

# 2011 Year in Review

UTA 



## From the General Manger

The past year has been momentous for the Utah Transit Authority. With a dedicated and talented team and strong community participation, we marked a year of progress and transformation.



We simultaneously opened two new light rail lines ahead of schedule and under budget in August, while increasing system-wide ridership to more than 41 million trips—a six percent increase relative to the previous year.

In conjunction with the new TRAX openings, we modified bus services. Community input played a critical role as we planned our bus service transitions. As we plan for the future, the public remains the richest resource for research and needs analyses. We will continue to invite public participation as we prepare the openings of our newest FrontLines 2015 projects.

This past year we also renewed our pledge to keep safety our highest priority, as we will every year. We work hard to plan and engineer the safest possible transportation systems. To supplement our engineering, we will continue to do our utmost to educate and enforce measures designed to keep our riders and the public safe. It remains our number-one priority. For example, working with the international organization Operation Lifesaver, UTA team members will be seen throughout our service areas at schools, businesses and community groups talking about how to be safe around trains.

We will remember 2011 as an incredible year. With hard work and continued community support, 2012 will be just as transformative and memorable.

Michael Allegra  
General Manager  
Utah Transit Authority

### FrontLines 2015 Progress

UTA continues to make substantial progress on the \$2.8 billion FrontLines 2015 project. The project features 25.2 miles of light rail over four lines: the Mid-Jordan, West Valley, Airport and Draper lines. The project also includes the 45-mile FrontRunner South commuter rail line spanning from Salt Lake City to Provo. UTA opened the Mid-Jordan and West Valley TRAX lines in August 2011—ahead of schedule and under budget. UTA continues construction on the remaining lines and anticipates opening the FrontRunner South line in December 2012 and the Airport and Draper lines in years to follow.

Frontlines 2015 Progress in 2011	
Line	Percent Complete
FrontRunner South	90.3
Mid-Jordan	100
West Valley	100
Draper	61.4
Airport	72.7
<b>Overall</b>	<b>89.2</b>

### Safety

UTA is committed to safely operating its bus and rail services. With the opening of two light rail lines in 2011, UTA worked to educate communities throughout the service district about safety around rail lines, crossings and stations. To help in this effort UTA continued its participation in the Operation Lifesaver program. In 2011, agency representatives gave Operation Lifesaver safety presentations reaching 12,783 people including elementary, junior high and high school students and adults. UTA also launched a major advertising safety campaign and produced a new safety video.

# UTA Board of Trustees Goals 2011

## FrontLines 2015 Project

**Goal:** Complete 78 percent of the FrontLines 2015 program tasks by year end and start revenue operation of the West Valley and Mid-Jordan TRAX lines by Aug. 31, 2011.

**Status:** **Accomplished.** Completed 89.2 percent of program and opened the West Valley and Mid-Jordan TRAX lines on Aug. 7, 2011.

## Strategic Projects

### Goal:

#### Perform the following:

- Assist Metropolitan Planning Organizations (MPOs) with the 2040 Regional Transportation Plan.
- Advance concepts for western high-speed rail.
- Conduct a comprehensive on-board rider survey.
- Implement a broad public input process where the public can give suggestions to help design UTA service and fare structure.

#### Develop the following:

- Selection criteria for Transit Oriented Development (TOD) projects and select at least three projects where UTA could participate in as a limited liability partner.
- Alternative fuel plans and partnerships.
- Concepts and consensus for a regional bicycle and pedestrian network.
- Funding plan to open 2015 rail lines early.

**Status:** All project tasks requiring completion in 2011 were completed. Some items are a multi-year effort requiring action in 2012.

## Revenue Development

**Goal:** Develop \$225,000,000 in revenue.

**Status:** **Accomplished.** Exceeded goal by developing \$266,477,000 in revenue.

## Investment Per Rider (IPR)

**Goal:** Reduce IPR to \$3.69.

**Status:** **Accomplished.** Exceeded goal by reducing IPR to \$3.43.

## Ridership

**Goal:** Maintain a positive ridership growth trend based on the five-year moving average.

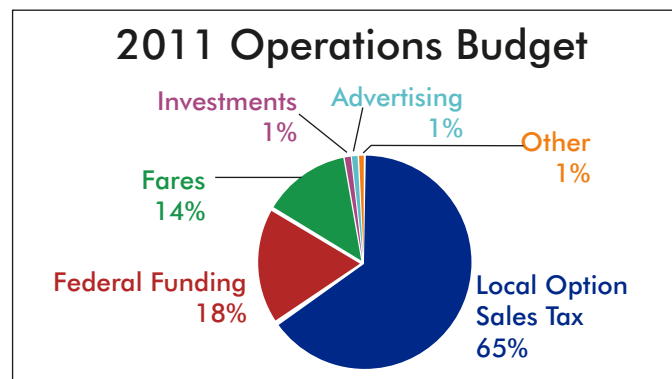
**Status:** **Accomplished.** Ridership increased by 6.4% to 41,553,315.

## Revenues

UTA receives operating revenues from various sources including sales tax, fares, federal preventative maintenance grants, advertising, interest and a small amount from other areas. UTA's capital sources to fund projects, such as construction of transit infrastructure and TRAX light rail, come from net operating revenues, federal grants, local contributions and bonding.

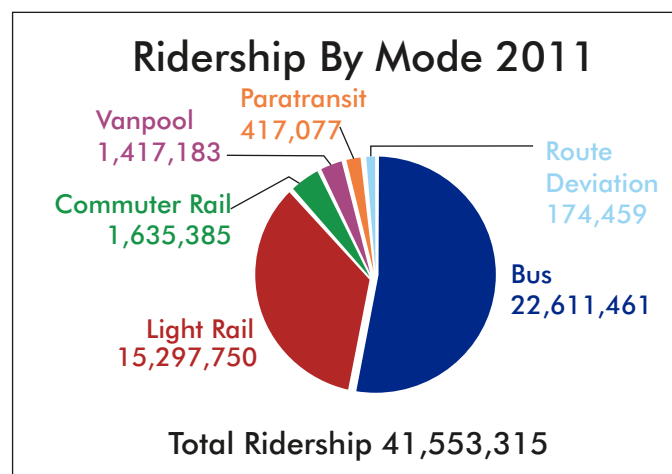
## Operating Budget

In 2011, UTA saw a slow growth trend in sales tax revenue due to a steady, slow-recovering economy. The total operations budget was approximately \$183,316,000, which included the start of operations for the new Mid-Jordan and West Valley TRAX lines. UTA draws funding primarily from a local-option sales tax raised by the cities and counties it serves. A basic breakdown of where UTA receives its operating funding is shown below.



## Ridership

UTA's total system ridership in 2011 reached 41,553,315 with more than 15.2 million rides on TRAX, 22.6 million on UTA buses and 1.6 million on FrontRunner.

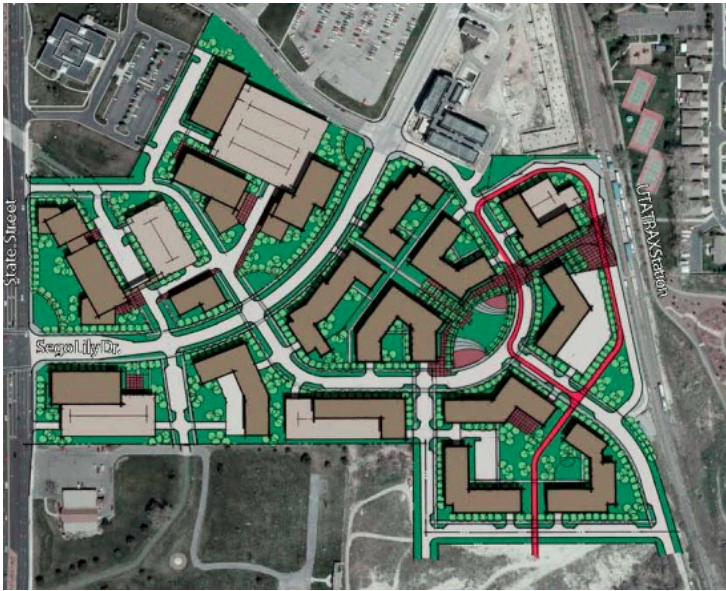


## Transit Oriented Development (TOD)

In accordance with the joint development provisions added to its enabling legislation in 2010, UTA advanced several transit-oriented development projects in the Salt Lake Region in 2011. Near the Jordan Valley station on the Mid-Jordan TRAX line, a proposed high-density, mixed-use development will soon be under construction. UTA has constructed two multi-level parking garages to service TRAX riders as well as residents, employees and other people who will use the proposed development.



Jordan Valley Station TOD



East Village Concept Plan

UTA is also working with developers on other TODs. Hamilton Partners and UTA have executed a Letter of Intent to joint-develop the Sandy Civic Center station. This TOD, called East Village, is a 1.5 million square-foot, mixed-use development. East Village will be part of an overall revision of the Sandy downtown area and will include retail shops, office space and high-density residential units. The master plan also includes a large transit plaza, public and private open space, trail connections and improved transit access. The first phase of development is proposed to begin late 2012.

In 2011, UTA also requested proposals for four additional TOD sites including the Farmington FrontRunner station, the Ballpark TRAX Station, Murray Central TRAX station and property at 500 West North Temple, which is adjacent to the new FrontRunner-Airport line transfer station.

# About UTA

## Mission

Utah Transit Authority strengthens and connects communities, enabling individuals to pursue a fuller life with greater ease and convenience by leading through partnering, planning, and wise investment of physical, economic, and human resources.

## Company History

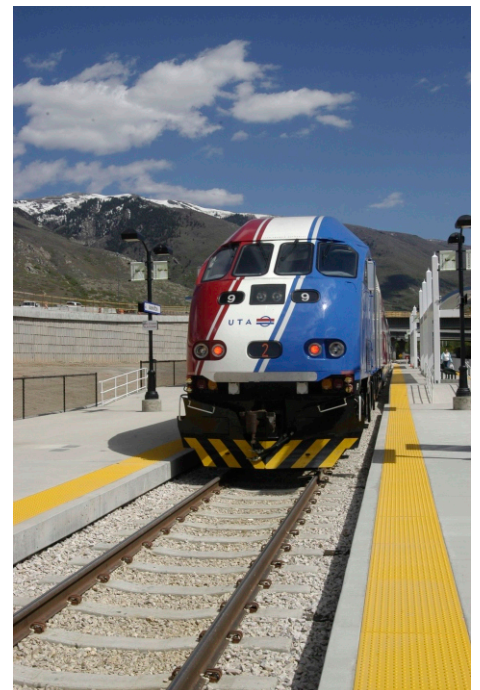
UTA was incorporated on March 3, 1970 under authority of the Utah Public Transit District Act of 1969 to provide a public mass transportation system for Utah communities. With a service area of more than 1,400 square miles, UTA is one of the largest geographic public transportation agencies in the country. UTA serves 75 cities in six counties along the Wasatch Front. The population of UTA's service area is estimated at 2 million residents and represents 79 percent of Utah's total population.



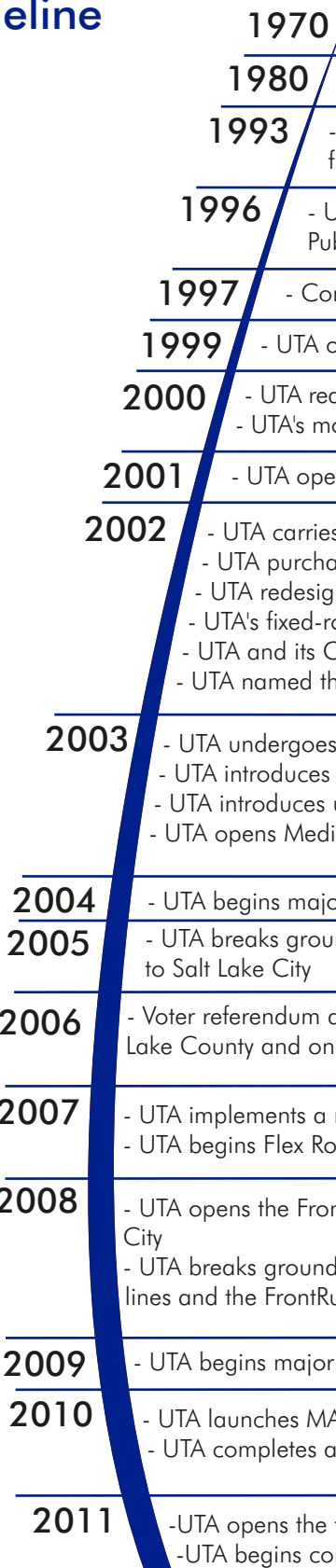
Lake City on April 27, 2008. On this same day, UTA opened up a short light rail extension from the Arena TRAX station to the Salt Lake Central station. On July 14, 2008, UTA opened MAX, its first bus rapid transit (BRT) line, from Magna to the Millcreek TRAX station, running along 3500 South. On August 7, 2011, UTA simultaneously opened the Mid-Jordan and West Valley TRAX lines.

## TRAX, FrontRunner, MAX

UTA has a long history of constructing major transit infrastructure projects ahead of schedule and under budget. UTA opened its first TRAX light rail line on Dec. 5, 1999. Prior to the 2002 Winter Olympics, UTA opened its second TRAX light rail line from downtown Salt Lake City to the University of Utah. UTA completed a short light rail extension through the University of Utah campus the following year on Sept. 29, 2003. UTA opened the 44-mile FrontRunner commuter rail line from Pleasant View to Salt



# Timeline

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- 1970** - UTA created as a special service district
  - 1980** - Planning for light rail in Salt Lake City begins
  - 1993** - UTA purchases 17 miles of Salt Lake County rail corridor from Union Pacific Railroad (UPRR)
  - 1996** - UTA named outstanding transportation system of the year by the American Public Transportation Association (APTA)
  - 1997** - Construction begins on Sandy/Salt Lake TRAX light rail line
  - 1999** - UTA opens TRAX Sandy/Salt Lake TRAX light rail line
  - 2000** - UTA redesigns bus system in Utah County  
- UTA's mobility evaluation center opens
  - 2001** - UTA opens TRAX University light rail line
  - 2002** - UTA carries more than 4 million passengers in February 2002 during the Olympic Winter Games  
- UTA purchases 175 miles of railroad right of way from UPRR  
- UTA redesigns bus system in Weber County  
- UTA's fixed-route bus and light rail services become 100 percent accessible  
- UTA and its Committee on Accessible Transportation (CAT) introduces the Freedom Access Pass  
- UTA named the Outstanding Transportation System of the Year by APTA
  - 2003** - UTA undergoes an agency-wide reorganization for more localized decision making  
- UTA introduces comfortable, over-the-road coaches to its fleet of express buses  
- UTA introduces ultra-clean emissions, hybrid-electric buses to its fleet  
- UTA opens Medical Center TRAX extension of the University line rail line
  - 2004** - UTA begins major studies for the MAX bus rapid transit (BRT) system in West Valley City
  - 2005** - UTA breaks ground on Utah's first commuter rail line, FrontRunner, which runs from Weber County to Salt Lake City
  - 2006** - Voter referendum approved in Salt Lake and Utah counties for construction of four light rail lines in Salt Lake County and one commuter rail extension to Utah County
  - 2007** - UTA implements a redesigned bus system in Salt Lake and South Davis counties  
- UTA begins Flex Route service, providing passengers with route deviation in select areas
  - 2008** - UTA opens the FrontRunner commuter rail line from Pleasant View in Weber County to downtown Salt Lake City  
- UTA breaks ground on three of its five FrontLines 2015 projects, the Mid-Jordan and West Valley TRAX lines and the FrontRunner Provo to Salt Lake commuter rail line
  - 2009** - UTA begins major construction on the Airport TRAX line
  - 2010** - UTA launches MAX BRT in West Valley City  
- UTA completes all required environmental studies for the Draper TRAX line
  - 2011** - UTA opens the first FrontLines 2015 projects: Mid-Jordan and West Valley TRAX lines  
- UTA begins construction and receives funding for the Draper TRAX line