



LOOKING
TO THE
FUTURE

A MESSAGE FROM THE BOARD OF TRUSTEES

In many ways, 2021 was an exciting and historic year for Utah Transit Authority (UTA).

In the 2021 Legislative Session, lawmakers passed a significant appropriation of \$330 million to advance several projects critical to the future of transit along the Wasatch Front. With \$300 million of that designated for FrontRunner, the agency is actively moving forward on evaluating options and improvements to build upon Utah's commuter rail system and transform it into a competitive, convenient alternative to driving.

In response to the ongoing COVID-19 pandemic, UTA continues to maintain industry-leading safety measures on the transit system. Our priority is the safety of our riders, employees and the communities we serve. As we continue to maintain cleanliness, safety and reliability, ridership has been steadily increasing as businesses, educational institutions and community events and activities return.

In 2021, the Board of Trustees and staff focused on positioning UTA to be in a state of readiness to build and implement projects and services that Utah's projected growth demands. We are actively advancing preliminary work on projects throughout the Wasatch Front, including:

- **FrontRunner Forward** - We have identified several locations to strategically double-track the system to prepare for future service upgrades that will improve travel time, frequency and reliability.
- **Vineyard Station** - UTA and our project partners broke ground on the new FrontRunner station in spring 2021. Construction continues, with the station scheduled to open in spring 2022.

- **Ogden Express (OGX)** - Construction has been moving forward steadily on the new Bus Rapid Transit (BRT) system that will connect the Ogden FrontRunner Station to destinations throughout downtown Ogden to Weber State University (WSU) and to McKay-Dee Hospital. Service on the WSU campus is scheduled to begin in August 2022 with full service anticipated to be implemented in late 2023.
- **Point of the Mountain Transit Study** - In coordination with local government and community partners, the alternatives analysis was completed this year, and we are preparing to begin the environmental study phase of the project.
- **UTA On Demand** - Following a successful pilot of this innovative microtransit service in southern Salt Lake County, UTA On Demand is now a permanent part of UTA's service portfolio. In late 2021, with funding from Salt Lake City, we opened our second service area in the Westside neighborhoods of Salt Lake City.

UTA's fiscal management resulted in an upgraded bond rating in 2021. This allowed UTA to refinance older debt, saving \$20 million and improving the agency's overall debt profile.

The Board of Trustees is prepared for the opportunities before us, supporting Utah's growth with increased transit service, enhancing economic development, and improving access to opportunity for residents along the Wasatch Front. We look forward to working with you on ensuring the success of these critical initiatives for Utah's future.



CARLTON CHRISTENSEN
Board of Trustees Chair
Representing Salt Lake County



BETH HOLBROOK
Board of Trustees
Representing Davis, Weber & Box Elder Counties



JEFF ACERSON
Board of Trustees
Representing Utah & Tooele Counties

FROM THE EXECUTIVE DIRECTOR

The significant appropriation by the Utah State Legislature in 2021 to fund major UTA projects, combined with Utah's rapid growth, have created a renewed sense of energy and enthusiasm regarding project delivery at UTA. The agency has ramped up planning and design efforts and introduced a new approach to project and program delivery to support our five-year capital plan.

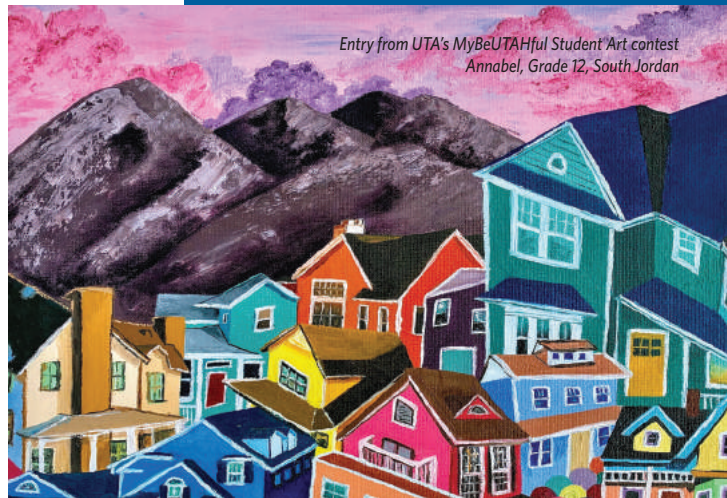
These efforts included restructuring the Service Development Office to streamline the progress of capital projects from the early planning phase through project development and design, and ultimately to construction. This streamlined structure will facilitate UTA's success as we work with our transportation partners on critical projects to expand and increase UTA's services, including new BRT lines, FrontRunner service improvements and more.

As we develop projects to readiness, we rely on strong partnerships with the Federal Transit Administration (FTA), Wasatch Front Regional Council (WFRC), Mountainland Association of Governments (MAG), Utah Department of Transportation (UDOT), and all of our local government partners. We continue to work with our partners to identify local funding that will leverage federal grant opportunities, and to advance the planning, design and implementation of projects and services that are shaped by collaboration and community needs.

We appreciate your role in helping UTA identify and meet the transit needs of Utah's communities and look forward to demonstrating our ongoing stewardship and accountability.



MARY DELORETTO
Interim Executive Director
Utah Transit Authority



COVID-19 UPDATE

Public health, economic, and social impacts of COVID-19 and its variants continued through 2021. While sporting and community events resumed through summer and fall 2021, we still see businesses continuing hybrid work schedules, employees traveling less, and universities and colleges returning partially to in-person learning. Fortunately, UTA's ridership is starting to return and has been steadily increasing each month.

Throughout the pandemic, UTA has been a lifeline for frontline and essential workers and has helped those without other means of transportation get to the grocery store, medical appointments, and other vital services. In spring 2021, the Board of Trustees approved providing free fare for scheduled vaccination appointments, and this promotion continues today.

Safety is always our top priority. UTA responded quickly when COVID-19 began, implementing extensive cleaning and disinfecting practices, installing plexiglass operator barriers on our buses, and promoting social distancing. We continue to provide masks on our buses and trains and comply with the mask requirement from the Transportation Security Administration (TSA), which currently expires on March 18, 2022. As pandemic conditions improved, we restored front-door boarding on all buses while retaining practical safety measures, such as asking riders to stay behind the yellow line once they have paid their fare. We are monitoring ridership and adjusting service as riders return to school, work and entertainment venues.

UTA has encouraged transit ridership with a variety of campaigns and promotions. One of these efforts is a "ticket-as-fare" program that allows people to ride UTA for free to community events with their ticket. We have partnered with events from Weber County to Utah County, including the Ogden Twilight Concert Series, the Salt Lake Twilight Concert Series, and the Festival Latinoamericano in Provo. More recently, we celebrated the opening of our new Airport Station with a promotion that allowed anyone to ride to and from the airport for free with their boarding pass.



2021 HIGHLIGHTS

Ogden Express (OGX)

In 2021, the Ogden Express (OGX) BRT project was officially named and began construction. This 5.3-mile line connects the FrontRunner Ogden Station to downtown Ogden, through WSU to McKay-Dee Hospital. OGX will create new opportunities for connecting residents to dining, entertainment, business and service locations. OGX will operate every 10 minutes, includes 13 stations, and will be served with all-electric buses.

OGX is scheduled to begin operation on the WSU campus in August 2022 and the full line is scheduled to open in late 2023.



New Fare Initiatives

Through ongoing collaboration with human service agencies, in 2021 UTA expanded efforts to provide accessible transit to all members of the community. Our human services pass program, successfully piloted in 2020, now allows qualified agencies and service organizations to purchase single-day or 30-day passes at a 75% discount and provide these passes free of charge to their clients.

Our partners offering this service include Intermountain Healthcare, The Road Home, Lantern House, MAG, Catholic Community Services, and The Church of Jesus Christ of Latter-day Saints Transitional Services. We welcome all qualifying agencies to participate by contacting us at fares@rideuta.com.

Additionally, seniors, youth, low-income individuals, and persons with disabilities can qualify for a reduced-fare FAREPAY card at 50% off through our improved online application at www.rideuta.com/reducedfare.

UTA On Demand Expands

In late 2019, UTA launched an innovative new microtransit service in southern Salt Lake County. The pilot project included a 65 square-mile area in the cities of Bluffdale, Draper, Herriman, Riverton and South Jordan, and was designed to provide increased opportunities for local trips within the community as well as connect to four TRAX and two FrontRunner stations. Now rebranded as UTA On Demand, the service became permanent in August 2021 with expanded weekday hours and new Saturday service.

On December 13, UTA launched its second UTA On Demand service area in Salt Lake City's Westside neighborhoods, including



Rose Park, Poplar Grove, Fairpark and Glendale. This new service area operates seven days a week and was made possible with funding from Salt Lake City.

Through a mobile app, UTA On Demand matches multiple riders headed in a similar direction with a single vehicle, including wheelchair-accessible vans. Riders can either pay the standard UTA fare within the app or use their UTA ticket or pass and can transfer to and from other UTA bus and rail services.

This new service increases access for residents to destinations within their local community as well as connections to the rest of the transit system.



State of Good Repair

Utah has made a significant investment in public transit over the past 50 years, and UTA has worked diligently to ensure safety and a better rider experience by keeping the transit system in a state of good repair (SGR).

Sections of UTA’s 45-mile TRAX light rail system are now more than 20 years old, and UTA completed several projects in 2021 to proactively maintain and replace the aging infrastructure to maximize the lifespan of these investments.

In 2021, SGR projects included grade crossing replacements at several locations, and replacing sections of rail on TRAX at Historic Gardner Station as well as two major projects – the Stadium Curves and Capocchi Curves – near the University of Utah. These projects involved close coordination with the local cities, UDOT, area businesses and neighborhood residents, and included extensive communication about transportation impacts and alternatives for pedestrians, transit riders and motorists throughout the construction work.

TIGER Projects

In July 2016, the U.S. Department of Transportation (USDOT) awarded UTA \$20 million in funding from the Transportation Investment Generating Economic Recovery (TIGER) grant

program to complete 161 first- and last-mile improvement projects throughout the Wasatch Front. Funds from Utah’s two largest metropolitan planning organizations (MPOs), 30 cities, counties and nonprofit groups provided an additional \$11.8 million, exceeding the minimum match requirements.

In August 2021, UTA, Lehi City and MAG celebrated completion of the Lehi Pedestrian Bridge. Funded by TIGER, the bridge connects trail networks between Utah and Salt Lake counties, and increases access to transit and major development centers around the Point of the Mountain.

Many more active transportation projects have been completed as part of the TIGER grant. Other pedestrian bridges are anticipated: one next to West High School is scheduled to be completed in 2022, and Provo continues to seek funding for a pedestrian bridge to connect and enhance mobility in its community. In Salt Lake City, the Folsom Trail is scheduled for completion in 2022, connecting the Jordan River trail network with North Temple street.

The TIGER projects provide a locally driven, regionally significant benefit that effectively maximizes the federal investment in Utah’s transportation system. The projects funded through the TIGER grant program make it safer and easier for people to walk and bike to UTA’s rail lines and buses, facilitate better transit access, improve air quality, and foster economic development.

SAFETY AND THE ENVIRONMENT

Rail Safety and Suicide Prevention

In September 2021, UTA partnered with Utah Operation Lifesaver, UDOT, Utah Highway Patrol (UHP), and local cities to support the annual Rail Safety Week. This year’s campaign focused on rail crossing safety, reminding drivers, pedestrians, cyclists and anyone crossing rail tracks of seven basic rules to follow at railroad crossings.

Trustee Beth Holbrook spoke at a media event to kick off Rail Safety Week, along with Utah Operation Lifesaver president Vern Keeslar; UDOT Operations director Troy Peterson; and UHP Colonel Michael Rapich. UDOT supported the campaign with messaging on the electronic freeway signs that read, “Train Your Brain to Watch for Trains.”

The campaign also involved stationing police officers at crossings throughout Salt Lake City and Utah County to educate drivers about crossing safety. Ads were placed on UTA buses and trains, and the campaign included social media, radio ads and community outreach throughout the Wasatch Front.

UTA has continued training our employees on suicide prevention and awareness. We have installed “HOPE” signs with security lights at key crossings, and added fencing, signs



and cameras throughout the system. We are also conducting a new pilot project to add infrared cameras around at-risk rail crossings that use real-time sensor communication to identify and potentially intercept individuals contemplating suicide.



Stop for flashing red lights



Not racing to beat the train



No left turns without looking for trains



Not stopping on train tracks



Not driving around gates



Not driving distracted



No cutting in front of trains



Energy Partnerships and Grants

UTA continues its strategic partnership agreement with Rocky Mountain Power (RMP) focusing on five key areas: energy efficiency, electric vehicles, electrical infrastructure, grid resilience, and research and grants.

In 2019, RMP funded a \$2 million research initiative to further evaluate the impact of battery electric bus technology and the impact on the electrical grid and the Intermodal Hub Project. The focus of the initiative is to develop control systems that could reduce the peak impacts of high-powered bus chargers on the electrical grid.

In April 2020, Utah State University, RMP and ABB Power Systems, all in partnership with UTA, submitted a grant application to the U.S. Department of Energy (DOE) to advance concepts from our 2019 research as well as advance the implementation of electric vehicles. In July 2020, DOE approved all three parts of our application at nearly full funding, awarding a total of \$13.25 million. UTA is applying this research to the increasing use of electric buses in BRT systems and other agency initiatives.



Free Fare for Clean Air

On August 12 and 13, UTA held the first two days of the “Free Fare for Clean Air” days. The Free Fare for Clean Air program is part of a data-driven effort to improve air quality along the Wasatch Front by encouraging people to consider using transit as an alternative to driving. Funding for the free fare days was made possible by House Bill 353 (HB353) sponsored by Representative Joel Briscoe during the 2019 Legislative Session.

The free fare days include all UTA bus and rail services, as well as Ski Bus, paratransit, the PC-SLC Connect, and UTA On Demand. GREENBike also offered a special promotional code during the free fare days providing 24 hours of free service.

The August 12-13 free fare days resulted in a 5% increase in bus ridership and a 12% increase in FrontRunner ridership. New riders accounted for over 19% of trips taken, and 70% of survey respondents said they did not use a vehicle to reach transit.

Using a data-based approach, the Utah Division of Air Quality (DAQ) closely monitors air quality forecasts. When air quality is projected to be unhealthy (red or orange on the DAQ index), UTA and DAQ coordinate to determine whether to hold one or more free fare days. Two more free fare days were held December 21-22.

Electric Buses

In 2020, UTA completed construction of the charging stations to support the operation of five electric buses, made possible with funding from the federal Low or No Emissions (Lo-No) grant program. UTA is currently operating three of the buses - the first all-electric buses in the fleet - with the other two being operated by the University of Utah.

Park City Transit and UTA also partnered on another Lo-No grant to purchase two additional battery electric buses and charging infrastructure. RMP also funded a portion of the charging infrastructure. Buses from this grant will be operating on the PC-SLC Connect route which connects downtown Salt Lake City to Summit County and the Park City Transit System.

UTA is also preparing to receive 20 additional battery electric buses as part of a \$13 million award from the State of Utah as a result of the Volkswagen (VW) Settlement. Funding is also being provided by UTA and WFRC. It is estimated that these buses will save approximately 213,400 gallons of diesel fuel each year.





MOVING FORWARD

Utah State Legislature Investment

In 2021, the Utah State Legislature passed HB433, sponsored by House Majority Leader Mike Schultz, providing \$1.23 billion in transportation infrastructure. This funding included \$300 million toward FrontRunner improvements, as well as funding for additional regional projects including:

- \$12 million toward expansion of the S-Line Streetcar in Sugar House
- \$11 million for the Midvalley Connector Bus Rapid Transit project
- \$5 million for an environmental study of transit around the Point of the Mountain region
- \$4 million to fund the Sharp-Tintic railroad project
- \$1.6 million for the FrontRunner station in Vineyard

FrontRunner Forward

HB433 provides \$300 million in funding to support the strategic double-tracking of sections of the FrontRunner system. UTA is currently conducting a thorough analysis to determine ideal locations for double-tracking to provide for future service improvements – including increased frequency or express trains – as well as identifying other investments needed.

UTA is continuing to collaborate with our legislative partners and other stakeholders, with input from the communities we serve, to identify strategic alternatives to capitalize on the current FrontRunner system and examine other improvements to enhance safety and reliability. The current efforts to add sections of double-track are the foundation of a long-range vision to maximize the potential for FrontRunner to meet our future growth, increase ridership and support future economic growth across the Wasatch Front.



S-Line Streetcar Extension

UTA is working with Salt Lake City and community partners to extend the S-Line and increase its service and value to the community. This work has resulted in an ongoing analysis of several alternative expansion scenarios which have been developed through extensive stakeholder collaboration and input.

The state funding will allow for a short extension of the S-Line east from the current end of the line. The options being considered will provide increased access to and support for the heart of the Sugar House business district. This will boost visibility of the streetcar, as well as further enhance ridership.

Community involvement has been a critical component in shaping the future of the S-Line, improving active transportation connections, and creating an attractive community space.

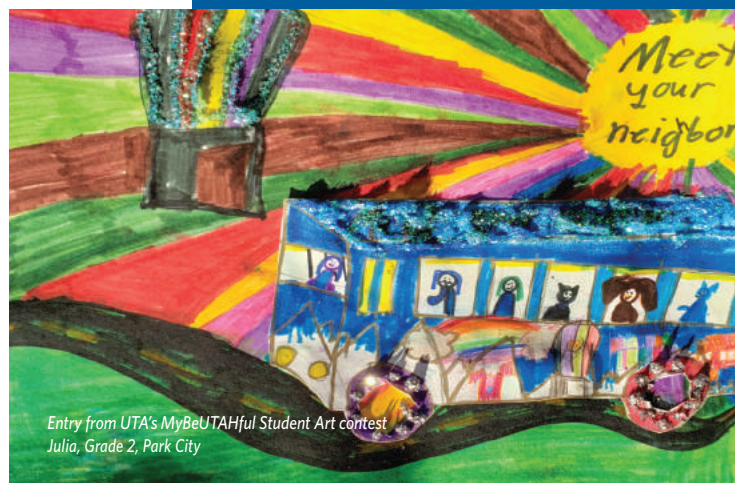


Midvalley Connector

The Midvalley Connector BRT project will connect Murray Central Station to the Salt Lake Community College (SLCC) Redwood Campus and the TRAX West Valley Central Station. A preliminary locally preferred alternative (LPA) was identified in 2013, followed by an environmental study report completed in 2019.

The seven-mile Midvalley Connector project includes 1.4 miles of center running exclusive lanes, 15 stations, and an enhanced transit plaza at the SLCC Redwood Campus.

In partnership with Taylorsville, Murray, West Valley City, UDOT, WFRC, SLCC, and Salt Lake County, UTA is currently preparing an environmental assessment (EA) and has submitted the project for a Small Starts grant from the FTA.



Entry from UTA's MyBeUTAHful Student Art contest
Julia, Grade 2, Park City

Point of the Mountain Transit Study

In 2021, the Point of the Mountain Transit Study completed an extensive analysis of the LPA transit corridor, drawing upon stakeholder input, project requirements and community needs to add a bus maintenance facility and incorporate stations and connections including the FrontRunner Lehi Station. BRT was identified as the best-performing and optimal transit technology for the corridor.

The Point of the Mountain Transit Study is now in the initial stages of project development, which includes conceptual engineering and the start of the federal NEPA environmental process. The environmental process will help integrate design, transportation, environmental and public outreach efforts, leading to a project ready for approval and possible funding from the FTA.

UTA continues to work with UDOT, Draper City, Lehi City, South Jordan City, Sandy City, WFRC, MAG, Salt Lake County, and Utah County to complete this phase of the project.

Sharp-Tintic

The Sharp-Tintic Railroad Connection project is a collaborative effort to build approximately 7,000 linear feet of new track connecting the Sharp and Tintic Railroad corridors within the cities of Springville and Spanish Fork. This connection will enable key public transit objectives while improving local community accessibility and safety by eliminating train traffic from six highway railroad crossings.

Project partners include UTA, UDOT and Union Pacific Railroad. The initiative is also supported by the Springville City Council, the Spanish Fork City Council, and the Nebo School District.





Vineyard Station

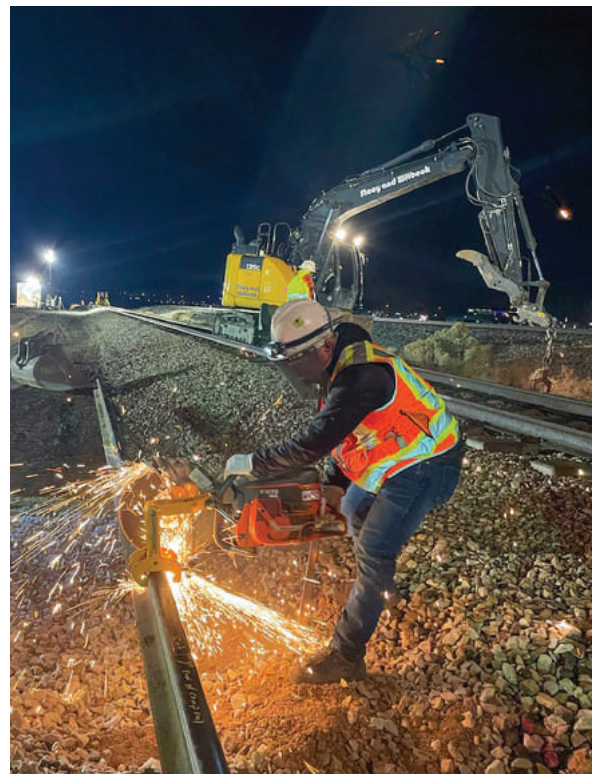
In May 2021, we partnered with UDOT and Vineyard City to commemorate the start of construction of the new FrontRunner Vineyard Station. The project is currently adding 1.8 miles of double-track north of the future station. In addition to the 2021 state appropriation, funding for the station comes from \$4 million appropriated in the 2018 Legislative Session. UTA is contributing \$16.9 million to cover the cost of double-tracking. This is the first FrontRunner mainline track and station expansion project since the opening of FrontRunner from Salt Lake City to Provo in 2012. Construction is estimated to be complete in spring 2022.

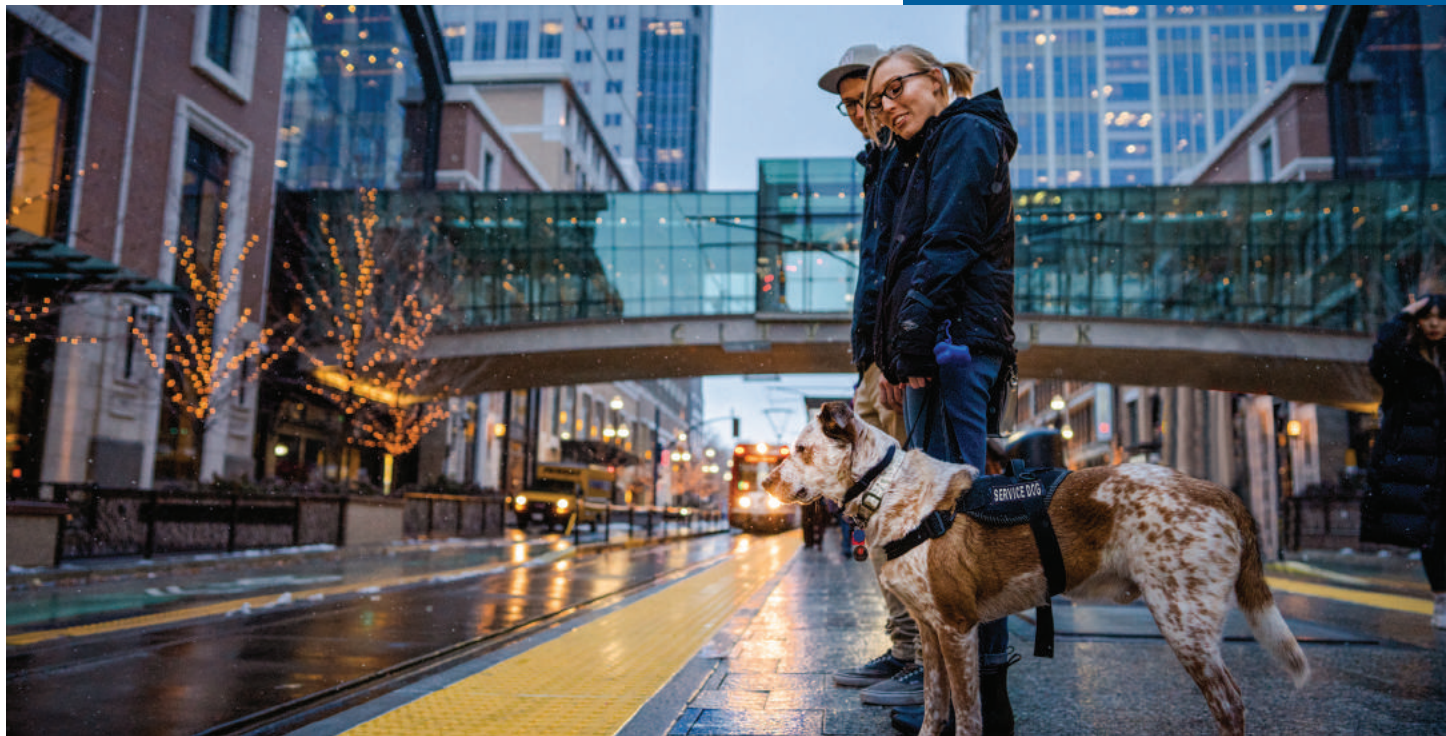
South Davis-SLC Connector

WFRC's regional transportation plan has identified the need to improve transit service between south Davis County and Salt Lake City. The South Davis-SLC Connector is a proposed BRT line between south Davis County and Salt Lake City. In 2014, UTA evaluated the merits of this proposal and, with input from the community, selected a preferred corridor connecting downtown Salt Lake City with the FrontRunner Woods Cross Station.

In 2017, the State Legislature approved funding to Davis County to support continued development of this project. With that funding, UTA and the project partners renewed work to continue to the next phases.

Environmental work and preliminary engineering began in 2019. As part of the current efforts, UTA and the project partners have explored modifications to the route, including operational extensions to Farmington and the University of Utah. UTA has continued to meet with stakeholders to refine the vision for the South Davis-SLC Connector and to identify additional local funding to use as a match for a federal Small Starts grant.





Future of Light Rail

UTA TRAX light rail system celebrated 20 years of service in December 2019. Although successful, TRAX must be able to adapt to the region's growth and evolving travel patterns in order to retain its vital function in the overall transportation network.

Through both internal and regional planning efforts, a range of options - including increased service hours, new stations and operational changes - is being considered to optimize the efficiency of the TRAX network and ensure the sustainability of service. UTA is currently conducting a comprehensive analysis of the network to identify which improvements UTA should pursue in both the near and long term.

One new station is under construction at 650 South Main Street. A key part of Salt Lake City's long-term plan for light rail, this station will provide access to a rapidly developing part of the city with service anticipated to begin in spring 2022. Public-private collaboration distinguishes this new TRAX station, supporting the transit and economic development goals of both Salt Lake City and UTA. The Redevelopment Agency of Salt Lake City (RDA) approved more than \$1.4 million in funding for the station and brought adjacent developers to the table to complete the funding needs and move this long-planned project forward. In addition, the RDA board approved \$1,428,502 in RDA funds for the station's construction.



Transit-Oriented Development

The way we develop land has profound, lasting impacts that can be leveraged to promote economic development and enhanced quality of life, particularly around transit centers. UTA continues to partner with cities and local communities to maximize development opportunities near transit.

For example, Ogden City and UTA have been studying high performance transit in Ogden for over a decade. “Ogden Onboard,” the Ogden Station Area Plan, is a continuation of work begun in 2005 to examine how the community envisions development around future transit stations, and identify strategies to achieve that vision. The plan focuses on preserving a mix of equitable housing; enhancing access to essential services; creating well-designed and welcoming stops and station areas; and providing improved active transportation connections and greater connectivity to the regional transit system.

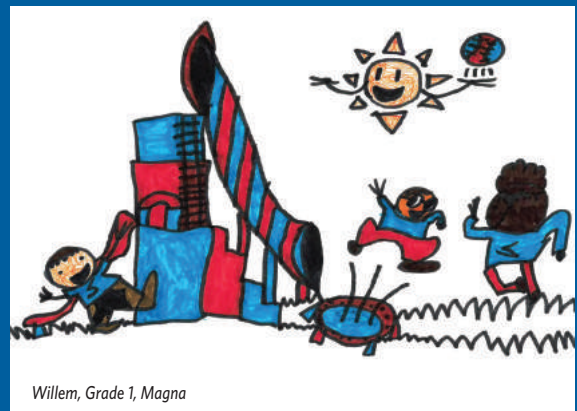
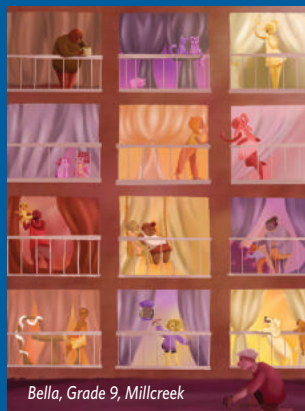
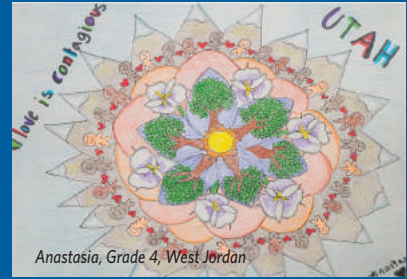
In Clearfield, we established a model of development for the 56 acres adjacent to the Clearfield FrontRunner station. Together, Clearfield city, the developer and UTA engaged in a deliberate planning process that balanced long-term priorities among commercial, community and public stakeholders. The result,

after several years of collaboration, is a station area vision and master plan with strong support that resulted in Clearfield voting to approve a bond that will fund roads, utilities and infrastructure, opening the way for a blend of commercial and residential development.

The result of transit-oriented development is much more than the sum of the parts - it is a strategic way to effectively utilize land around transit to promote access to opportunity and to support growth and multiple community needs.



ENTRIES FROM UTA'S MyBeUTAHful STUDENT ART CONTEST



UTAH TRANSIT AUTHORITY | 669 WEST 200 SOUTH, SALT LAKE CITY, UTAH 84101