

# 2010 Year in Review

UTA 



## From the General Manger



UTA marked its 40th anniversary in 2010. I am honored to have been part of UTA for more than 30 of those years. I remember when we were a small, 67-bus operation with one garage. Now we are a vibrant, multimodal transit system serving six counties with 118 bus routes, 20 miles of TRAX light rail lines and 44 miles of FrontRunner commuter rail.

Despite the current economic challenges, I have never been more excited about our future. We're working hard to place a major transit stop within reach of every resident in the counties we serve. We are even closer to that goal with the FrontLines 2015 program, which will add 25 miles of light rail in Salt Lake County and 45 miles of FrontRunner commuter rail in Salt Lake and Utah counties. In 2010 we completed more than half of the FrontLines 2015 program and announced the openings of the Mid-Jordan and West Valley TRAX lines for summer 2011.

We're on track to complete the rest of the lines in this massive project by 2015, as promised. None of these major projects would be possible without the support of community members along the Wasatch Front. So as we celebrate 40 years of service, remember our best years are yet to come.

Warm Regards,

Michael Allegra  
General Manager  
Utah Transit Authority

## 2010 Progress

### FrontLines 2015 Progress

UTA has been busy constructing the largest transit project in its history—the \$2.8 billion FrontLines 2015 project—making significant progress in 2010. The FrontLines 2015 project will feature 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. All projects are currently under construction. UTA announced the Mid-Jordan and West Valley lines to open in August 2011.

| Frontlines 2015 Progress in 2010 |                  |
|----------------------------------|------------------|
| Line                             | Percent Complete |
| FrontRunner South                | 74               |
| Mid-Jordan                       | 95               |
| West Valley                      | 87               |
| Draper                           | 14               |
| Airport                          | 43               |
| Jordan River Service Center      | 96               |
| <b>Overall</b>                   | <b>72.2</b>      |

### Social Media

In 2010, UTA launched several social media communication tools including a Facebook page, Twitter account, and UTA blogs at [www.letsrideuta.com](http://www.letsrideuta.com). All of these efforts are aimed at building stronger relationships with our customers and community members. Making regular posts through these tools helps riders be informed about UTA happenings. More importantly, these tools help UTA converse with riders and be more responsive to their needs.

# UTA Board of Trustees Goals 2010

## FrontLines 2015 Project

**Goal:** Complete 68 percent of 2015 program project tasks by the end of 2010.

**Status:** Accomplished, reached 72 percent completion of tasks.

## Strategic Projects

**Goal:** Assist the Wasatch Front's Metropolitan Planning Organization (MPO) with the development of a regional vision and plan for sustainable transit service to the year 2040. Develop a Transit Oriented Development (TOD) system plan that identifies opportunities for increasing ridership, revenue and accessibility across the region through development near transit stations and corridors.

Develop a 2020 Strategic Plan that delineates the desired future outcomes associated in the following areas and aligns those outcomes with the financial plan:

- System Sustainability — economic, environmental, social
- Family of services and service strategies
- Technology
- Facilities
- Organizational Structure

Structure an asset management process compliant with the ISO 9001:2000 Quality by the end of 2010

Develop a Management Standard for reasonably ensuring the UTA infrastructure maintains a state of good repair, as defined by the Federal Transit Administration.

**Status:** Accomplished.

## Revenue Development (to assist in building Capital Projects)

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

**Status:** Accomplished. Reached \$233,098,397 in revenue.

## Investment per Rider (IPR)

**Goal:** Reduce IPR to \$3.96.

**Status:** Accomplished. Reduced IPR to \$3.53.

## Ridership

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

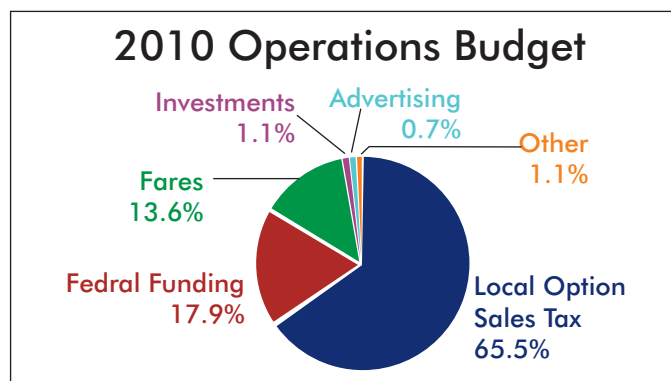
**Status:** Accomplished. Ridership increased by three percent over 2009 to reach 39,044,453.

## UTA Revenues

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

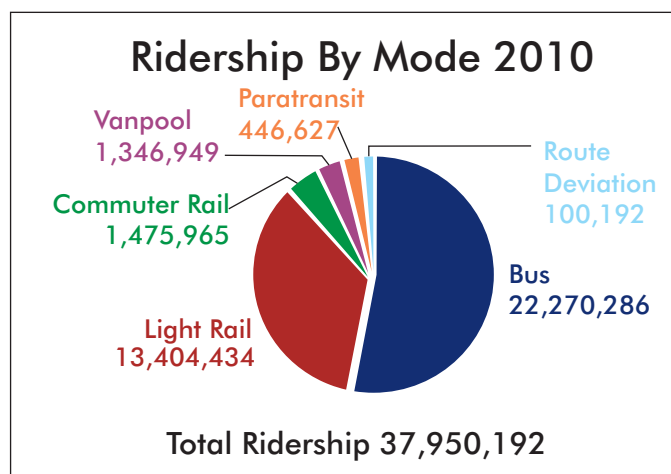
### Operating Revenue

In 2010 UTA had a flattening trend in sales tax revenue due to the struggling economy. The total operations budget was approximately \$173,827,000. UTA draws funding mainly 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 2010 reached 39,044,453 with more than 13.4 million rides on TRAX, 22.2 million on UTA buses and 1.4 million on FrontRunner.



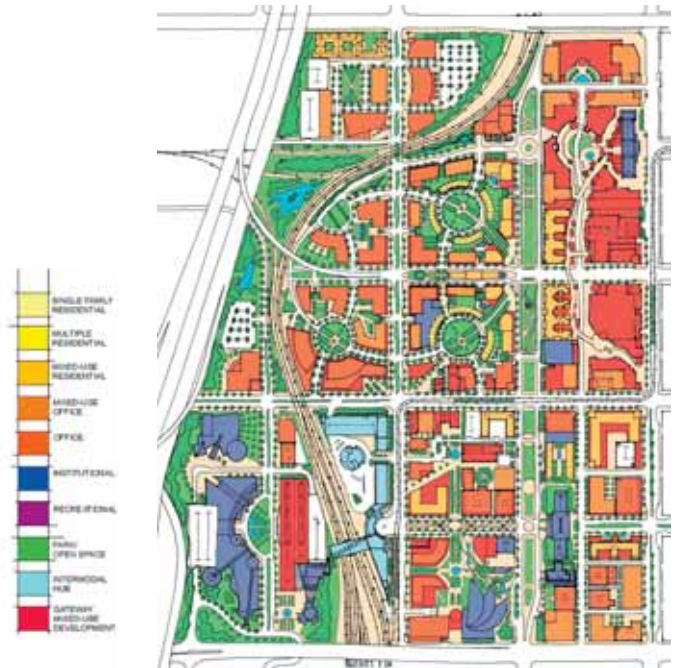
# Transit Oriented Development (TOD)

In the 2010 legislative session, the Utah State Legislature passed Senate Bill 272, which authorized UTA's participation as a limited partner in up to five TOD projects. The five TOD projects would be selected based on developer and tenant interest as well as project readiness. The sites that have been tentatively identified are: Jordan Valley, Sandy Civic Center, Sugar House, Clearfield and 3900 South. Sites not listed in the five are not precluded as TODs but may substitute the above mentioned sites if their level of project readiness and developer interest warrants elevating them into the five approved projects.

## 3900 South TOD



## Salt Lake Central Station and surrounding area



# 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

The Utah Transit Authority (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.



## TRAX, FrontRunner, MAX

UTA opened its first TRAX light rail line on December 5, 1999. UTA's second light rail line, from downtown Salt Lake City to the University of Utah, opened just prior to the 2002 Winter Olympics. Two additional TRAX lines, the West Valley and Mid-Jordan lines, will open August 7, 2011.

UTA opened its first commuter rail line, the FrontRunner, on April 27, 2008. The 44-mile line provides service from Salt Lake City to Pleasant View in Weber County. UTA also opened its first MAX Bus Rapid Transit (BRT) line in 2010, complete with dedicated lanes and shelters.

# 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 opens
- 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