



S-Line Extension

Frequently Asked Questions

Updated June 2026

1. What is the S-Line Extension project?

The [S-Line Extension project](#) will extend the existing streetcar approximately 1/4-mile east to Highland Drive. A new end-of-line station will be constructed near Highland Drive and Simpson Avenue in Sugar House.

2. Why is UTA building this extension?

The project is intended to improve mobility and access in Sugar House, enhance connections to nearby destinations, support a vibrant neighborhood center, and promote economic growth and reinvestment.

3. What mobility improvements will the new station provide?

The new station will better serve current and future development, strengthen active transportation connections to housing and other destinations, improve streetcar visibility, and is projected to increase ridership on the S-Line by 10–15%.

4. How does this project support connected communities and neighborhood development?

The station will be located on the east side of Highland Drive, integrated with existing development, and designed as a visible end-of-line landmark that supports stronger community connections and neighborhood development. Its proximity to businesses and destinations will improve access and enhance walking and biking connections. Walking time between the S-Line and the University of Utah Sugar House Health Center will decrease from 11 minutes to 5 minutes with the new station.

5. How does the project support the local economy?

The extension and station are intended to encourage reinvestment, increase housing and business opportunities, and support long-term economic growth in the area.

6. How long has the S-Line Extension been planned?

There was a Sugar House Transit Phase 2 Alternatives Analysis completed in January 2013 that evaluated a variety of alternatives for the extension. Some of these were considered as part of the 2021 Local Link efforts led by SLC, which led to the current project.

7. How is the S-Line Extension Project funded?

The project budget is approximately \$43.5M.

Most funding comes from state sources (\$30.9M), with the remaining local match at about \$12.6M. The local match includes a Salt Lake City property donation (\$5.1M), UTA in-kind contribution for the rehabilitation of Vehicle 1137 (\$2.5M), UTA funding (\$3.75M), Salt Lake City funding (\$390k), and the Salt Lake City Community Reinvestment Agency (approximately \$850K).

Those funds cover:

- Design & Construction: \$32.3M
- Property: \$7.4M
- Vehicle Rehabilitation: \$2.5M
- UTA Project Management Costs: \$1.3M

8. Why does a short extension cost what it does?

This dense urban corridor requires significant infrastructure improvements beyond track installation. Work includes utility protection, relocation, or removal; a full rebuild of Simpson Avenue between McClelland Street and Highland Drive; new traffic signals at McClelland Street and 1100 East; and construction of retaining walls at the new station to meet ADA grade requirements. Construction costs have been verified by an independent cost estimator.

9. What work is tied to the CRA property?

As part of the project, UTA will demolish buildings and relocate utility lines for the Community Reinvestment Agency (CRA) to support the extension. The CRA will reimburse UTA for this work. Independent of the S-Line Extension project, the CRA will be working on plans to redevelop their property.

10. When will construction begin and how long will it last?

Construction is expected to begin in June 2026 and continue through summer 2027, with phased work and timing subject to change. The extension is expected to begin service in August 2027.

11. Will the construction schedule change?

It is possible for the schedule to change due to weather, utilities, materials, or equipment availability. For the latest updates, visit rideuta.com/sline. You can also subscribe for project

email updates about the ongoing S-Line extension project, by completing and submitting this [form](#).

12. Will the S-Line keep running during construction?

The S-Line will continue operating during construction. Riders may experience brief, planned service interruptions for upgrades, with advanced notice. Any major street or access closures will be communicated in advance on our website (rideuta.com/sline), social media, and project newsletters.

13. How can riders plan trips during construction?

Riders are encouraged to plan ahead using the [Transit app](#) or by calling UTA Customer Service at 801-RIDE-UTA (801-743-3882) for trip planning assistance.

14. What are the major traffic impacts drivers should expect?

Drivers should anticipate changing traffic patterns, including lane closures, turn restrictions, and temporary full closures that will shift by phase near Sugarmont Drive, Simpson Avenue, and 1100 East. Signed detours will be provided as work progresses.

15. Will Sugarmont Drive be closed?

Sugarmont Drive between Highland Drive and Simpson Avenue will allow access to the Zions Bank driveway but will otherwise be closed with no on-street parking. This portion of Sugarmont will be incorporated into the CRA's future development.

16. What should pedestrians, cyclists, and trail users expect?

Pedestrians, cyclists, and trail users should expect sidewalk and shoulder closures near active work zones, signed temporary detours, and ongoing efforts to maintain access where possible. Parley's Trail is planned to remain open, although temporary reroutes may occur near work areas.

17. Who do I contact with questions during construction?

For questions or additional information, contact the S-Line Extension project team by email at construction@rideuta.com or phone at 833-UTA-WORK (833-882-9675).