a traditional bus on a fixed schedule is inefficient. However, starting with On Demand allows UTA to track actual travel patterns over time. As demand grows, those patterns may support adding fixed-route service. For example, UTA introduced on-demand service in North Utah County as an initial step while retaining a proposed fixed-route connection as a future priority.

How is UTA working to keep On Demand service reliable as ridership grows?

UTA is reviewing travel patterns, demand, wait times, and rider feedback to refine the service. Higher demand can require more vehicles and funding or result in longer waits. Trip data also helps identify opportunities for future fixed route bus to carry concentrated demand and reduce pressure on On Demand service.

Currently, to support reliability during peak hours, eligible UTA On Demand riders may receive a Lyft ride instead of a Via vehicle. Riders will not need to download the Lyft app for these rides.

UTA is continuously optimizing vehicle mix and types to improve ADA accessibility, seat availability, customer comfort, and operating costs - so riders may see new vehicle types every year or two. Additionally, UTA is fine-tuning the routing algorithms to improve ride grouping and reliability, particularly for UTA train connections.

Finally, UTA plans to test new service models and third-party partnerships while maintaining a seamless, integrated rider experience. Because this is an innovative service operating within a rapidly evolving transportation landscape, riders should expect steady changes and gradual improvements over time.

How is UTA improving accessibility of TRAX vehicles?

UTA is procuring low-floor light rail vehicles to improve boarding accessibility. UTA has a goal of having a complete low-floor fleet available before the 2034 Olympics, while decisions about retaining older high-floor vehicles are still being evaluated.

How are bicycles and e-bikes accommodated on UTA vehicles?

UTA is evaluating ways to set clearer parameters for bicycles and e-bikes on vehicles and at stations for a few reasons. Space for bicycles must be balanced with space for riders. Bicycle constraints can depend on vehicle design, available space, and bicycle size and weight. Clarity around onboard accommodations, bicycle parking, bike share services, and other connections to transit are also being considered, with safety in mind.

How does UTA address rail service disruptions?

UTA regularly assesses and repairs rail tracks, power systems, switches, and other infrastructure. Some work requires temporary closures, service disruptions, and replacement bus service. UTA engages in advanced planning and communication to reduce disruptions and mitigate rider impacts as much as possible. Unexpected outages occur and may require emergency repairs that disrupt service temporarily. Sign up for service alerts (rideuta.com/signup) and download the Transit app for trip planning to stay up-to-date on immediate service changes and disruptions.

SHORT-TERM PROJECT QUESTIONS

Why does Route 600 and the enhanced bus project between Farmington and Ogden show different routing?

They represent different stages of potential service in the same general corridor. Route 600 would likely be implemented sooner, alongside the Davis–Salt Lake Connector. Enhanced bus service between Farmington and Ogden would likely follow later, after frequent service is established. The mapped routes are planning concepts and will be refined as UTA works with partners and has more information closer to implementation.

What changes are being considered for Cottonwood Canyons transit service?

UTA and the Utah Department of Transportation are coordinating connections between local transit and future canyon services, including a proposed mobility hub near Big Cottonwood Canyon. The goal is to improve transfers and provide a weather-protected waiting area. Future fares, schedules, and frequencies have not been finalized; UDOT oversees funding and operations for those services. More information is available here: https://rideuta.com/-/media/Files/Projects-and-Studies/Long-Range/Canyons_Connections_Service_Changes_LRTP_Oct26a.pdf

Is the Davis–Salt Lake Connector funded, and when could it begin?

UTA has identified funding sources for station improvements and related infrastructure but has not determined when funding would be available for sustainable, long-term operations. The proposed service would run every 15 minutes between Farmington, downtown Salt Lake City, the University of Utah, and Research Park. It remains a Phase One priority, described as a goal for implementation within the next 10 years, with no confirmed start date. Under the proposal, it would replace Routes 470 and 455 south of Farmington; Routes 600 and 609 would cover their northern portions, respectively.

What change is proposed for Route 612 in North Ogden?

The proposal would remove the North Ogden loop and extend Route 612 west to Pleasant View Station, which has space for buses to turn around. UTA On Demand is planned for North Weber County to provide connections within this area.

Are there plans for better service in West Valley City, including an airport connection?

The proposed Route 236 would provide a more direct connection between West Valley City and Salt Lake City International Airport along the west side. This is currently shown in the long-range plan pending funding, with no implementation date. UTA is also considering improvements along Route 35 and the 3500 South corridor.

Enhanced bus service along 5600 West and connections to the International Center, SLC Airport, and downtown Salt Lake. This would expand transit coverage in a rapidly growing part of Salt Lake County while reducing redundant service. It aligns with the Mountain View Corridor Record of Decision, shifts away from Flex Routes, and improves efficiency and consistency across the network. By connecting west Salt Lake County to major employment centers and key destinations, the project enhances regional mobility, reduces congestion, and increases access to transit. Planned stop and station upgrades will further improve the rider experience, while fulfilling the UDOT–UTA agreement to provide transit service along the Mountain View Corridor and supporting coordinated growth and investment. More information is available here

Would proposed Route 90 still serve Jordan Valley Station?

The proposed route would continue near the station but might not enter it directly. Route 90 is intended to provide a more direct east–west trip and improve connections with proposed Route 256 and canyon services. Station connections will be considered as part of the UTA Moves 2055 update process.

Why was Route 860 deferred in favor of UTA On Demand?

An On Demand zone was chosen as the first step for North Utah County because it can reach a wider range of destinations across the developing area compared to Route 860 alone. The zone was supported by Utah County and UDOT. Route 860, connecting American Fork Station with Saratoga Springs and Eagle Mountain, remains a priority for potential implementation within the next 10 years. The intent is to supplement UTA On Demand with that route in the future, subject to funding and future plans.

Why does the North Utah County On Demand zone have a six-mile trip limit?

The six-mile limit is a new approach to serving a large area within a fixed budget while managing availability. The zone covers 77.3 square miles and includes several key destinations including Lehi FrontRunner Station, American Fork FrontRunner Station, Primary Children's Hospital - Lehi, Saratoga Springs Emergency, Eagle Mountain Senior Center, Lehi Junior High, Vista Heights Middle School, Lake Mountain Middle School, Willowcreek Middle School, and American Fork Junior High. The zone is designed for short, local trips, so the maximum travel distance is 6 miles, with exceptions currently made for connecting directly to FrontRunner stations.

Potential changes would depend on evaluation of the zone and coordination with funding partners, including Utah County and UDOT.

Why are enhanced bus and bus rapid transit projects in Saratoga Springs and Eagle Mountain not scheduled sooner?

Proposed projects along corridors such as Mountain View Corridor and Redwood Road emerged from regional planning, including the Transit Fresh Look Study. UTA and its partners must balance growth in these areas with existing needs elsewhere, limited funding, and project readiness.

OTHER/MISCELLANEOUS

Rio Grande Plan

We appreciate the enthusiasm around the proposed Rio Grande Plan. This is a multi-faceted plan that would require several cities and agencies to implement the project. As with all community feedback and stakeholder comments related to transit, UTA strives to gain insight and understanding of our community's needs around future service. UTA remains committed to working with partners to find ways to integrate this district into the future of Salt Lake City and its transit system.