

Davis-Salt Lake City Community Connector
Salt Lake City, Utah
Small Starts Project Development
November 2025

Summary Description	
Proposed Project:	Bus Rapid Transit 26.6 Miles, 20 Stations
Total Capital Cost (\$YOE):	\$71.94 Million
Section 5309 CIG Share (\$YOE):	\$35.44 Million (49.3%)
Annual Operating Cost (opening year 2029):	\$5.72 Million
Current Year Ridership Forecast (2025):	2,100 Daily Linked Trips 653,000 Annual Linked Trips
Horizon Year Ridership Forecast (2045):	3,800 Daily Linked Trips 1,142,700 Annual Linked Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium
Local Financial Commitment Rating:	High

Project Description: Utah Transit Authority (UTA) proposes to implement a bus rapid transit (BRT) service in the Cities of Farmington, Centerville, Bountiful, North Salt Lake, and Salt Lake. The project includes the purchase of 18 buses, enhanced stations with protection from the weather, transit priority at key intersections, relocation of utilities, landscape and retaining walls around stations, and construction of pedestrian access infrastructure. Weekday frequency is planned for every 15 minutes from 6 am to 8 pm and every 30 minutes from 4 am to 6 am and from 8 pm to 1 am. Weekend service frequency is planned for every 30 minutes between 4 am to 1 am.

Project Purpose: The project serves the Lagoon Amusement Park, historic Main Street in Bountiful, downtown Salt Lake City, University of Utah Research Park and medical facilities, and residential neighborhoods. It connects to the FrontRunner commuter rail Farmington and North Temple stations, the TRAX light rail Green Line, and other bus routes. Existing transit service in the corridor lacks transit priority treatments, making it vulnerable to delay. The project seeks to address this problem and provide more reliable service.

Project Development History, Status and Next Steps: The locally preferred alternative (LPA) was selected in April 2023 and adopted into the long-range transportation plan (LRTP) in July 2023. The project entered Small Starts Project Development in February 2024 and completed the environmental process with a Categorical Exclusion in December 2025. The sponsor anticipates receiving a Small Starts construction grant award in May 2027 and starting revenue service in April 2029.

Locally Proposed Financial Plan

<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
Federal:		
Section 5309 CIG	\$35.44	49.3%
FHWA Flexible Funds (Congestion Mitigation and Air Quality Program)	\$5.50	7.7%
Community Project Funding	\$2.00	2.8%
FHWA Flexible Funds (Surface Transportation Block Grant Program)	\$1.50	2.1%
State:		
Transit Transportation Investment Fund	\$18.00	25.0%
Local:		
Davis County Third Quarter Transportation Funds	\$6.00	8.3%
UTA Capital Budget	\$1.55	2.1%
Lake County Fourth Quarter Transportation Funds	\$1.50	2.1%
Private Sector/Other:		
Rocky Mountain Power Make Ready Program	\$0.45	0.6%
Total:	\$71.94	100.0%

NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

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ECONOMIC DEVELOPMENT EFFECTS RATING: Medium

Supportive Zoning in Station Areas: Medium-High

- Station area zoning is generally moderately to strongly transit-supportive, especially in Salt Lake City and Farmington station areas. Parking requirements have been removed in Salt Lake City. Zoning in other station area jurisdictions is not quite as transit-supportive.

Performance and Impacts of Transit-Supportive Plans and Policies: Medium

- *Transit-Supportive Corridor Policies:* Community and neighborhood plans covering the proposed station areas range from modestly to strongly transit-supportive. The strongest plans are found in downtown Salt Lake City and adjoining neighborhoods; two existing FrontRunner station areas; and other designated town center or redevelopment areas.
- *Tools to Implement Land Use Policies:* State requirements and regional partnerships have supported extensive outreach regarding transit-supportive land use planning and growth management in the region, but these have not focused specifically on the proposed Community Connector corridor except for a few locations where the station areas overlap with existing rail station areas. Other regulatory and financial tools and incentives are limited.
- *Performance of Land Use Policies:* The project sponsor listed a number of examples of transit-supportive developments in proposed station areas, with at least one example in each jurisdiction. However, outside of Salt Lake City there was limited information provided in the way of photos, site plans, or conceptual renderings from which to judge the transit-supportive character of development.
- *Potential Impact of Transit Investment on Regional Land Use:* Market studies have been conducted covering two existing rail station areas that overlap with the corridor. However, there is little quantitative documentation available on land availability or adaptability. Overall, there appears to be at least a moderate potential for station area development considering the availability of vacant or underutilized land compared to existing zoning. The Salt Lake City region is seeing high growth.

Tools to Maintain or Increase Share of Affordable Housing in Station Areas: Medium-Low

- Utah has required communities to develop and adopt Moderate-Income Housing Plans. These plans identify some existing and potential financial and regulatory tools but the degree to which proposed policies have been implemented is not clear. Salt Lake City has recently adopted specific affordable housing zoning and permitting incentives and has some funding mechanisms to support affordable housing. Four examples of completed or underway projects were provided, all in or near downtown Salt Lake City.

Proposed Davis-Salt Lake City Community Connector

Farmington, Centerville, Bountiful, North
Salt Lake, Salt Lake City, UT



Legend

- Proposed Route Alignment
- Proposed End of Line Facilities
- Proposed Station
- Existing Station
- FrontRunner Stations
- FrontRunner
- Trax
- Counties
- Municipalities

0 0.5 1 2
Miles