

UTA Board of Trustees Meeting

January 29, 2025



Call to Order and Opening Remarks



Agenda Item 1.

Pledge of Allegiance



Safety First Minute



Public Comment

- Live comments are limited to 3 minutes per commenter
- Live comments may be heard from in-person attendees as well as Zoom attendees
- For comments via Zoom, use the “raise hand” function in Zoom to indicate you would like to make a comment
- Public comment was solicited prior to the meeting through alternate means, including email, telephone, and the UTA website
- Any comments received through alternate means were distributed to the board for review in advance of the meeting



Consent Agenda

- a. Approval of January 15, 2025, Board Meeting Minutes
- b. 2024 Compensation Structure End of Year Report



Recommended Action

(by acclamation)

Motion to approve the consent agenda



Reports



Legislative Update and Potential Action on Proposed Legislation



Recommended Action

(by acclamation)

Motion to support the following bills:

- *SB174 Transit and Transportation Governance Amendments*
- *SB0026 Housing and Transit Reinvestment Zone Amendments*
- *HB229 Transportation Funds Amendments*



Executive Director Report



Executive Director Team Award – Finance School Instructors



Finance School Highlights

- 243 Classes were held February 6, 2024 - October 30, 2024
- 9 Courses: Accounting, AP/AR , Budget, Claims & Insurance, Fares, Grants, Payroll, Procurement/Supply Chain, and Treasury
- 9 express classes were held the first week of November 2024
- 39 Instructors & 1 Coordinator
- All express classes were recorded and are available at:
<https://rideuta.sharepoint.com/sites/FinanceDepartment/FinanceSchool>



UTA Recognition – 2024 Transit Riders Choice Award



Strategic Plan Minute: Building Community Support through Community Service





Strategic Plan Minute

1/29/25



Agenda Item 6. c.



Building Community Support

Annual Target: Complete 15 Service Projects

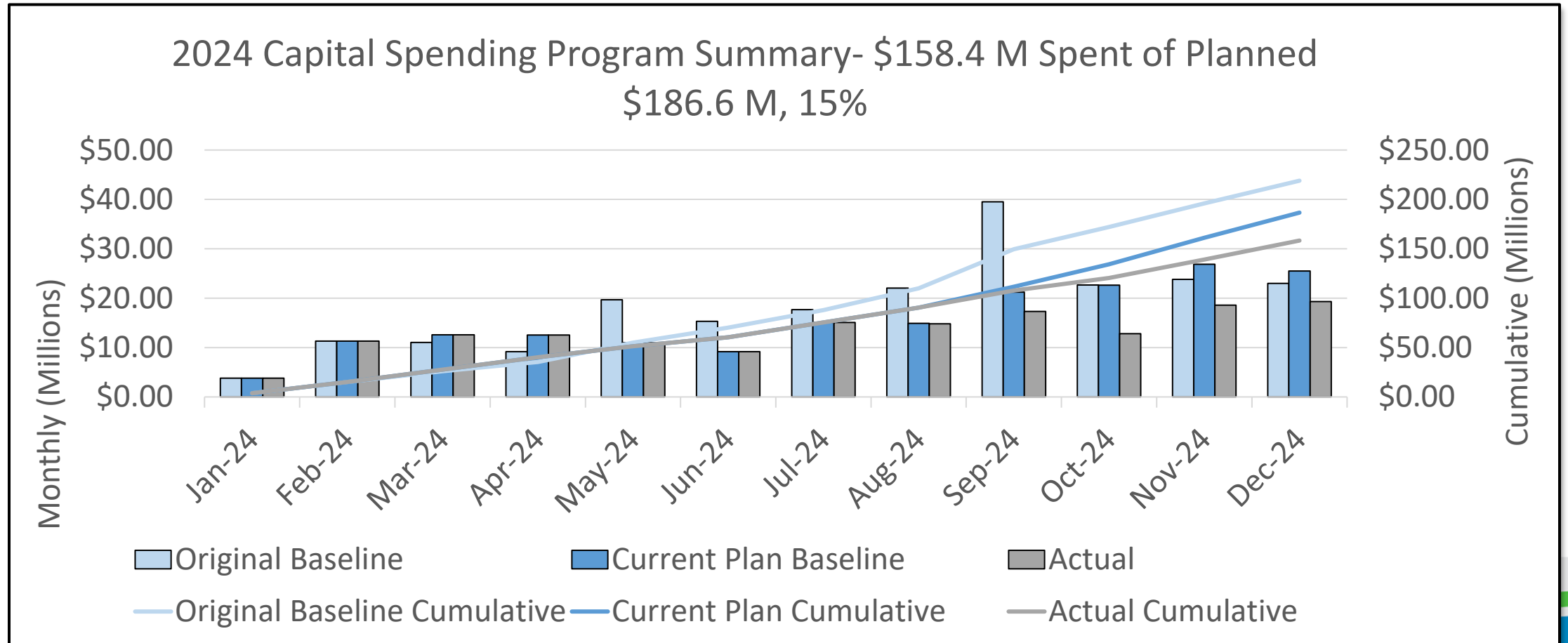
Results: Achieved 16 Service Projects



Capital Program Report – Fourth Quarter 2024



2024 Q4 Program Summary (January 9, 2025)

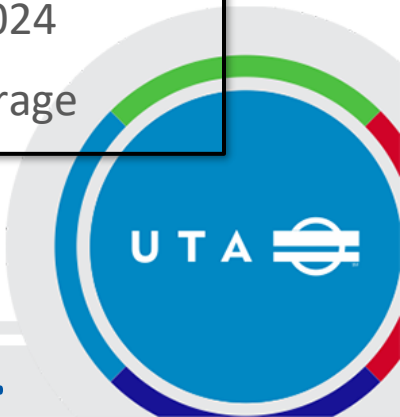
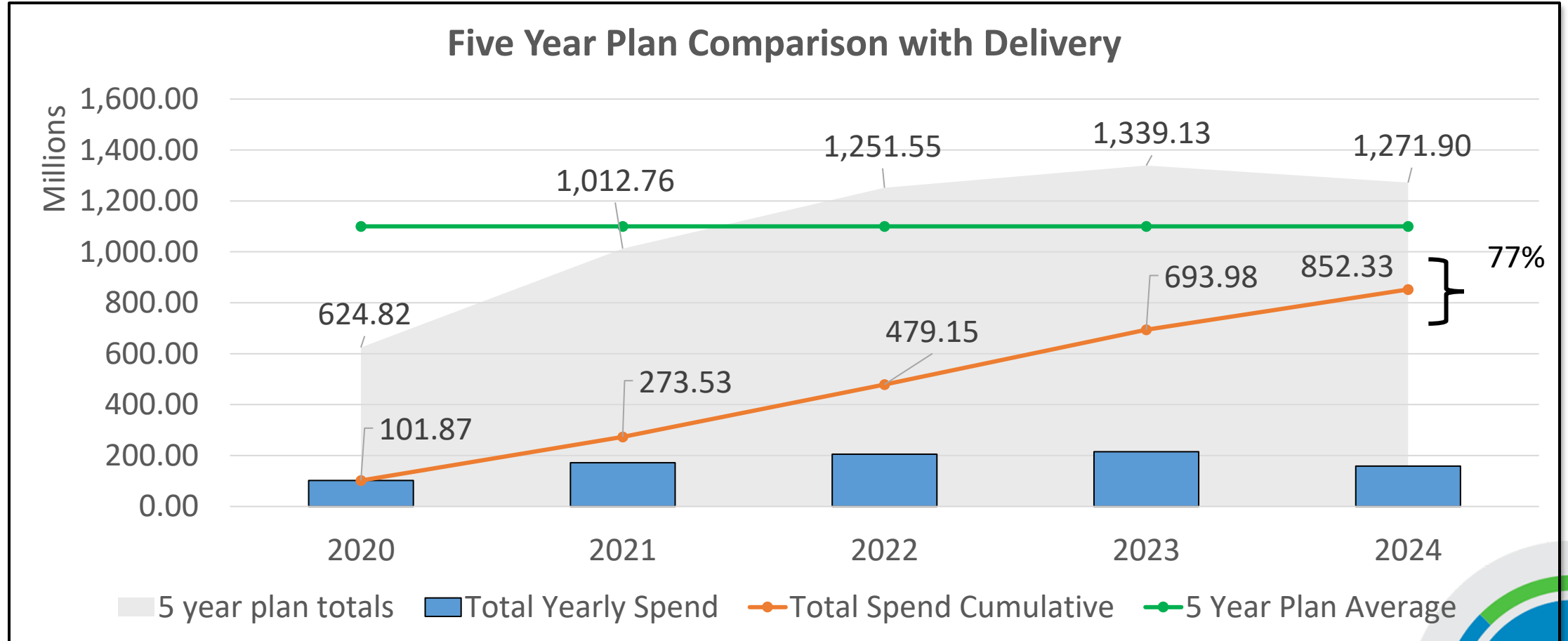


2024 Q4 Program Summary

Category	2024 Budget	2024 YTD Costs	2024 YTD Cash Flow Plan	Percent Budget Spent	Cash Flow Plan Variance
Capital Services	201,200,000	117,510,804	142,910,578	58%	18%
Enterprise Strategy	13,398,000	5,688,471	6,567,994	42%	13%
Finance	32,739,000	23,465,348	23,606,582	72%	1%
Operations	7,022,000	4,414,327	5,330,445	63%	17%
People	2,327,000	1,856,214	2,022,566	80%	8%
Planning and Engagement	5,526,000	3,486,692	4,048,866	63%	14%
Safety	2,328,000	1,936,354	2,148,941	83%	10%
Grand Total	264,540,000	158,358,210	186,635,972	60%	15%



Five Year Plan Amounts-Delivery Comparison



Top 10 Projects YTD Spend

Name	Actual Costs
Mid-Valley Connector	18,306,611
TPSS Component Replacement	10,180,107
HB433 Future Rail Car Purchase	10,000,000
Paratransit Replacements	9,917,742
Fares Systems Replacement Program	8,971,857
Light Rail Vehicle Rehab	7,814,288
Rail Replacement Work	6,207,652
Replacement Non-Revenue Support Vehicles	6,015,495
Replacement Buses	4,566,421
Grade Crossing Program	3,814,529
Total	85,794,708



Top 10 Projects- Unspent Funds

Name	Unspent Funds
VW battery buses	6,019,915
TPSS Component Replacement	5,407,893
MOW Training Yard	3,956,489
SLCentral HQ Office	3,778,786
S-Line Expansion Project	3,721,953
900 East UVX Station	3,634,139
5600 West/Mountain View Corridor Project	3,286,576
Ogden-WSU BRT/Weber Intermodal	2,996,462
Jordan River Bldg 2 Remodel	2,995,207
Workforce/Enterprise Asset Management	2,925,454
Total	38,722,874

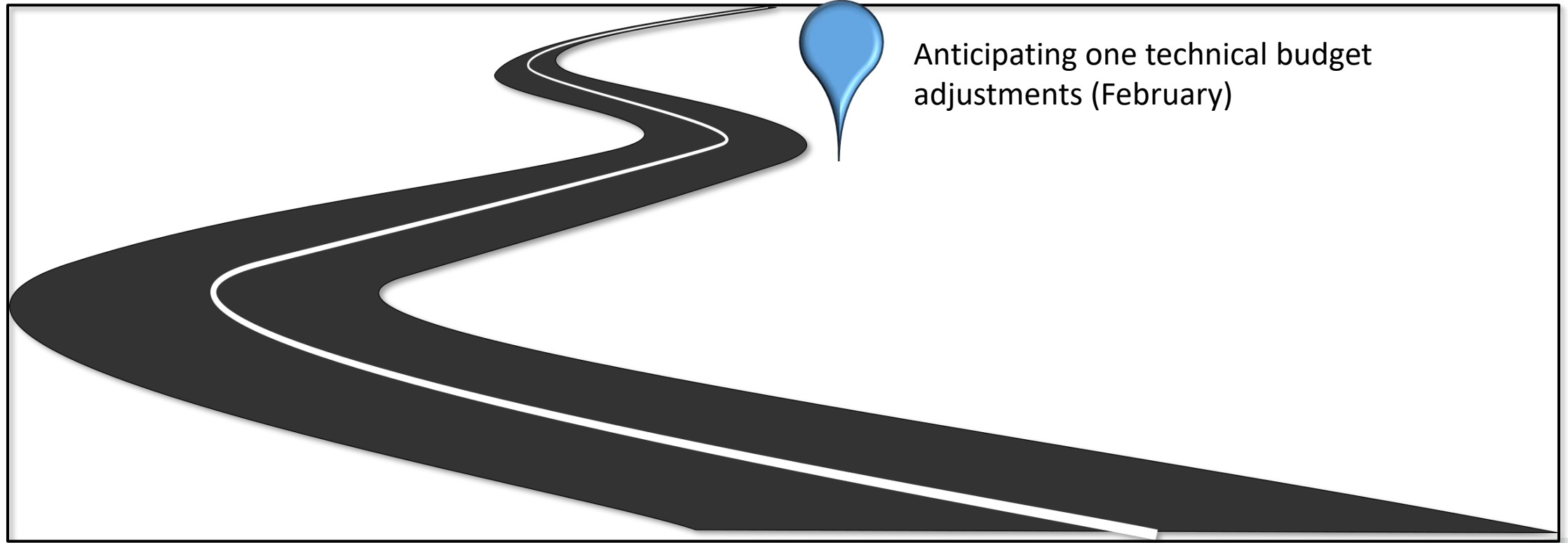


2024 Key Highlights

- 7 Buses Delivered
- 72 Paratransit Vehicles Delivered
- 120 NRV's delivered
- Mid-Valley BRT SSGA signed
- Sugar interlocking replacement, partial Union Interlocking Replacement
- 10 grade crossings replaced
- 5 Operator Restrooms
- 126 Bus Stops and Bus Stop Enhancements completed
- HRIS and EAM system implementations progressed as planned
- Techlink study completed
- Davis-Salt Lake Community Connector into Project Development with FTA
- Hired a PDB Contractor with UDOT for FR2X project



Q1 Upcoming Budget Activities



2024 Picture Highlights



MVX

UTAH TRANSIT AUTHORITY



Agenda Item 6. d.



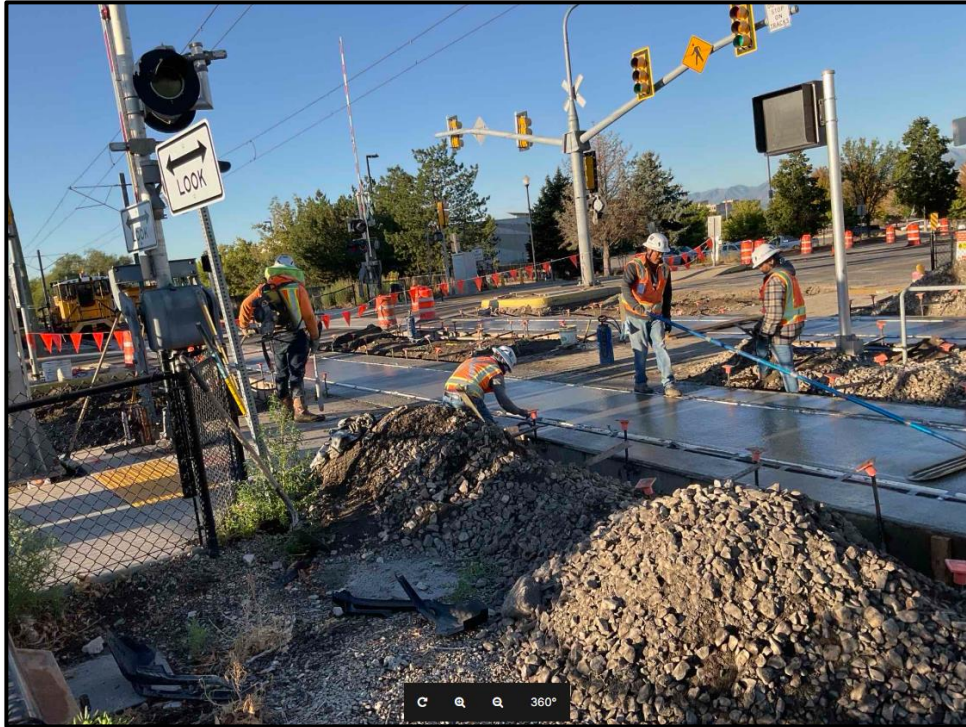
Substation Rehab Project



Vehicles



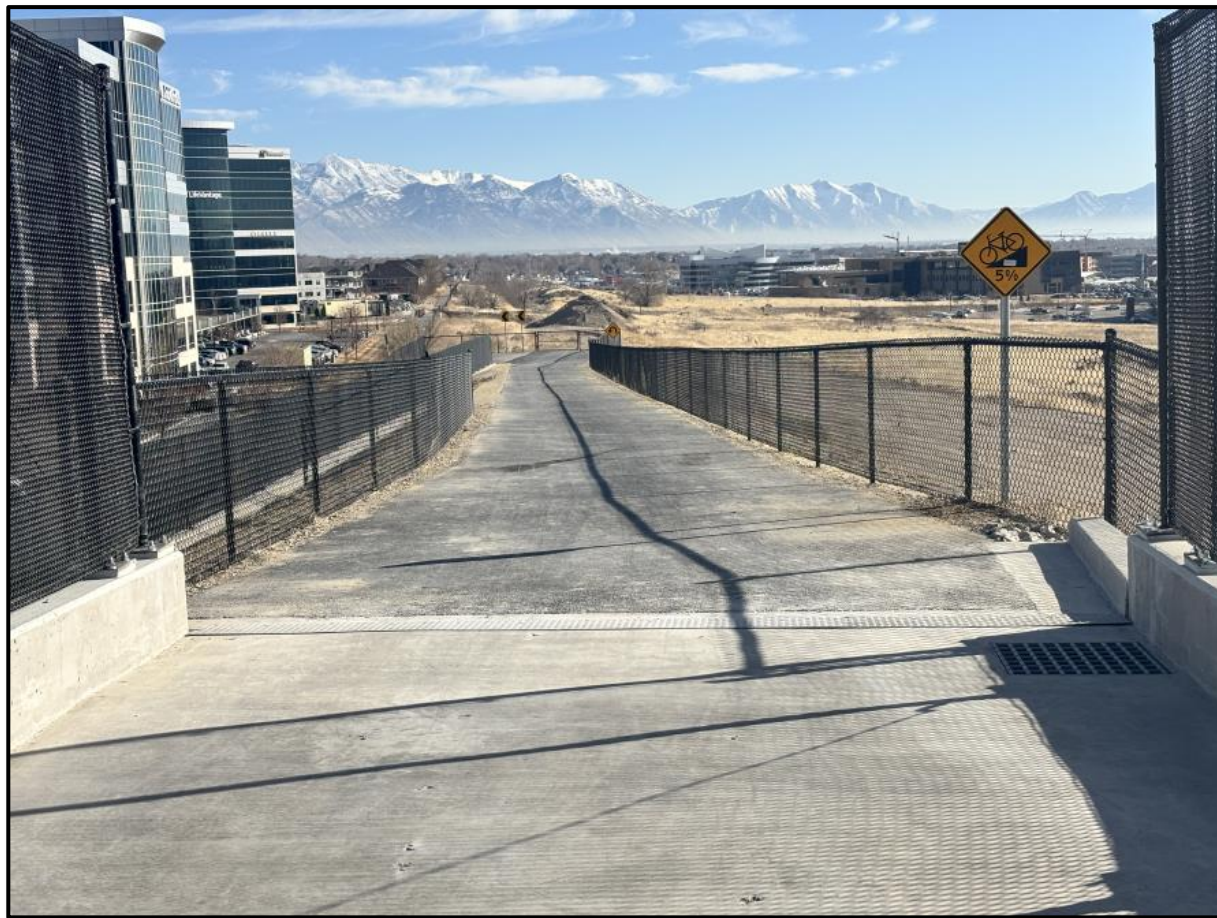
Infrastructure



Bus Stops



Lehi Ped Bridge



Questions?



Resolutions



**R2025-01-04 –
Resolution Approving the Title VI Service
and Fare Equity Analysis for April 2025
Change Day**



Final Proposed Service Changes



Purpose of the Five-Year Service Plan



Improve employee working conditions

by reducing split shifts,
more consistent service
throughout the day

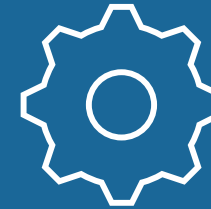


Implement Long-Range Transit Plan

and prepare for future
service / projects



Respond to community feedback



Optimize the system

for more access within
our current limits



Restore service

in areas where it was
previously reduced



Five-Year Service Plan → Change Day

UTA Five-Year Service Plan Final Draft – At a Glance				
Modified New Discontinued				
April 2025	April 2026	April 2027	April 2028	April 2029
Weber/Davis/Box Elder 417 470 626 627 628 640 642 Salt Lake 39 126 201 217 218 219 703 Utah 581 823 871	Weber/Davis/Box Elder 455 562 563 601 604 610 612 625 628 630 F638 640 645 Salt Lake 2-2A 2B 4 45 54 62 72 205 220 223 502 720 Utah 582 583 806 846 850 860 862	Weber/Davis/Box Elder 604 613 F618 F620 Salt Lake 17 26 31 35 39 45 47 50X 203 205 208 223 227 236 240 509 513 551 F590 Utah 584 830X 833	Weber/Davis/Box Elder 400 417 455 470 473 470X 600 609 667 Salt Lake 126 200 201 217 218 219 256 F556 Utah 585 871	Salt Lake 62 72 209 213 F264 503 504



Final Proposed April 2025 Service Changes

** denotes major change*

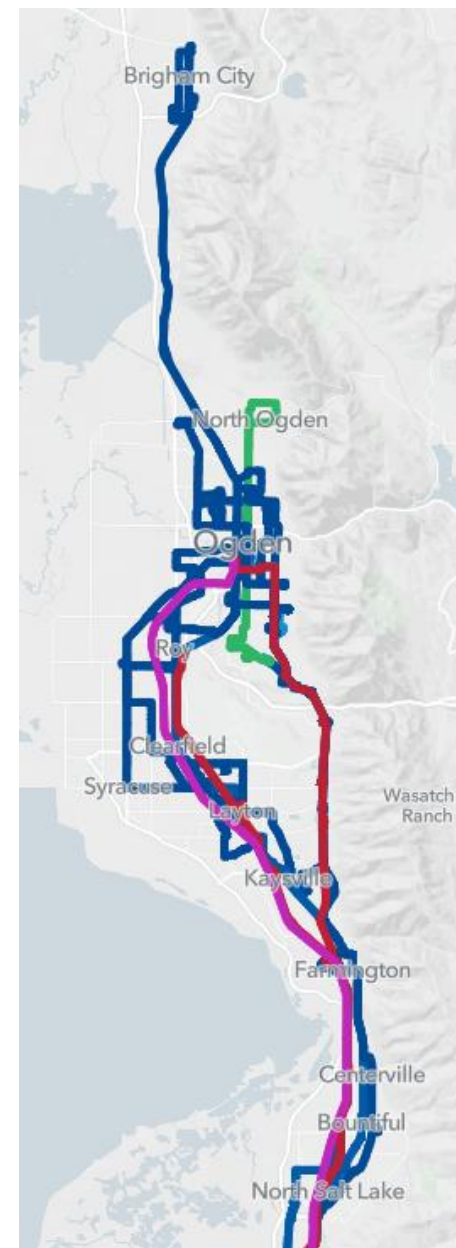


Weber/Davis/Box Elder

New Routes: 417*, ~~642*~~

Modified Routes: 470, 627*, 628*, ~~640*~~

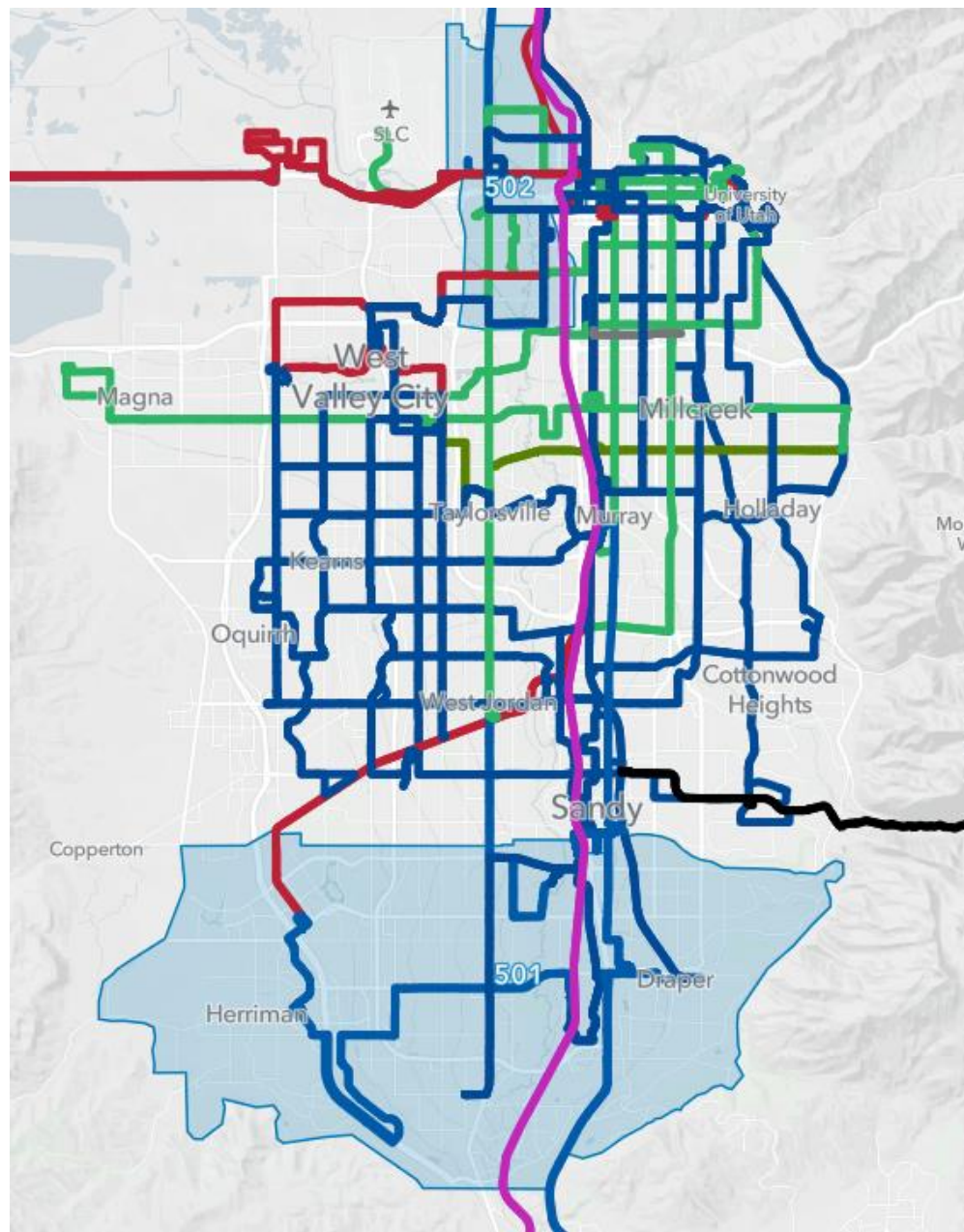
Discontinued/Modified Routes: ~~626*~~



Salt Lake County

New Routes: 126*, 219*

Modified Routes: 39*, 201*, 217, 218*, Red Line*



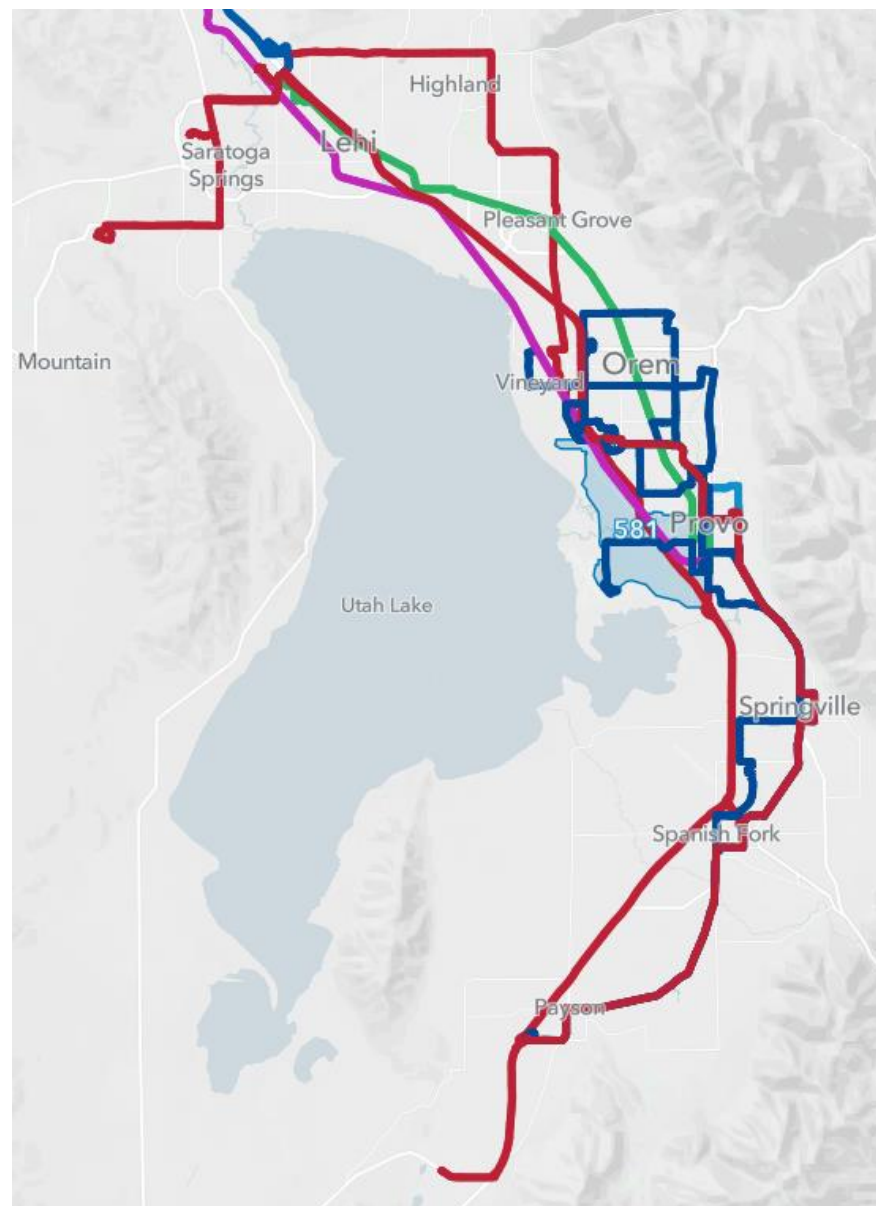
Agenda Item 7. a.



Utah County

New Services: 581*, 823*

Modified Routes: 871



Final Proposed April 2025 Fare Changes



Proposed & Final Fare Changes - 2025

Proposed Change for April 2025	Final Change for April 2025
Route 628 Midtown Trolley: Zero to Paid Fare	Will transition from Zero Fare to paid fare on April Change Day 2025. This service will mirror the rest of the UTA system at \$2.50 for a regular one-way trip.



Public Involvement Report

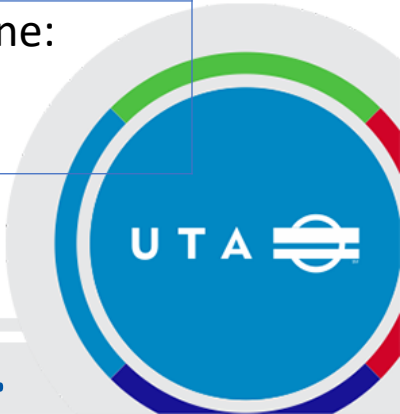
UTAH TRANSIT AUTHORITY



Agenda Item 7. a.

Public Engagement Approaches

Key Component	Dates	Additional Detail
Public Notice	November 13	A public notice was published on the UTA website and on the Utah Public Notice Website.
Public comment period	November 13 – December 13* extended to January 1	30+-day public comment period (49 days total). Comments accepted via email, online form, mail, and phone.
Public meeting (Virtual)	November 20	1 week after public comment period announced, a virtual public meeting was held via Zoom. UTA staff presented information about proposed changes and answered questions. A recording was made available following the event on rideuta.com/AprilChangeDay .
Virtual engagement	November 13 – December 13 January 1	Available throughout the comment period online: rideuta.com/AprilChangeDay .



Public Engagement Approaches Continued

- Communications plan
 - Social
 - Web
- Targeted outreach
 - Partners and stakeholders
 - Emailed list of community and municipal contacts
 - Key interviews with 2 community partners serving higher populations of cash-paying riders and reduced fare user groups
 - New and discontinued routes
 - Targeted mailer and canvassing to ensure these residents were aware of major changes to their neighborhoods
 - CAC Meeting
 - Presented information and received feedback from UTA CAC members
 - Outreach events
 - Multiple events to reach key communities that were identified as potentially more impacted by proposed changes



Public Comment Participation

- Official Comment: 221
- Engagement on Public Meeting: 43 registrations, 39 attendees
- Engagement in outreach efforts:
 - 12 Community Advisory Committee members
 - Hundreds of attendees at LHM Season of Service resource event
 - 2 community partners, serving key communities
 - 300+ contacts from community and municipalities were emailed
 - 20K+ mailers sent
 - Canvassing across all communities for new routes and key changes
- Media Report



Public Engagement Sentiment Overall

- Strong support for improved and expanded service
- Desire for expanded services
- Communication and accessibility of information

- For 2025/2026 Fare Changes – upcoming
 - Concerns about fare changes
 - Equity and access concerns
 - Concerns about financial impacts on riders



Public Comment Themes

For 2025 Changes & 2026 Service Changes

- Concerns about Route Changes
- Frequency and Service Hours
- Improving Accessibility and Signage
- Transit Connectivity and Transfers
- Community Engagement and Customer Service
- Public Engagement and Communication
- Support for Increased Bus Frequency
- The Rio Grande Plan
- UTA On Demand Service Expansion
- Route Adjustments and New Service Requests
- Support for Route 628's Zero Fare Status

For 2025/2026 Fare Changes – upcoming

- Concerns about Fare Changes and Accessibility for Fares
- Fare Structure
- Fare System and Payment Methods
- Suggestions for Further Improvements
- Community and Equity Considerations



Title VI Analysis



UTA and Title VI

- Title VI of the Civil Rights Act requires UTA work to ensure there is no discrimination in the delivery of service
- UTA reviews the equitability of all major changes
- An analysis is performed to ensure there are no unintended negative impacts on low-income people and minorities
- The analysis is presented to and approved by UTA's Board of Trustees



Datasets and Analysis Parameters

- Demographic data from the 2018-2022 American Community Survey (ACS) Five-Year Estimates were used to determine who is impacted by the proposed changes
- Demographics of those impacted were compared to the demographics of UTA's overall service area
- Differences greater than 5% between those impacted by changes and the entire system require further examination and consideration



April Change Day 2025 Proposed Changes Not Analyzed

- 3 minor route alignment adjustments
 - Route 470 in Davis County
 - Realigned to serve Layton Hills Mall/Midtown Crossing
 - Route 217 in Salt Lake County
 - Realignment and new terminus at 1460 West to connect to Green Line at Power Station
 - Route 871 in Utah County
 - Realigned to serve Sandy Civic Center Station



April Change Day 2025 Proposed Major Changes

- 11 major changes proposed
 - 3 service restorations
 - 39, 201, 218
 - 5 new routes/services
 - 126, 219, 417, 823, IMZ 581*
 - 2 alignment changes
 - 627, 628
 - 1 new rail station*
 - 703

** These items were analyzed but are not articulated in UTA's current Title VI Policy*



Analysis of Proposed Service Changes: Findings

- 3 route-level potential findings were identified
 - 3 of disparate impact on minority populations
 - 2 of disproportionate burden on low-income populations



Service Analysis Findings: Routes 126 and 219

- Prioritization of new service on routes 126 and 219 over restoration of service reduced during the pandemic in areas of high levels of minority populations results in a **finding of disparate impact on minority populations**.
- Prioritization of new service on routes 126 over restoration of service reduced during the pandemic in areas of high levels of low-income populations results in a **finding of disproportionate burden on low-income populations**.
- UTA believes there is **substantial legitimate justification** for moving forward with these changes; therefore, the implementation of routes 126 and 219 was moved forward to April 2025.
- UTA will mitigate the ongoing adverse effects on areas impacted by service reductions by prioritizing restoration in future service changes.



Service Analysis Findings: Route 628

- Route 628 is proposed to be substantially modified, and some small segments of the existing route will no longer have transit service.
- Based on the populations served by route 628, there is a **finding of disparate impact on minority populations and a finding of disproportionate burden on low-income populations.**
- UTA believes that the overall package of changes in this area will mitigate the adverse effects of the changes to route 628.
 - Most of the existing route will be served by modified service on routes 627 and 470.
 - The route modifications will provide access to additional areas not currently served by transit.



Conclusion

- Systemwide proposed changes estimate access among low-income and minority populations
- All potential findings are either mitigated by other service or justified to proceed



April Change Day 2025 Proposed Major Fare Changes

- 1 major fare change
 - Route 628 is proposed to transition from zero-fare to regular paid fare
 - Service agreement with Layton City is not being renewed
- Indicates findings of **disparate impact on minority populations and disproportionate burden on low-income populations**
- 2 alternatives considered:
 - Continue offering zero-fare (UTA would not receive revenue to support operations)
 - Charge reduced rate (would create inconsistency & likely confusion)
- Fares Team proposed mitigations:
 - Work with human service agencies along the route to promote Reduced Fare Program & Human Service Program
 - Coordinate with Communications/Marketing staff to implement a targeted marketing campaign for the route



Next Steps

- February – April 2025: Inform
 - Community education, outreach, communications
 - Preparation for any planned changes
- Beyond April 2025: Process regarding:
 - April 13, 2025: Change Day
 - 2026 Service/Fare Changes – Title VI



Questions?



Recommended Action

(by roll call)

Motion to approve R2025-01-04 – Resolution Approving the Title VI Service and Fare Equity Analysis for April 2025 Change Day, as presented



Contracts, Disbursements, and Grants



Contract: UTA Retirement Plan Pension Administration Services (Milliman, Inc.)

Recommended Action (by acclamation)

Motion to approve the contract with Milliman, Inc. for
UTA Retirement Plan Pension Administration Services, as presented.



Contract: 2025 Support Fleet Order (Tony Divino Toyota)

Recommended Action (by acclamation)

Motion to approve the contract with Tony Divino Toyota for 2025 Support Fleet Order, as presented.



Contract: 2025 Support Fleet Order (Ken Garff West Valley Ford, LLC)

Recommended Action (by acclamation)

Motion to approve the contract with Ken Garff West Valley Ford, LLC for 2025 Support Fleet Order, as presented.



Contract: Depot District Compressed Natural Gas Fueling Station Operations and Maintenance Agreement (Trillium Transportation Fuels, LLC)

Recommended Action (by acclamation)

Motion to approve the contract with Trillium Transportation Fuels, LLC for Depot District Compressed Natural Gas Fueling Station Operations and Maintenance Agreement, as presented.



Contract: Geographic Information Systems (GIS) Software (Environmental Systems Research Institute “ESRI”)

Recommended Action (by acclamation)

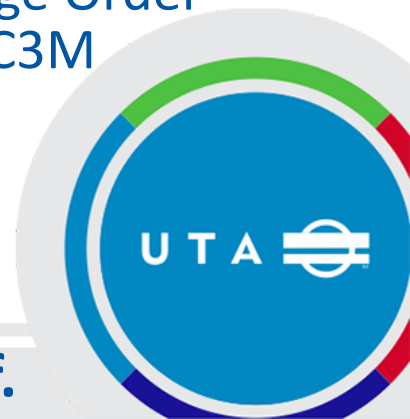
Motion to approve the contract with Environmental Systems Research Institute for Geographic Information Systems Software, as presented.



Change Order: Ratification of Traction Power Substations (TPSS) Rehabilitation Change Order #015 - Repair and Replacement of Equipment (C3M Power Systems, LLC)

Recommended Action (by acclamation)

Motion to ratify work completed prior to board authorization and approve Change Order Number 015 to the Traction Power Substation Rehabilitation Contract with C3M Power Systems, LLC for repair and replacement of equipment, as presented.



Change Order: Ratification of 900 E. UVX Station Design Modification 1 (Horrocks Engineers, Inc.)

Recommended Action (by acclamation)

Motion to ratify Modification Number 1 to the 900 East UVX Station Design contract with Horrocks Engineers, Inc., as presented.



Change Order: Ratification of Unauthorized Light Rail Vehicle 1137 Roof Repairs through Modification No. 2 (Siemens Mobility, Inc.)

Recommended Action (by acclamation)

Motion to ratify work completed prior to board authorization and approve Modification Number 2 to the Light Rail Vehicle 1137 Roof Repairs contract with Siemens Mobility, Inc., as presented.



Budget and Other Approvals



TBA2025-01-01 Technical Budget Adjustment - 2025 Operating Budget Move of Rail Parts Supervisors and Clerks from Supply Chain to Rail Departments



Technical Budget Adjustment TBA2025-01-01 to move Rail Parts Supervisors and Parts Clerks From Supply Chain Department To Rail Departments

- Net neutral to budget,
- The Executive Director is recommending a move of Rail-related Parts Supervisors and Parts Clerks and the associated budget from Supply Chain Department under the Chief Financial Officer to Commuter Rail and Light Rail Departments under the Chief Operating Officer
- Request transfer of \$1,900,014 in operating budget between departments
- Request transfer of 2 Parts Supervisors and 17 Parts Clerks between departments



Recommended Action

(by acclamation)

Motion to approve TBA2025-01-01 Technical Budget Adjustment – 2025 Operating Budget Move of Rail Parts Supervisors and Clerks from Supply Chain to Rail Departments, as presented.



International Travel to Montreal, Quebec, Canada for Ali Oliver



Recommended Action

(by acclamation)

Motion to approve International Travel to Montreal, Quebec, Canada
for Ali Oliver, as presented



Discussion Items



Service Design Standards



Introduction

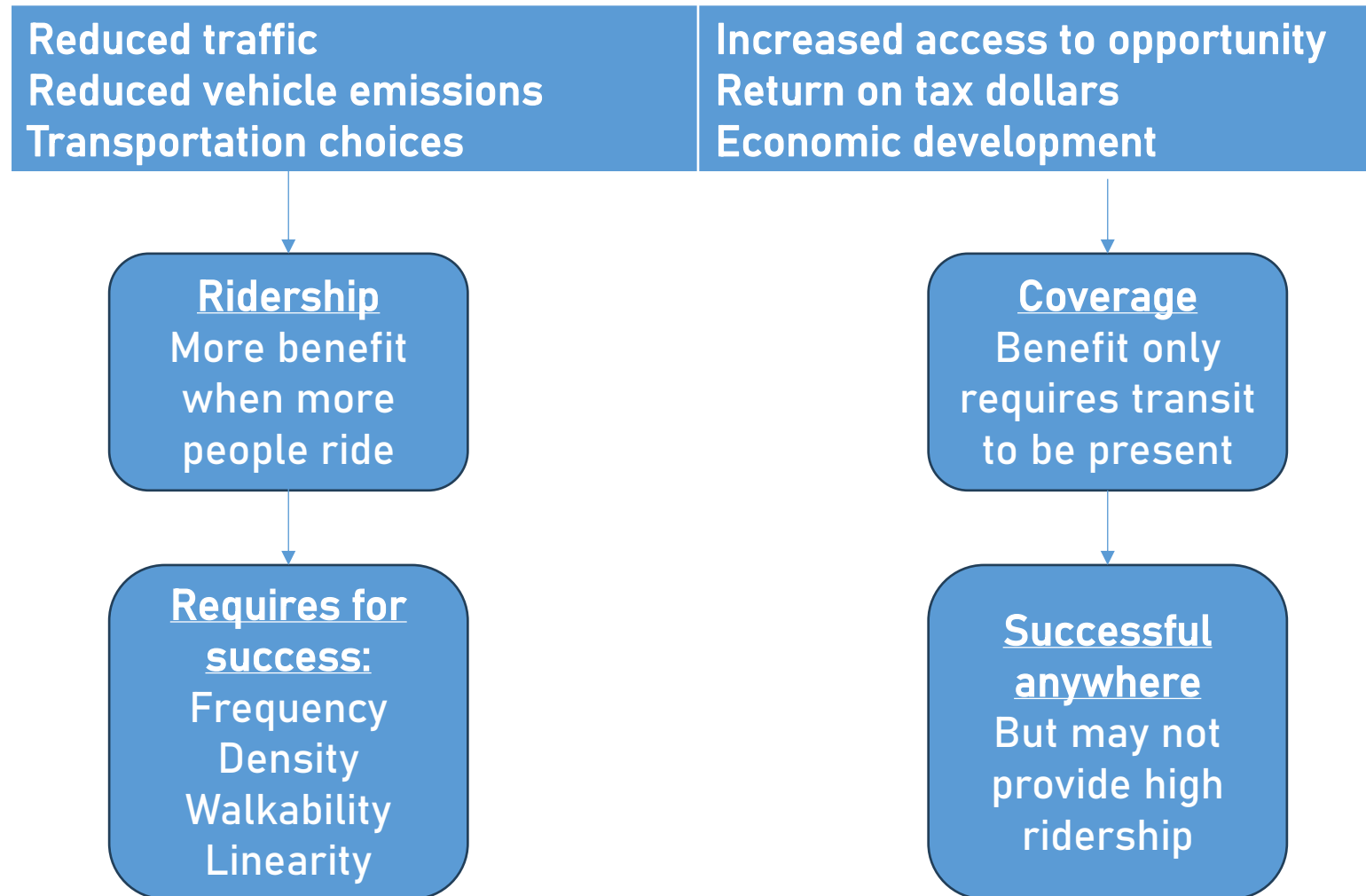
Objectives of the Service Design Standards:

Board Strategic Priorities	Financial	Resources
<ul style="list-style-type: none">• Safety & Security• Service Availability• Service Quality• Network Quality• Reliability• Accessibility• Access	Maximum service and quality that is warranted within financial capacity	Maximum service and quality that is warranted within vehicle and operator availability

*Guidelines:
rules of thumb,
best practices*

*Standards:
agency policy*

Benefits and Key Considerations of Transit Services



Service Planning Process

ongoing

Initial Review

- Service Design Standards
- ADA
- Title VI
- Staff availability
- Stop amenities
- CBAs
- End of Line (EOL) availability
- Impacts to existing riders
- Urgent operational issues
- Public engagement

2-year cycle

Five-Year Service Plan
















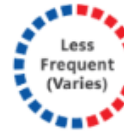
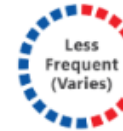














































- Phased by year
- Initial Review
- Upcoming projects
- System analysis
- Guides implementation
- Stakeholder engagement

4-year cycle

Long-Range Transit Plan

- Unconstrained
- 10-year phases
- Major investments
- New lines/services
- Coordination with MPOs, cities
- Stakeholder engagement

UTA Service Types

	Frequent Service Network (15 minute or better all-day service including weekends)								
Mode	 Regional Rail (FrontRunner)	 Light Rail (TRAX)	 Streetcar (S-Line)	 RapidBus	 Enhanced Bus	 Frequent Bus	 Local Bus	 Limited Stop Bus	 Innovative Mobility Solutions
Frequency	 Frequent (Peak Hours) 30 mins	 Most Frequent ≤15 mins	 Frequent 15 mins	 Very Frequent ≤15 mins	 Frequent 15 mins	 Frequent 15 mins	 Less Frequent (Varies)	 Less Frequent (Varies)	 On-Demand (varies)
Corridor Investment	 Highest Permanence	 Highest Permanence	 High Permanence	 Moderate to High Permanence	 Moderate Permanence	 Corridor Commitment, Maintains Flexibility	 Flexible	 Flexible	 Most Flexible
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	 Serves medium-high volume corridors	 Serves medium volume corridors	 Serves low to medium volume corridors	 Bidirectional all-day limited stop service	 Serves low density areas or operates at lower-demand times (such as late night)
Passenger Capacity ¹									
Transit Access Shed	 5+ Miles	 1/2 to 1+ Mile	 1/3 Mile	 1/2 Mile	 1/2 Mile	 1/4 Mile	 1/4 Mile	 1/4 Mile	
Stop/Station Amenities									

1. Based on vehicle capacity and frequency

Transit Service Standards

Tiers of Service

Minimum level of service; reflects current conditions

TPI: Transit Propensity Index

PPH: Passengers per Hour

	Weekday	Saturday	Sunday	Min. TPI	Min. PPH
Tier 1	4:00-6:00 30-min 6:00-19:00 15-min 19:00-24:00 30-min	4:00-6:00 30-min 6:00-19:00 15-min 19:00-24:00 30-min	6:00-21:00 30-min	300	20
Tier 2	6:00-21:00 30-min	6:00-21:00 60-min		200	10
Tier 3	6:00-21:00 60-min			100	5 (Flex) 10 (Fixed)
Tier 4	<i>Limited, exact schedule varies</i>			100	20

Transit Service Standards

- **Straight and Split Shifts:**
 - Follow Tiers of Service to maximize number of straight shifts
 - Move between tiers, rather than make individual trip changes
- **Cycle times generally not longer than three hours**
- **Detours:**
 - Short-term: less than one Change Day period; coordinated by Operations
 - Long-term: more than one Change Day period; handled by service change process

Transit Service Standards

On-Time Performance

- Bus, TRAX, FrontRunner: 0:00 – 4:59
- Flex: 0:00 – 14:59
- Paratransit: -10:00 – 20:00 pickup, 0:00 – 30:00 drop-off
- UVX: -1:00 – 2:59

Per policy, Service Planning evaluates potential routing changes when reliability averages below 88%

Headway Adherence

Posted Headway	Min. Scheduled Headway	Max. Scheduled Headway
15 min.	10 min.	20 min.
30 min.	20 min.	40 min.
60 min.	50 min.	70 min.

Commuter Rail (FrontRunner)

Tier 2

Weekday	Saturday	Sunday
5:00 AM – 10:00 PM 30/60 minutes	8:00 AM – 12:00 AM 60 minutes	No service

- On-Time Performance: 0:00 – 4:59
- Transit Load: should not exceed 150% more than half the time
- Stop Spacing: requires study
- Route Spacing: requires study
- Percent exclusivity: 100%
- Intersection Priority: Grade separated, automated grade crossings
- Amenities: Platform, shelter, emergency communication, seating, trash can, signage, bicycle access, car sharing, lighting, branding, and digital signage

Infill stations:

- Requires study
- Urban: at least 2,100 boardings per day
- Suburban: at least 1,100 boardings per day

Light Rail/Streetcar (TRAX/S-Line)

Tier 1

Weekday	Saturday	Sunday
4:00 AM – 12:00 AM 15 minutes	4:00 AM – 12:00 AM 15 minutes	5:00 AM – 12:00 AM 30 minutes

- On-Time Performance: 0:00 – 4:59
- Transit Load: add cars when load regularly exceeds 100%
Add trains when 4-car train regularly exceeds 150%
- Route Spacing: requires study
- Percent Exclusivity: 100% with limited exceptions
- Amenities: Platform, shelter, emergency communication, seating, trash can, signage, bicycle access, car sharing, lighting, branding, and digital signage

Intersection Priority:

- Urban: Priority or preemption as available
- Suburban: Automated crossing gates

Stop Spacing:

- Urban: 0.25-0.5 mi
- Suburban: 0.75-1.0 mi

Infill Stations:

- Requires study
- Urban: at least 1,400 boardings per day
- Suburban: at least 700 boardings per day

Bus Rapid Transit (BRT)

FTA definition of BRT:

- Frequent, bi-directional, all-day service
- Stations with shelter and customer information
- Infrastructure investments (dedicated lanes, signal priority, queue jumps)
- Unique, consistent branding vehicles and stations

Corridor-Based BRT: UVX, OGX, MVX, South Davis Connector

- Includes some but not all BRT features (i.e. may include signal priority, but not majority exclusive lanes)

Tier 1

Weekday	Saturday	Sunday
4:00 AM – 12:00 AM 15 minutes or better	4:00 AM – 12:00 AM 15 minutes or better	6:00 AM – 9:00 PM 30 minutes

Rapid Bus

OGX (BRT), UVX (BRT) MVX (BRT)

- Transit Propensity: 300 or greater
- Service Productivity: 20 or greater
- On-Time Performance: 0:00 – 4:59
 - UVX: -1:00 – 2:59

Route Spacing:

- Central Business District: 0.125 – 0.25 mi
- Urban: 0.25 – 0.5 mi
- Suburban: 0.5 – 1.0 mi
- Rural: as needed

Stop Spacing:

- Urban: 0.25 – 0.5 mi
- Suburban: 0.5 – 1.0 mi

- Transit Load: should not exceed more than 100% more than half the time
- Percent Exclusivity: exclusive lanes preferred
- Intersection Priority: may include exclusive lanes, queue jumps, signal priority
- Amenities: Pole, ADA pad, signage, seating, trash can, shelter, lighting, and digital signage

Enhanced Bus

5600 West, South Davis Connector (BRT)

Differences from Rapid Bus:

- Stops and/or stations with enhanced amenities
- Generally operate in mixed traffic
- May include infrastructure/technology improvements (not required)

Tier 1

Weekday	Saturday	Sunday
4:00 AM – 12:00 AM 15 minutes or better	4:00 AM – 12:00 AM 15 minutes or better	6:00 AM – 9:00 PM 30 minutes

- Transit Propensity: 300 or greater
- Service Productivity: 20 or greater
- On-Time Performance: 0:00 – 4:59
- Transit Load: should not exceed 100% more than half the time

- Percent Exclusivity: 0% - 50%
- Intersection Priority: encouraged, not required
- Amenities: Pole, ADA pad, signage, seating, trash can, shelter, and lighting

Frequent Bus

Tier 1

Weekday	Saturday	Sunday
4:00 AM – 12:00 AM 15 minutes or better	4:00 AM – 12:00 AM 15 minutes or better	6:00 AM – 9:00 PM 30 minutes

- Transit Propensity: 300 or greater
- Service Productivity: 20 or greater
- On-Time Performance: 0:00 – 4:59
- Transit Load: should not exceed 100% more than half the time

Stop Spacing:

- Urban: 0.25 – 0.5 mi
- Suburban: 0.5 – 1.0 mi

- Percent Exclusivity: encouraged, not required
- Intersection Priority: encouraged, not required
- Amenities: Pole, ADA pad, signage, seating, trash can, and shelter

Local Bus

Tiers 2, 3, 4

Weekday	Saturday	Sunday
6:00 AM – 9:00 PM 30 minutes (Tier 2) 60 minutes (Tier 3)	6:00 AM – 9:00 PM 60 minutes (Tier 2)	

- Transit Propensity: 100 or greater (Tier 3); 200 or greater (Tier 2)
- Service Productivity: 10 or greater
- On-Time Performance: 0:00 – 4:59
- Transit Load: should not exceed 100% more than half the time
- Stop Spacing: between 1/8 mile (660 ft) and 1/3 mile (1760 ft)

Flex Routes

- Tier 3 bus
- Riders can call in advance to schedule deviations up to 3/4 mile
- Regular local fare; additional charge for deviations

- Percent Exclusivity: not required
- Intersection Priority: not required
- Amenities: Pole, ADA pad, and signage

Limited Stop Bus

Tiers 2, 3

Weekday	Saturday	Sunday
6:00 AM – 9:00 PM 30 minutes (Tier 2) 60 minutes (Tier 3)	6:00 AM – 9:00 PM 60 minutes (Tier 2)	

- Transit Propensity: 100 or greater (Tier 3); 200 or greater (Tier 2)
- Service Productivity: 5 or greater (flex bus); 10 or greater (fixed bus)
- On-Time Performance: 0:00 – 4:59
- Transit Load: should not exceed 100% more than half the time
- Stop Spacing: fewer stops than local service; spacing depends on need

Route Spacing:

- Central Business District: 0.125 – 0.25 mi
- Urban: 0.25 – 0.5 mi
- Suburban: 0.5 – 1.0 mi
- Rural: as needed

Innovative Mobility Zones and Services

- UTA On Demand
- Autonomous shuttles
- Bike share
- TNC partnerships

More detailed standards for these modes are in development

Other Services

Paratransit:

Complementary service for riders with disabilities to bi-directional fixed-route transit service

- Coverage provided within $\frac{3}{4}$ mile of fixed-route service
- Includes bus & light rail
Does not include flex route, on-demand, or regional rail service
- Requires in-person interview and assessment
- On Time: -10:00 – 20:00 for pick up; 0:00 – 30:00 for drop-off

Other Services

Sponsored services:

Event service:

- Added vehicles, extended hours, or alternative routes and schedules
- Cannot disrupt baseline service, exceed available capacity, or be inconsistent with existing plans/direction

Sponsored service:

- Funded by third party
- Service agreement with UTA—must be consistent with existing plans/direction

Other Services

Other services:

Include but not limited to:

- Partnership with TNC (Uber, Lyft)
- Employer-sponsored shuttles
- Transportation Management Associations (TMA)

Stop Placement

- Signalized, marked, and/or grade separated crossings
 - Traffic lights
 - Crosswalks
 - Pedestrian bridges
 - No crossing: 3-lane max cross section; low traffic volumes
- Good points of access
 - Sidewalk access from trip origin to bus stop
 - Pedestrian-oriented, connected street network
 - Permeable pedestrian access to neighborhoods/residences
- Existing stops preserved but may not be improved until conditions are met

Title VI Compliance

- UTA will conduct Title VI analysis and mitigate any potentially discriminatory changes
- Public meeting and 30-day public engagement period

Other Business

- a. Next Meeting: Wednesday, February 12, 2025, at 9:00 a.m.



Adjourn

