UTA

Service Design Standards

January 2025

TITLE VI COMPLIANCE

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance. The Utah Transit Authority has committed to the Federal Transit Administration's (FTA) Title VI objectives set forth in Circular 4702.1B by ensuring that UTA's services are equitably offered, and resources distributed without regard to race, color, or national origin.

The Title VI analysis, in accordance with FTA requirements, is conducted to ensure that changes will not have disproportionately negative impact on minority and low-income populations within UTA's service area. If changes are found to be potentially discriminatory, UTA will take all prescribed and prudent steps to ensure services are equitable and compliant with federal guidelines and requirements.

See **UTA's Title VI program** for additional details.

Chapter 1

Introduction

Utah Transit Authority maintains the Service Design Standards with the following objectives in mind, consistent with UTA Board Strategic Priorities:

1. SAFETY & SECURITY

UTA shall treat the safety and security of its customers, employees, and other stakeholders as the highest priority.

2. SERVICE AVAILABILITY

UTA shall strive to provide mobility when and where it is needed by customers.

3. SERVICE QUALITY

UTA shall provide a comfortable and positive customer experience.

4. NETWORK QUALITY

UTA's network shall be well matched to travel demand patterns such that it is a competitive alternative to other means of travel (such as cars).

5. RELIABILITY

UTA shall strive to provide consistent service on time without interruption, delays, or varying wait times. UTA shall strive to meet customer expectations of journey travel times.

6. ACCESSIBILITY

UTA shall strive to ensure that its facilities, vehicles, and services are fully accessible to all customers, and shall strive to expand access to jobs, education, healthcare, and other opportunities.

7. ACCESS

UTA shall seek to expand service to all.

8. FINANCIAL

UTA shall seek to provide the maximum service and quality that is warranted within its financial capacity.

GUIDELINES VS. STANDARDS

GUIDELINES refer to rules of thumb and recommended best practices but can be considered a starting point for discussion when planning future service.

STANDARDS outline expectations for transit service performance that shall be considered agency policy.

These Service Design Standards outline the levels of service needed to implement UTA's desired balance between ridership and coverage service, along with other considerations that reflect desired outcomes and best practices for riders, employees, and other stakeholders.

Benefits & Key Considerations of Transit Service

Transit service provides critical access to jobs, education, recreation, economic activity, and social connections and services for residents of the Wasatch Front. Transit provides many benefits within a community, including:

- Reduced traffic
- Reduced vehicle emissions
- Increased access to opportunity for everyone, especially vulnerable populations
- Return on tax dollars
- Economic development
- Transportation choices

Some of these benefits, such as reduced traffic and emissions, are dependent on the number of passengers riding transit. For example, a ridership-focused transit service that carries many passengers will be more effective in reducing emissions than a service that carries fewer passengers. In comparison, a coverage-focused service that offers increased access simply requires the presence of a transit service but may not generate high ridership. Both ridership and coverage service help UTA meet transit-related objectives. Most transit service providers, including UTA, seek to provide some balance between ridership and coverage and prioritize their resources accordingly.

While coverage can be provided by any form of transit service, higher-capacity modes intended to carry many passengers must meet several underlying conditions to be successful:

DENSITY

Ridership is higher when more people and jobs are located within walking distance of transit stops and stations. Based on industry standards, walking distance is identified as 1/4 mile for bus routes and 1/2 mile for fixed-guideway transit service such as regional rail, light rail, or some types of bus rapid transit.

FREQUENCY

Transit service is frequent enough that riders do not need to consult schedules or structure their day around taking transit at a particular time.

PROXIMITY

Transit can service destinations more efficiently when they are located near each other.

LINEARITY

Linear transit routes allow more passengers to arrive at their destination in a timely manner without lengthy deviations that reduce the efficiency of the service. Proximity and linearity are connected: having more destinations along a corridor helps maintain a route's linearity, which in turn preserves the overall efficiency and timeliness of the service.

WALKABILITY

Ridership is higher when transit stops and stations are within a gridded network of streets with good walking and biking connections.

Chapter 2

Service Planning Process at UTA

The Service Planning team considers potential service changes through the following stages →

1. INITIAL REVIEW

UTA service planners respond to service requests from stakeholders, including passengers, the public, elected officials, and community members. They evaluate needs based on demand, socioeconomic conditions, and potential impacts. Solutions are assessed for feasibility using criteria like alignment with UTA guidelines, federal requirements, staff availability, and operational considerations. Minor changes may be implemented as resources allow, while significant adjustments must follow federal Title VI guidelines.

2. FIVE-YEAR SERVICE PLAN

Updated every 2 years, this plan outlines UTA's short-term vision, reviewing current services and addressing emerging transit needs. It prioritizes proposed changes based on the initial review and future developments such as community growth and new projects. The plan details required resources like staffing and stop amenities, serving as a tool for stakeholders to discuss future expansions.

3. LONG RANGE TRANSIT PLAN

Known as UTA Moves 2050, the Long-Range Transit Plan (LRTP) sets a 30-year transit vision. Developed with regional partners, it includes projects based on ridership, accessibility, and stakeholder input. Updated every 4 years, the LRTP aligns with regional transportation plans and feeds into shorter-term UTA plans.

UTA's Service Planning team focuses on:

- ☑ **Assessing gaps in the current network**
- ☑ **Recommending strategies to serve the public more efficiently**
- ☑ **Identifying future growth areas that will likely need improved transit service due to expected increases in population and employment**

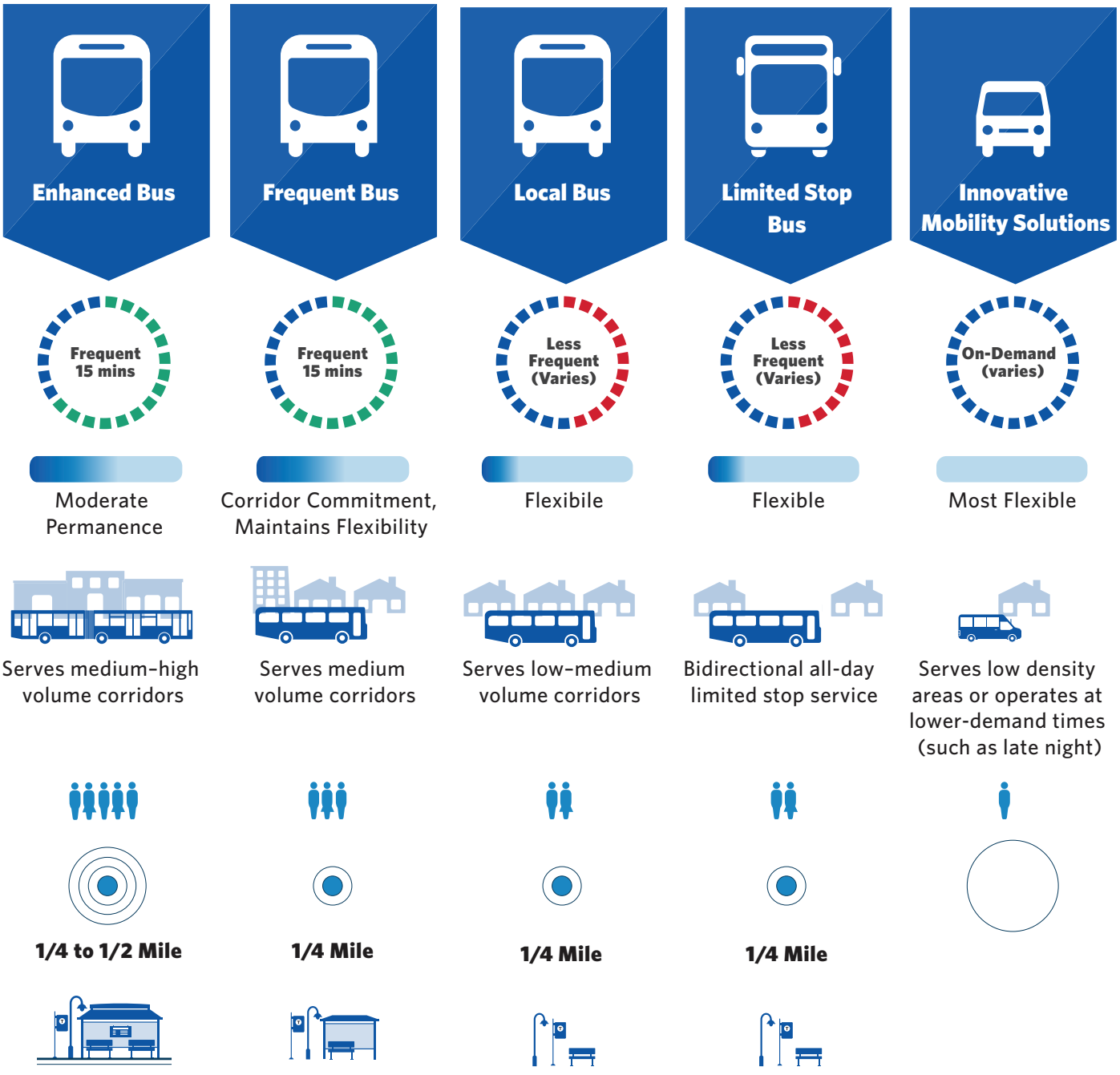
Chapter 3

UTA Transit Service Types

Frequent Service Network
15 minute or better all-day service including weekends

Service Type	Regional Rail (FrontRunner)	Light Rail (TRAX)	Streetcar (S-Line)	Rapid Bus
Frequency	Frequent (Peak Hours) 30 mins	Most Frequent ≤15 mins	Frequent 15 mins	Very Frequent ≤15 mins
Corridor Investment	Highest Permanence	Highest Permanence	High Permanence	Moderate to High Permanence
Market Demand / Activity Density	Connects urban and suburban centers	Serves high volume corridors and connects centers	Serves dense urban areas	Serves medium-high volume corridors
Passenger Capacity[1]				
Transit Access Shed	5+ Miles	1/2 to 1+ Mile	1/3 Mile	1/2 Mile
Stop/Station Amenities				

These service types align with the transit definitions identified in UTA's LRTP. A primary purpose of these Service Design Standards is to provide definition to these service types and to aid consistency throughout UTA when discussing transit service and future projects. Each service type is described in more detail in the following sections to identify expectations and performance thresholds for UTA's family of transit service types.

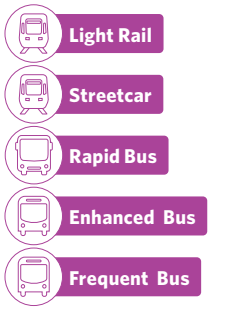


Chapter 4

UTA Transit Service Standards

Tiers of Service

UTA's Service Design Standards classify transit services into 4 tiers, each with specific functional and operational guidelines. Ridership, costs, and resource needs vary by tier, with adjustments made based on passenger demand and budgetary resources.

Service Standards		Service Span	Headway	TPI	PPH	Service Mode
Tier 1	WEEKDAY	4 a.m. - 12 a.m.	Every 15 min, 6 a.m. -7 p.m. Every 30 min, all other	300	20	
	SATURDAY	4 a.m. - 12 a.m.	Every 15 min, 6 a.m. -7 p.m. Every 30 min, all other			
	SUNDAY	6 a.m. - 9 a.m.	Every 30 min			
Tier 2	WEEKDAY	6 a.m. - 9 a.m.	Every 30 min	200	10	
	SATURDAY	6 a.m. - 9 a.m.	Every 60 min			
	SUNDAY	-				
Tier 3	WEEKDAY	6 a.m. - 9 a.m.	Every 60 min	100	10 Fixed-Route 5 Flex-Route	
	SATURDAY	-	-			
	SUNDAY	-	-			
Tier 4	WEEKDAY	Varies based on desired service		100	20	
	SATURDAY					
	SUNDAY					

Service span refers to a service's start and end times and the days of the week it operates.

Headway refers to the time interval between 2 vehicles traveling in the same direction on the same route. Headway reflects the frequency of transit services and has a major influence on transit usefulness and its ridership.

Transit Propensity Index (TPI) refers to the likelihood or potential of people in a specific area to use public transportation. It helps identify areas where public transit investments can most effectively meet demand and improve mobility. TPI is calculated geospatially for each route based on population and employment density, presence of vulnerable populations (low-income, non-white, elderly, limited English proficiency), and zero-car households

Passengers per Hour (PPH) is a measure of service productivity that refers to the efficiency and effectiveness of transit services in delivering passenger trips. PPH is calculated by dividing the average daily boardings for each route by the daily revenue hours. This standard aligns with the most widely used transit productivity metric in the industry.

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Minimum Standards For Each Tier

The standards listed in this section are used to determine the minimum tiers for each mode. Generally, tiers of service should be consistent for the entire length of a route to improve service simplicity. However, in cases where ridership demand varies considerably along the route, the tiers of service can change over its length, and different segments of one route may have different tiers of service.

Does a route meet the minimum TPI & PPH thresholds?

TPI	PPH	Service Adjustment
✓	✓	Consider in the Five-Year Service Plan for a higher tier of service
✓	✗	Consider aligning service with existing and potential travel markets
✗	✗	Consider possible reduction of service

Routes may run additional frequency or hours of service (including Saturday and Sunday service) above the minimum level of service for their designated tier if the route has high enough PPH for these times. Additionally, routes can be sponsored by a third party to provide a higher level of service than is shown in these standards. Such arrangements follow the standards set in UTA's Additional Services Requests Policy (No. UTA.04.02), which outlines the review process and conditions.

Service Performance Standards

UTA regularly evaluates the performance of all services using the following criteria.

On-time performance measures transit service delays. Adjustments to any route will be considered if:

- Route on-time performance consistently falls below 88%
- Trip-specific running time adjustments significantly disrupt the route's cycle time

Headways may vary from the posted headway as follows to accommodate differemt travel times at different times of day:

Posted Headway	Minimum-Maximum Scheduled Headway
15 MIN	10-20 minutes
30 MIN	20-40 minutes
60 MIN	50-70 minutes

Transit load refers to the average number of passengers on a transit vehicle deemed acceptable, based on UTA vehicle capacities and industry standards, to balance safety, comfort, and efficiency. Transit load is measured by dividing the number of passengers onboard by the seated capacity of the vehicle. UTA uses this data to monitor performance and make service adjustments, like adding vehicles or changing schedules, to meet demand while ensuring operational efficiency.

Emergency service changes/Long-term detours or deviations
Changes lasting 12 months or less do not require a Title VI equity review. If they extend beyond 12 months, they are treated as permanent and must comply with federal requirements.

Short-Term Detours are minor route changes caused by events like construction or road closures to keep buses running as close to the usual schedule as possible.

Long-Term Detours or deviations are route deviations for planned, extended work lasting beyond the next change day. Long-term detours include detour maps and updates at affected stops.

Route & Station Design Guidelines

This section outlines guidelines for designing transit routes and stations across all UTA services, ensuring consistency and quality in service expansion and changes.

Stop spacing refers to the distance between stops. It balances faster transit service, walking accessibility, and transit-supportive land use. Actual placement varies based on conditions.

Route spacing refers to the distance between routes of the same type of transit service. Exceptions to route spacing guidelines may be justified to accommodate street grid patterns or preserve access to major destinations.

Percent exclusivity refers to the proportion of a transit route that has exclusive lanes, calculated by dividing the miles of exclusive lanes by the total length of the route. Exclusive lanes enhance transit service quality by reducing delays but require higher investment and consideration of local land use and roadway conditions. Exclusivity is negotiated on a case-by-case basis with the agencies controlling individual roadways, such as local jurisdictions or UDOT.

Intersection priority treatment refers to strategies that minimize red-light delays, such as queue jumps and transit signal priority. These treatments will be considered based on local traffic conditions and policies, with input from local jurisdictions and UDOT.

Station furniture and amenities refers to items of comfort, convenience, and safety available to the general riding public.

For rail stations, UTA's Design Criteria Manual offers a uniform basis for designing regional rail, light rail, and streetcar systems. This includes new construction, remodels, rehabilitations, and state-of-good-repair projects.

For bus stops, UTA's Bus Stop Master Plan recommends transit amenities at bus stops based on transit frequency and ridership thresholds. Amenities include, but are not limited to, seating, shelters, signage, provisional information, and waste receptacles.

Tier 2

Regional Rail

750 FrontRunner

FrontRunner is UTA's regional rail service. Regional rail is a high-capacity rail service that links urban and suburban centers. Regional rail links multiple train cars and station spacing is the longest of all types of transit service. Spacing is typically 5 miles or more, although spacing may occasionally be closer in dense urban areas. Stations offer connections to other modes.

Service Standards

Service Span

WEEKDAY	5AM - 10PM
SATURDAY	8AM - 12AM
SUNDAY	-

Headways

WEEKDAY	30 minutes
SATURDAY	60 minutes
SUNDAY	-

Transit Propensity

200

Service Productivity

10

On-Time Performance

Vehicles should depart 0 seconds early and less than 5 minutes late.

Transit Load

Transit load should not exceed 150% of the seating capacity.

Route and Station Design

Stop Spacing

5 miles or longer

Route Spacing

Not applicable

Percent Exclusivity

100%

Fully exclusive, operating in its own fixed guideway, and does not share space with other modes

Intersection Priority Treatment

Grade-separated crossings or automated gated crossings

Station Amenities

Platform
Shelter
Emergency communication
Seating
Trash can
Signage
Bicycle access
Car sharing
Lighting
Branding
Digital signage

Infill Station Criteria

Consideration when adding a new station between 2 existing stations:

Context	Ridership Goal for New Regional Rail Stations
URBAN	2,100 boardings
SUBURBAN	1,100 boardings

*Ridership goals were determined using 2019 average weekday ridership data for existing stations.

Tier 1

Light Rail

701 TRAX Blue Line

703 TRAX Red Line

704 TRAX Green Line

TRAX is UTA's light rail service. Light rail provides frequent, high-capacity electric train service, typically operating within a compact urban center or utilized to connect centers in a region. Light rail systems often link multiple train cars and operate in their own median or curb-running right-of-way and stop less frequently than buses.

Service Standards

Service Span

WEEKDAY	4AM - 12AM
SATURDAY	4AM - 12AM
SUNDAY	5AM - 12AM

Headways

WEEKDAY	15 minutes
SATURDAY	15 minutes
SUNDAY	30 minutes

Transit Propensity

300

Service Productivity

20

On-Time Performance

Vehicles should depart 0 seconds early and less than 5 minutes late.

Transit Load

Transit load should not exceed 150% of the seating capacity.

Route and Station Design

Station Spacing

Context	Station Spacing Standards
URBAN	0.25-0.5 mile
SUBURBAN	0.75-1 mile

Route Spacing

Not applicable

Percent Exclusivity

>90%

Almost entirely in an exclusive lane, with very limited exceptions

Intersection Priority Treatment

Context	Recommended Treatment
URBAN	Transit signal priority or preemption
SUBURBAN	Automated gates

Station Amenities

Platform
Shelter
Emergency communication
Seating
Trash can
Signage
Bicycle access
Car sharing
Lighting
Branding
Digital signage

Infill Station Criteria

Consideration when adding a new station between 2 existing stations:

Context	Ridership Goal for New Regional Rail Stations
URBAN	1,400 boardings
SUBURBAN	700 boardings

*Ridership goals were determined using 2019 average weekday ridership data for existing stations.

Tier 1 Tier 2

Rapid Bus

603X Ogden Express (OGX)

830X Utah Valley Express (UVX)

Rapid Bus includes features associated with Bus Rapid Transit (BRT). BRT service provides a substantial investment in a defined corridor including features that seek to emulate the services available on rail systems.

Service Standards

Service Span

WEEKDAY	4AM - 12AM
SATURDAY	9AM - 11PM
SUNDAY	9AM - 6PM

Headways

OGX

WEEKDAY	15 minutes
SATURDAY	15 minutes
SUNDAY	30 minutes

UVX

WEEKDAY	30 minutes
SATURDAY	30 minutes
SUNDAY	30 minutes

Transit Propensity

300

Service Productivity

20

On-Time Performance

Vehicles should depart 0 seconds early and less than 5 minutes late.

Transit Load

Transit load should not exceed the vehicle seating capacity.

Route and Station Design

Station Spacing

Context	Station Spacing Guidelines
URBAN	0.25-0.5 mile
SUBURBAN	0.5-1 mile

Route Spacing

Context	Route Spacing
CENTRAL BUSINESS DISTRICT*	0.125-0.25 mile
URBAN	0.25-0.5 miles
SUBURBAN	0.5-1 miles
RURAL	As needed based on surrounding development and activities

*Within UTA's service area, Central Business District refers to downtown Salt Lake City.

Percent Exclusivity

Varies based on project

An exclusive center guideway with 2 lanes or a single/shared lane guideway is preferred

Intersection Priority Treatment

Context	Recommended Treatment
SEPARATED GUIDEWAYS	Active signal priority
NON-SEPARATED GUIDEWAYS	Queue-jump lanes or active signal priority

Station Amenities

Pole
ADA pad
Signage
Seating
Trash can
Shelter
Lighting
Digital signage

Tier 1

Enhanced Bus

Enhanced Routes *Every 15 minutes*

Enhanced bus service operates frequently, typically every 15 minutes, 7 days a week. The service offers improved amenities at high-ridership stops. While most routes run in mixed traffic, future routes may include infrastructure and technology upgrades to enhance travel times and reliability.

Service Standards

Service Span

WEEKDAY	4AM - 12AM
SATURDAY	4AM - 12AM
SUNDAY	7AM - 9PM

Headways

WEEKDAY	15 minutes
SATURDAY	15 minutes
SUNDAY	30 minutes

Transit Propensity

300

Service Productivity

20

On-Time Performance

Vehicles should depart 0 seconds early and less than 5 minutes late.

Transit Load

Transit load should not exceed the vehicle seating capacity.

Route and Station Design

Station Spacing

Context	Station Spacing Guidelines
URBAN	0.25-0.5 mile
SUBURBAN	0.5-1 mile

Route Spacing

Context	Route Spacing
CENTRAL BUSINESS DISTRICT*	0.125-0.25 mile
URBAN	0.25-0.5 miles
SUBURBAN	0.5-1 miles
RURAL	As needed based on surrounding development and activities

*Within UTA's service area, Central Business District refers to downtown Salt Lake City.

Note: Exceptions to route spacing guidelines may be justified to accommodate street grid patterns and/or preserve access to major destinations. Where routes converge on a major destination or transfer point, a small amount of duplication may be necessary.

Percent Exclusivity

≤50%

May have no sections of exclusive lanes, depending on the project

Intersection Priority Treatment

Encouraged, but not required

Station Amenities

Pole
ADA pad
Signage
Seating
Trash can
Shelter
Lighting

Tier 1

Frequent Bus

Local Routes *Every 15 minutes*

Frequent bus typically runs bidirectional service 7 days a week and, on most days, operates every 15 minutes or better from morning to evening.

Service Standards

Service Span

WEEKDAY	4AM - 12AM
SATURDAY	9AM - 11PM
SUNDAY	9AM - 6PM

Headways

WEEKDAY	15 minutes
SATURDAY	15 minutes
SUNDAY	30 minutes

Transit Propensity

300

Service Productivity

20

On-Time Performance

Vehicles should depart 0 seconds early and less than 5 minutes late.

Transit Load

Transit load should not exceed the vehicle seating capacity.

Route and Station Design

Station Spacing

Context	Station Spacing Guidelines
URBAN	0.25-0.5 mile
SUBURBAN	0.5-1 mile

Route Spacing

Context	Route Spacing
CENTRAL BUSINESS DISTRICT*	0.125-0.25 mile
URBAN	0.25-0.5 miles
SUBURBAN	0.5-1 miles
RURAL	As needed based on surrounding development and activities

*Within UTA's service area, Central Business District refers to downtown Salt Lake City.

Percent Exclusivity

Varies based on project

An exclusive center guideway with 2 lanes or a single/shared lane guideway

Intersection Priority Treatment

Context	Recommended Treatment
SEPARATED GUIDEWAYS	Active signal priority
NON-SEPERATED GUIDEWAYS	Queue-jump lanes or active signal priority

Station Amenities

Pole
ADA pad
Signage
Seating
Trash can
Shelter
Lighting
Digital signage

Tier 2 Tier 3 Tier 4

Local Bus

Local Routes *Every 30-60 minutes*

Local bus routes typically run bidirectional service 7 days a week and operate every 30 to 60 minutes from morning to evening.

Service Standards

Service Span

WEEKDAY	6AM - 9AM
SATURDAY	6AM - 9AM*
SUNDAY	-

Headways

WEEKDAY	30 or 60 minutes
SATURDAY	60 minutes*
SUNDAY	-

*Tier 3 local buses do not operate on Saturdays.

Transit Propensity

100-200

Service Productivity

5-10

On-Time Performance

Vehicles should depart 0 seconds early and less than 5 minutes late.

Transit Load

Transit load should not exceed the vehicle seating capacity.

Route and Station Design

Station Spacing

0.125 mile-0.33 mile
(660 feet-1,760 feet)

Route Spacing

Context	Route Spacing
CENTRAL BUSINESS DISTRICT*	0.125-0.25 mile
URBAN	0.25-0.5 miles
SUBURBAN	0.5-1 miles
RURAL	As needed based on surrounding development and activities

*Within UTA's service area, Central Business District refers to downtown Salt Lake City.

Note: Exceptions to route spacing guidelines may be justified to accommodate street grid patterns and/or preserve access to major destinations. Where routes converge on a major destination or transfer point, a small amount of duplication may be necessary.

Percent Exclusivity

Preferred, but not required

Intersection Priority Treatment

Preferred, but not required

Station Amenities

Pole
ADA pad
Signage

Tier 2 Tier 3

Limited Stop Bus

Limited Rush Hour

UTA currently has some legacy limited stop routes that run limited peak direction service. New limited stop bus service will typically run all-day bidirectional service 7 days a week. Legacy routes will either be upgraded or modified based on demand and other existing services.

Service Standards

Service Span

WEEKDAY	6AM - 9AM
SATURDAY	6AM - 9AM*
SUNDAY	-

Headways

WEEKDAY	30 or 60 minutes
SATURDAY	60 minutes*
SUNDAY	-

*Tier 3 local buses do not operate on Saturdays.

Transit Propensity

100-200

Service Productivity

5-10

On-Time Performance

Departing stops or stations 0 seconds early and less than 5 minutes late.

Transit Load

Transit load should not exceed the vehicle seating capacity.

Route and Station Design

Station Spacing

Not applicable

Route Spacing

Context	Route Spacing
CENTRAL BUSINESS DISTRICT*	0.125-0.25 mile
URBAN	0.25-0.5 miles
SUBURBAN	0.5-1 miles
RURAL	As needed based on surrounding development and activities

*Within UTA's service area, Central Business District refers to downtown Salt Lake City.

Exceptions to route spacing guidelines may be justified to accommodate street grid patterns and/or preserve access to major destinations. Where routes converge on a major destination or transfer point, a small amount of duplication may be necessary.

Percent Exclusivity

Not required

Intersection Priority Treatment

Not required

Station Amenities

Pole
ADA pad
Signage

Tier 3 Tier 4

Innovative Mobility Zones

UTA On Demand

Innovative Mobility Zones could include a variety of first- and last-mile solutions including, but not limited to, on-demand service, autonomous shuttles on a fixed guideway, bike share, and partnerships with private Transportation Network Companies, such as Uber and Lyft. Funding could come from a variety of sources including private funding and public-private partnerships.

Seasonal & Holiday Service

Flex Ski Bus

UTA also provides holiday, seasonal, and supplemental services. These services are tailored to meet specific needs that arise due to special events and seasonal demand fluctuations.

Paratransit

Paratransit

UTA's Paratransit Service ADA program is a service for people with physical, cognitive, or visual disabilities who are functionally unable to independently use the UTA fixed route bus service all the time, temporarily, or only under certain circumstances.

Sponsored Services

Additional services are provided in agreement with agency policy UTA.04.02 and include the following types of service:

Event Service

Service above baseline service to provide additional capacity for events or increase general capacity demand on a temporary basis. Requests for additional service are considered on a case-by-case basis and may include the deployment of additional vehicles, the extension of service hours, or the implementation of alternative routing or scheduling. However, UTA reserves the right to decline any request that may disrupt baseline service, exceed available resources, be inconsistent with UTA or local or regional service or transit plans, or be inconsistent with UTA's mission.

Third-Party Sponsored Service

Service provided by UTA that is funded in whole or in part by a third-party sponsor for the purpose of improving public transit availability in a specific area. UTA reviews each sponsored service request and determines the feasibility of providing sponsored service based on available resources, the Five-Year Service Plan, regional and local transit plans, and the sponsor's willingness to enter into a sponsored service agreement. Sponsored service agreements are approved by the Board of Trustees, and UTA reserves the right to decline any request that may disrupt baseline service, exceed available resources, be inconsistent with UTA or local or regional service plans, or be inconsistent with UTA's mission.

Other Mobility Solutions

Areas that do not have sufficient TPI, productivity, or sponsorship to qualify for any of the tiers of service will not be served by fixed-route or flex-route transit.

UTA will work with local communities and stakeholders to implement other mobility solutions that may include, but are not limited to:

Partnership with a Transportation Network Company (TNC)

Employer-sponsored shuttles

Transportation Management Associations

UTA