Partnering for Mutual Success

June 12, 2008

John Inglish, General Manager
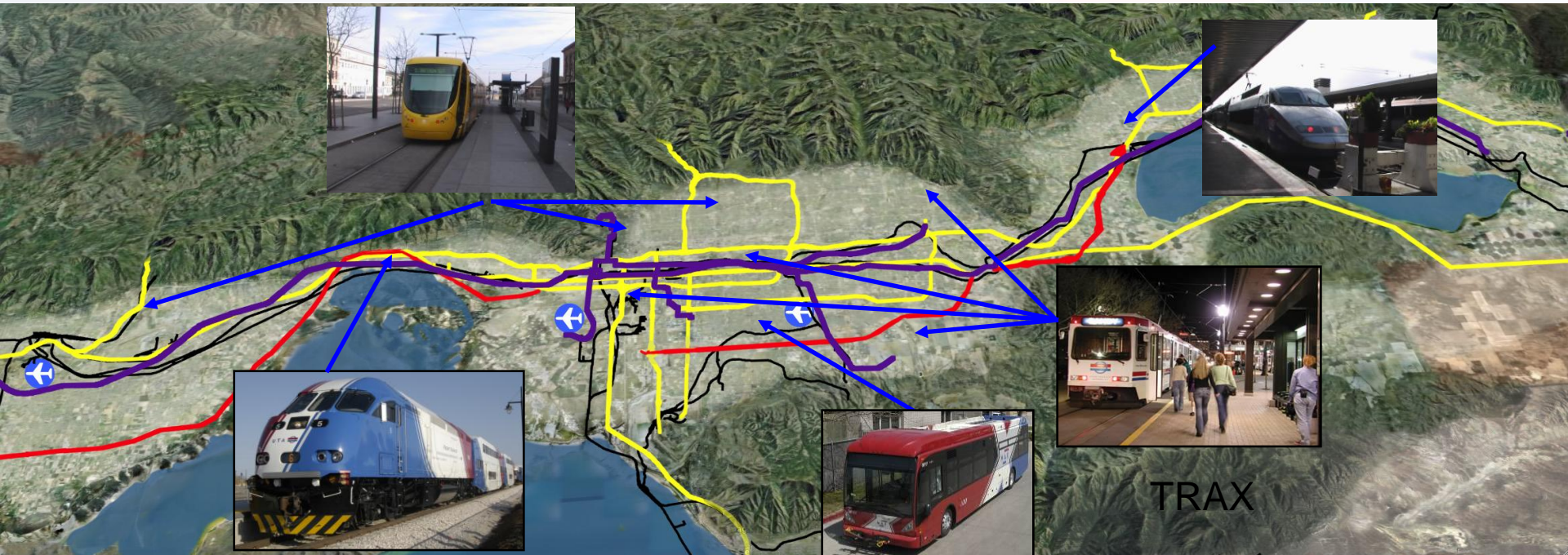
Utah Transit Authority

Salt Lake City, Utah

Utah Transit Authority

- Public Transit District
- Linear Geographic Area - 130 miles by 20 miles (1400 square miles)
- Currently Employs: 1700+
- Operates 650+ Buses and 69 LRV'S
- Carries 38,000,000+ Passengers Per Year

FRONT LINES 2015
UTA
Building 70 miles of rail in 7 years

Family of Transit Options

Front Runner

MAX - Bus Rapid Transit

TRAX

UTA LINES 2015
Building 70 miles of rail in 7 years
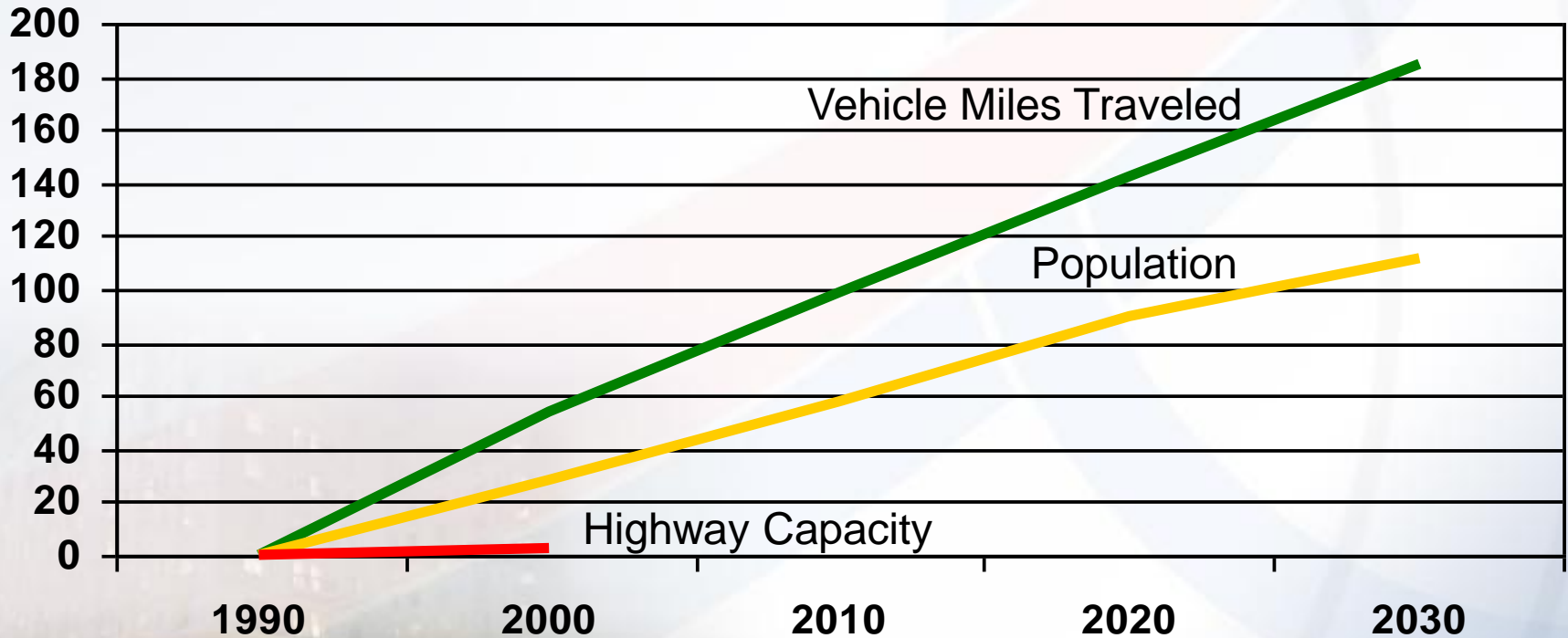
The Need for Transit

- Region growing fast (by 2030)
  - Weber County: 56%
  - Davis County: 64%
  - Salt Lake Co: 54%
  - Utah County: 87%

- Geography constrained to long, narrow corridor

- Growth in travel

- Congestion threatening our economic growth

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Travel Growth
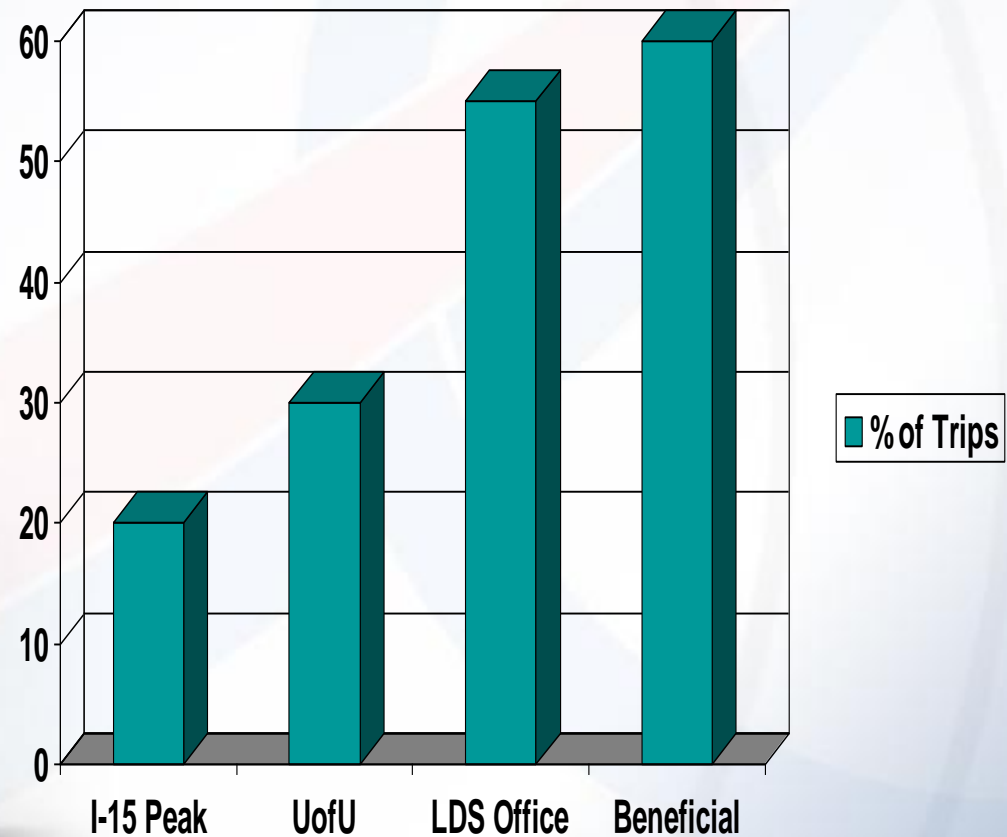
Growth in travel, population and highway capacity

Sources: WFRC, MAG, U.S. Census, GOPB, UDOT

More traffic congestion and bad air.
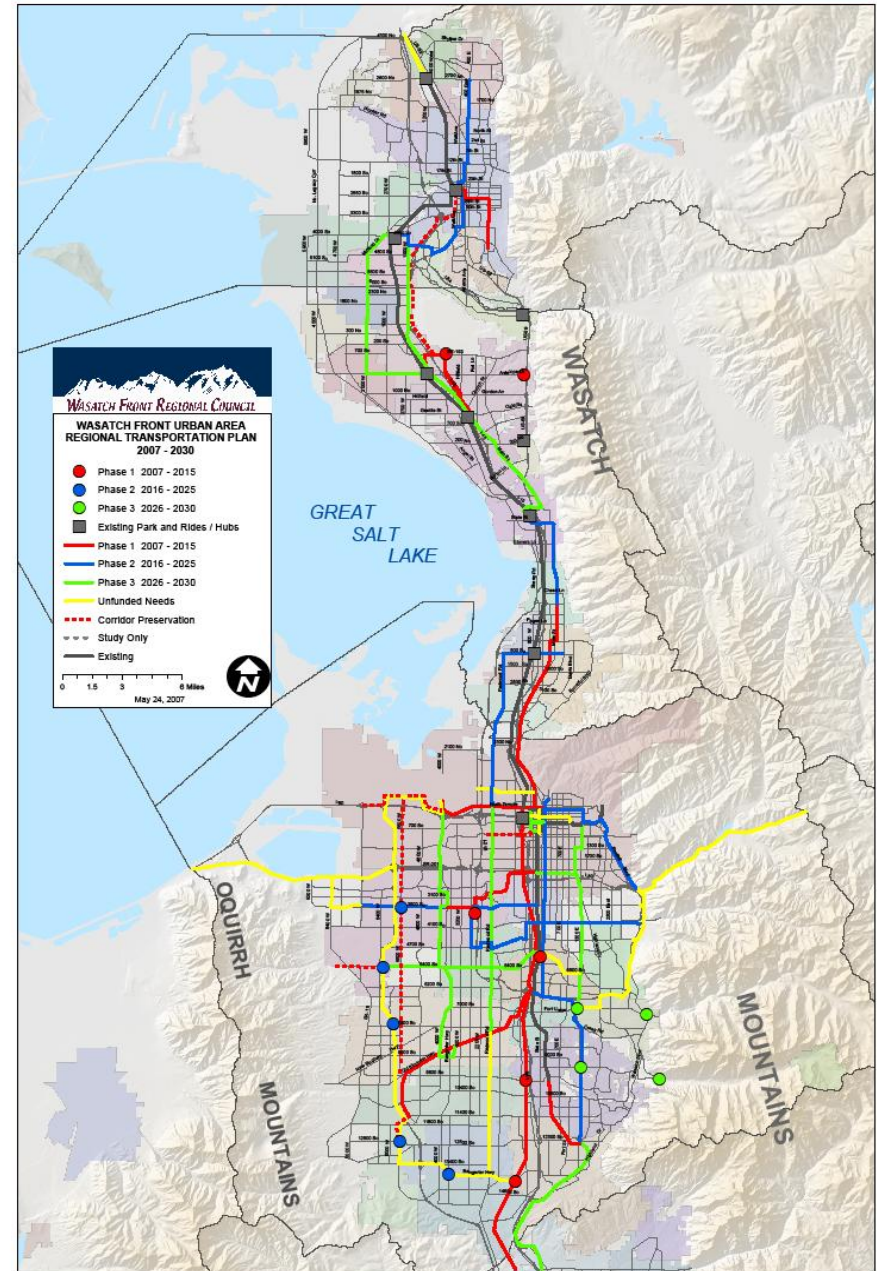
Transit already makes a difference

- Equals one lane of traffic on I-15 during peak hours
- 30% of students going to the University of Utah
- 50% of employees at the LDS Church Office Building
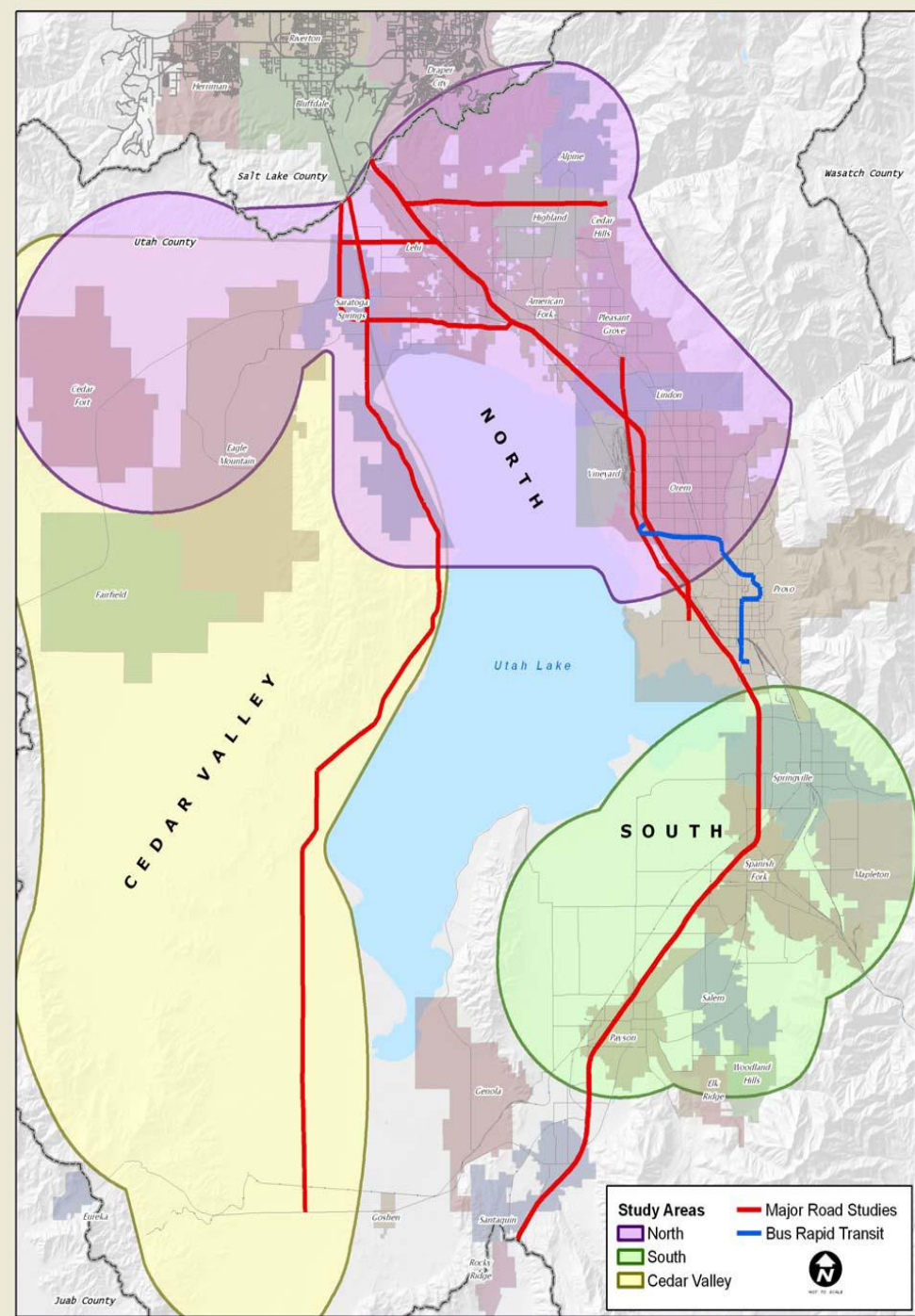- 60% of employees at Beneficial Financial Group

FRONT
UTA LINES 2015
Building 70 miles of rail in 7 years

2015 Transit Program

Commuter Rail
Under Construction

Existing TRAX

Proposed TRAX

Commuter Rail

Weber County

Davis County

Great Salt Lake

Tooele County

Utah County

Utah Lake

0   5   10   20
Miles

2030 RTP TRANSIT PHASING

WASATCH FRONT REGIONAL COUNCIL

WASATCH FRONT URBAN AREA
REGIONAL TRANSPORTATION PLAN
2007 - 2030

- ● Phase 1 2007 - 2015
- ● Phase 2 2016 - 2025
- ● Phase 3 2026 - 2030
- ■ Existing Park and Rides / Hubs
- ▬ Phase 1 2007 - 2015
- ▬ Phase 2 2016 - 2025
- ▬ Phase 3 2026 - 2030
- ▬ Unfunded Needs
- ▬ Corridor Preservation
- ▬ Study Only
- ▬ Existing

0   1.5   3   6 Miles

May 24, 2007

GREAT SALT LAKE

WASATCH

OQUIRRH MOUNTAINS

MOUNTAINS

Transit 2015 - 2030

Utah County Transportation Plan

Current Projects

▶ 88 Miles of Commuter Rail

▶ 50 Miles of Light Rail

▶ 80 Miles of BRT

MAX - Bus Rapid Transit

TRAX Line Segments
•Mid-Jordan TRAX Line
•Draper TRAX Line
•West Valley TRAX Line
•Airport TRAX Line

Commuter Rail – the *FrontRunner*
•   Weber County to Salt Lake City
•   Provo to Salt Lake FrontRunner
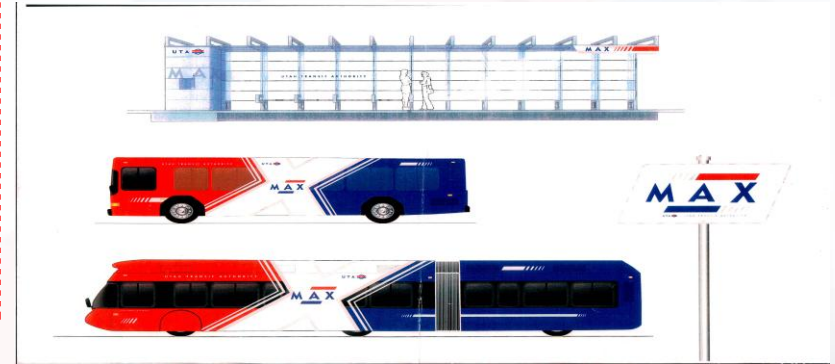
UTA's Vision

Every resident along the Wasatch Front within

one mile

of a major transit stop by 2030

FRONT
UTA LINES 2015
Building 70 miles of rail in 7 years

Transit Success

- UTA ridership at record levels and growing
- More than 38 Million trips taken last year
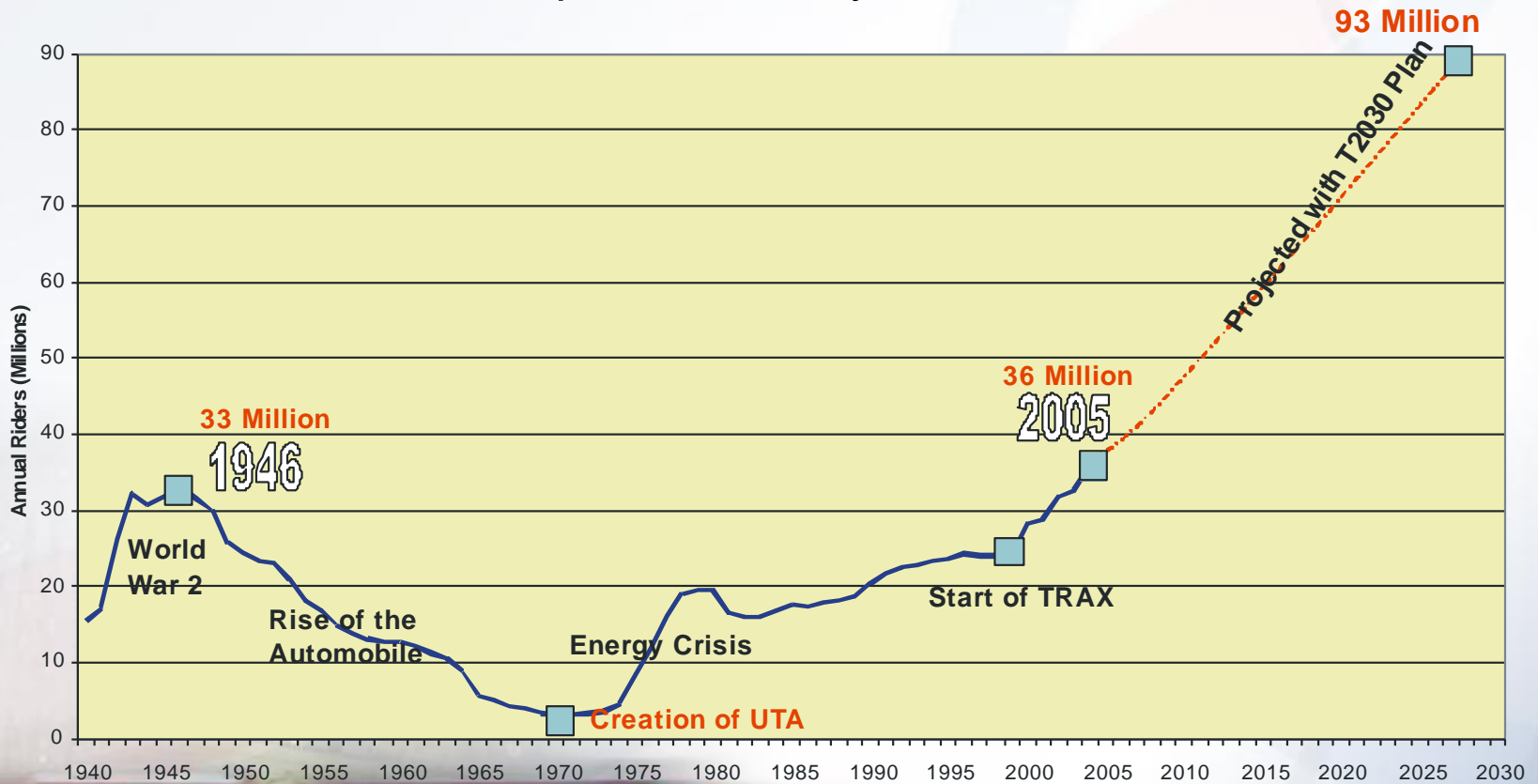
Estimated Statistics between Salt Lake, Davis and Weber Counties:

acres within ½ mile of transit nodes:

80,000

Housing units within ½ mile transit nodes @ 8 DU/acre on half of the acres:

320,000 units

Population estimate @ 3 persons per household:

960,000

80,000 Acres = 125 Square Miles

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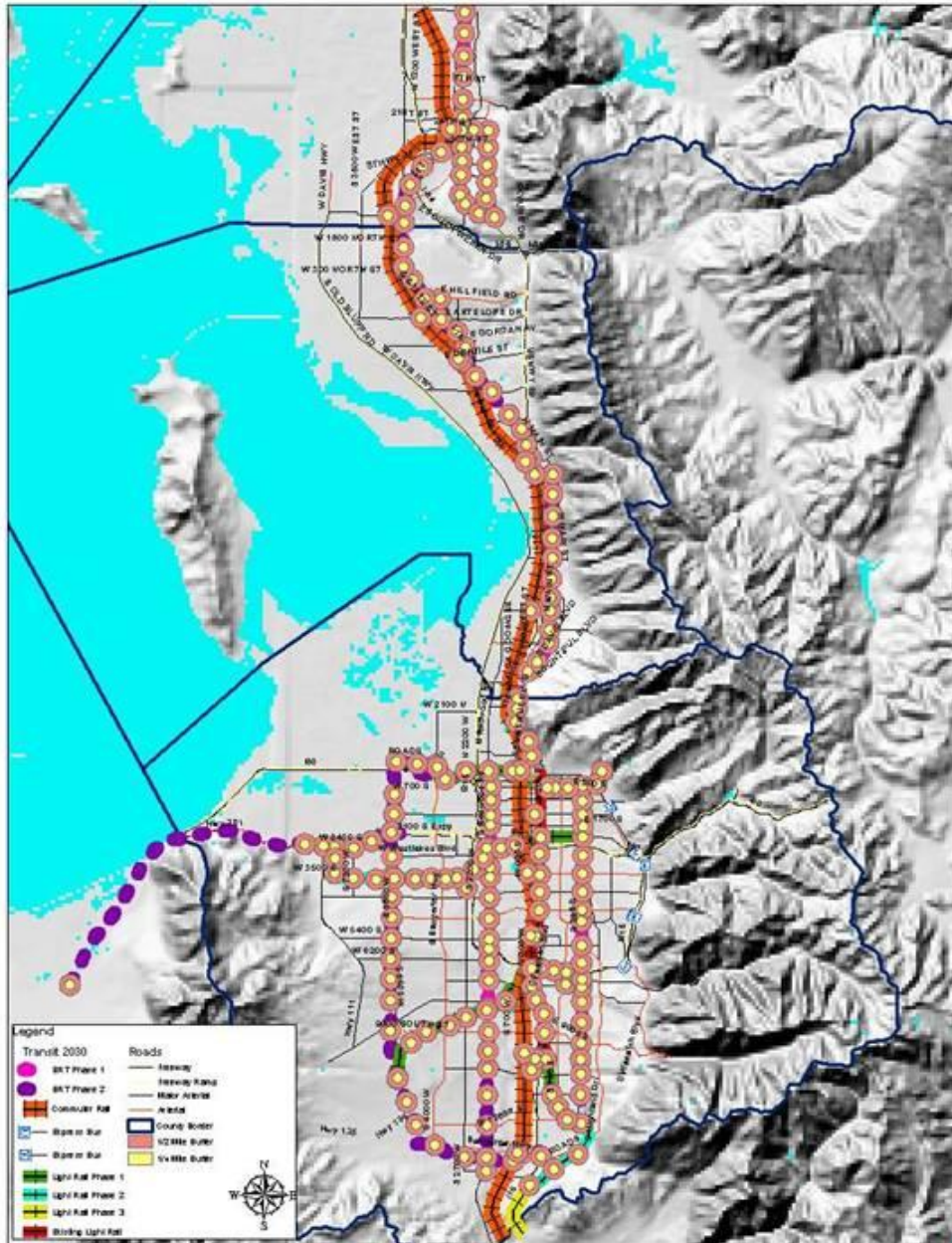
Transportation Partnerships

Local Governments

MPO's

Public

UTA

UDOT

Private

D O T

Congress

Administration

FTA

EPA Corps

FRONT LINES 2015

UTA

Building 70 miles of rail in 7 years
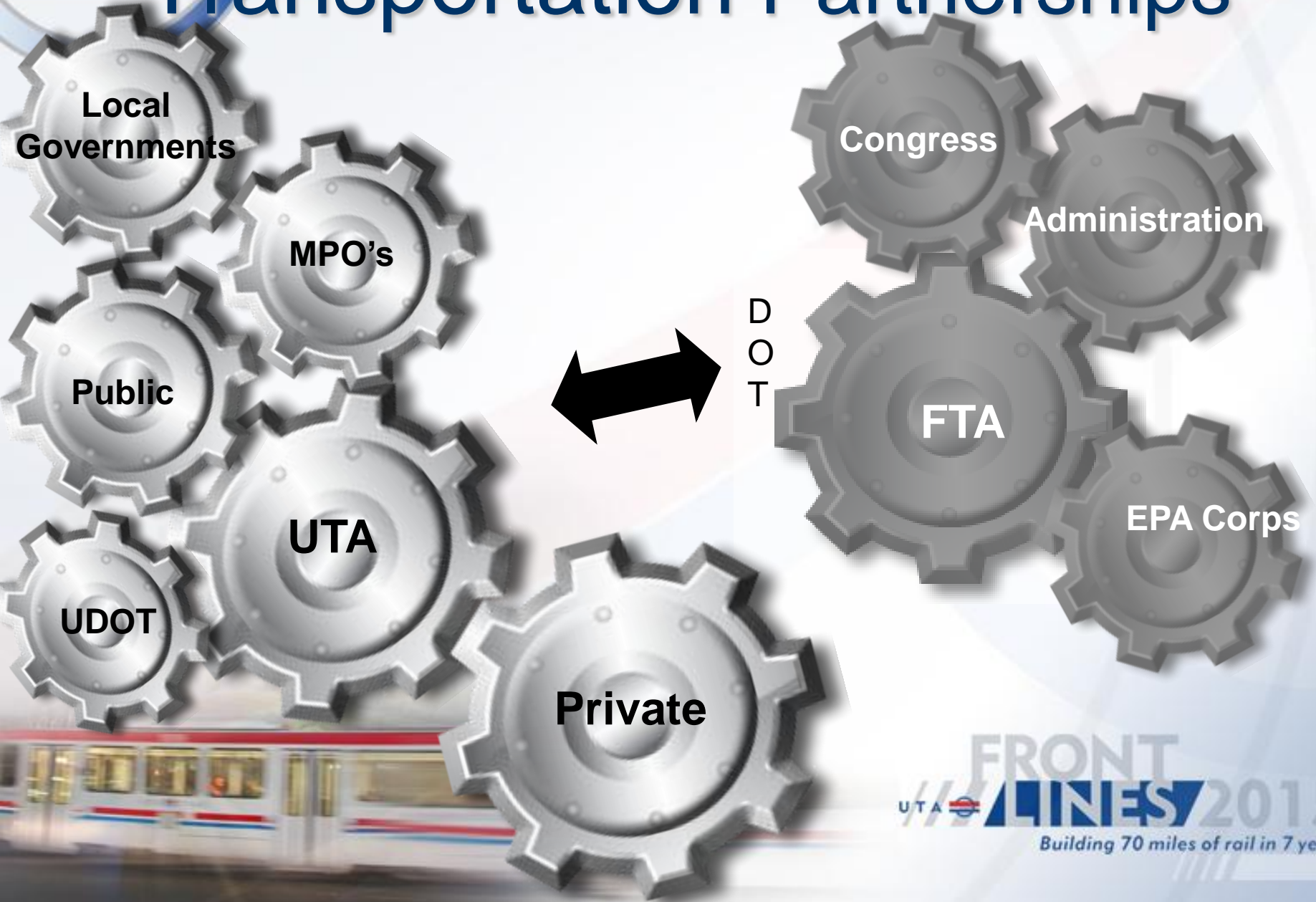
Economic Development Activities

Station	Improvements
Pleasant View	Landmark Village
Ogden	IRS Campus \ The Junction \ American Can \ River Project
Roy	Mixed-use Development (TOD)
Clearfield	Mixed-use Development (TOD)
Layton	Mixed-use Development (TOD)
Farmington	Station Park- Mixed-use Development (TOD)
Salt Lake City HUB	Gateway Development
	City Creek Development
	Aquarium
Downtown Salt Lake City TRAX	Grand America Hotel
	Central Library
	Wells Fargo Building
	Hamilton Partners - 222 S. Main
	Metro Condominiums (350 South 200 East)
	Marmalade (Howa Development)
21st Station	Best Buy / Office Depot / NY Deli
39th Station	Hamlet Development (Apartments north of Station)
45th Station	Future Hamlet Development
53rd Station	Intermountain Medical Center
72nd Station	Mixed-use Development (TOD)
94th Station	Jordan Commons
100th Station	Belmont Station
106th Station	Future Single Family Homes
Sum Total	**$4 Billion**

Principles for Successful Public/ Private Partnership

1. **Prepare Properly for Public/ Private Partnerships**

2. **Create a Shared Vision**

3. **Understand Your Partners and Key Players**

4. **Be Clear on the Risks and Rewards for ALL Parties**

5. **Establish a Clear and Rational Decision- Making Process**

6. **Make Sure All Parties Do Their Homework**

7. **Secure Consistent and Coordinated Leadership**

8. **Communicate Early and Often**

9. **Negotiate a Fair Deal Structure**

10. **Build Trust as a Core Value**

Source: Urban Land Institute 10 Principles for Successful Public/Private Partnerships

UTA FRONT LINES 2015
Building 70 miles of rail in 7 years

Why transit stations make great Public Private Partnerships

- **Enhances mobility**

- **Optimize the use of existing Infrastructure.**

- **Build strong relationships between government & business**

- **Increased accountability**

- **Increase ridership.**

- **Build upon existing UTA resources.**

- **Promote growth and development**

FRONT
UTA LINES 2015
Building 70 miles of rail in 7 years
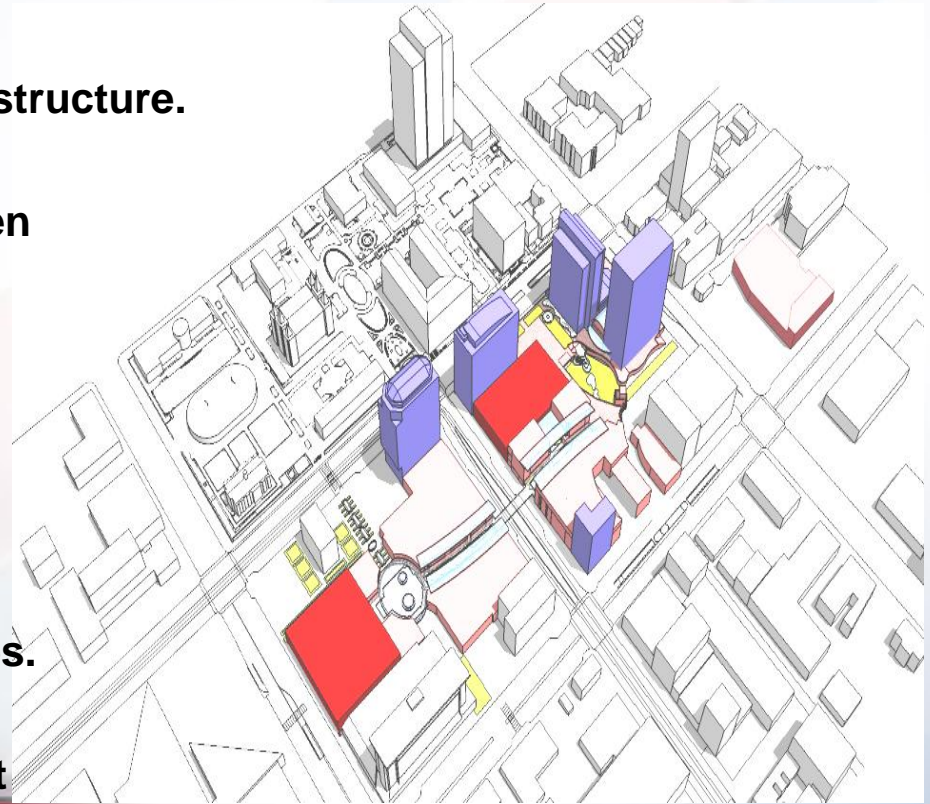
Case Study – 1 Daybreak, South Jordan, UT

Challenges:
- Major expansion in population
- Distance from main population core
- Environmental concerns
- Costs of Infrastructure
- Ground up development

Rewards:
- $1.5 M donated to advance FEIS
- $5 M donated land
- Walkable community
- Single Owner
- Transit is backbone of the community
- Master planned TOD
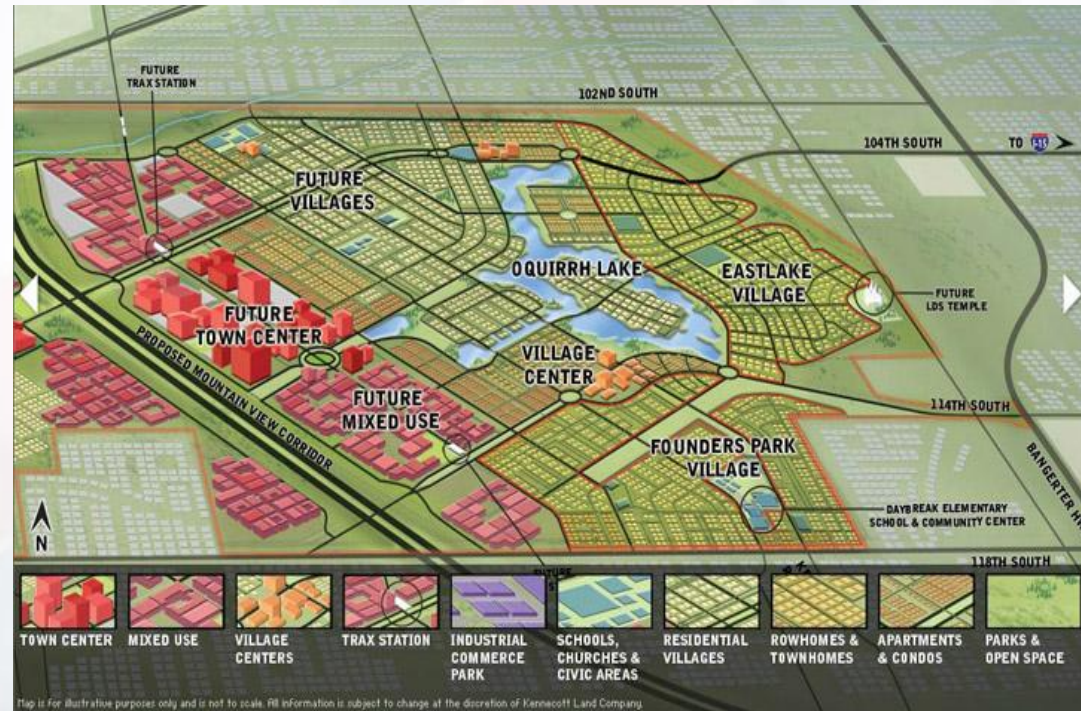
Case Study – 2 City Creek Center, Salt Lake City, UT

Challenges:
• Existing Infrastructure
• Transit in place and in use
• Major activity center, difficult for redevelopment
• Local municipality constraints

Rewards:
• Transit is the focal point of development
• $2 Billion dollar investment.
• Outstanding downtown location with mixed uses
• Creating a genuine partnership with Developers, retailers and businesses
• 24/7 Activity center with residential, retail and office.
• Anticipated continued growth

Case Study – 3 Station Park, Farmington, UT

Challenges:
• Ownership change before deal points could be finalized
• City and Development community unfamiliar with the befits of TOD
• Transit station was a variable and not an asset.

Rewards:
• Economic growth engine for community
• Increase ridership
• Leverage private sector investment
• Great mixed-use development
• Creating a community destination.

Case Study – 4 Intermountain Hospital, Murray, UT

Challenges:
- Brownfield's Site
- Multiple Owners
- Site access
- Up and coming area

Rewards:
- Nexus for Light rail and Commuter rail
- Built station for future development
- Community understands the benefits of TOD
- Community vision allowed the related commercial, office and residential development.
- IHC and UTA investment will yield long term economic benefit.

Case Study – 5 Bingham Junction, Midvale, UT

Challenges:
• Multiple Developers
• Brownfield's site
• Sizeable Infrastructure costs
• Development to come online before transit system.

Rewards:
• Land donation for Station
• Developer and City understands the benefits of TOD
• Substantial residential component
• Mixed-use development
• TOD as sales tool for residential developer
• Optimize existing infrastructure
• Creative and Flexible

72nd at Midtown
Master Buildout Plan

Development supports transit…
…transit supports development

Questions?