

Utah's Transit Story



Michael A. Allegra, President/CEO
Utah Transit Authority
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"This 'telephone' has too many shortcomings to be seriously considered as a means of communication. The device is inherently of no value to us."

Western Union internal memo, 1876

"Heavier-than-air flying machines are impossible."

Lord Kelvin, President, Royal Society, 1895

"I think there is a world market for maybe five computers."

Thomas Watson, Chairman of IBM, 1943

"640K ought to be enough for anybody."

Bill Gates, 1981

They Said It Couldn't Be Done....

"The prospect of riding light rail to the opening ceremonies of the 2002 Winter Games is looking bleak."

Deseret News, June 9, 1999

"Light Rail: The Solution to No Problem."

The Public Purpose, May 2001

"Rail never comes in under budget."

Light Rail Progress, Austin, Texas

"Rail has no impact on mobility, air quality, or congestion."

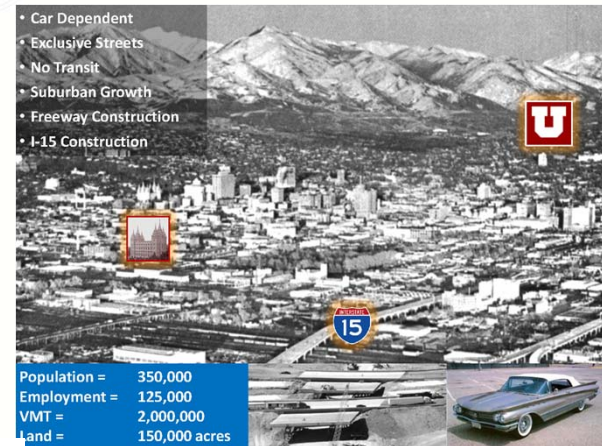
Light Rail Progress, Austin, Texas

"GOP Group Wants Light Rail Derailed."

Deseret News, March 4, 1996

Past: Circa 1962

- Car Dependent
- Exclusive Streets
- No Transit
- Suburban Growth
- Freeway Construction
- I-15 Construction



Population =	350,000
Employment =	125,000
VMT =	2,000,000
Land =	150,000 acres

Present: Circa 2013

- Multi-Modal Options
- Active Transportation
- Complete Streets
- Mixed-Use Renewal
- Transit Expansion
- Emerging Technologies



Population = 1,030,000
 Employment = 730,000
 VMT = 24,000,000
 Land = 325,000 acres



Transit To-Date

- In last 14 years: 140 miles of rail
- Since 2007:
 - Five rail lines: FrontRunner South, Mid-Jordan TRAX, West Valley TRAX, Airport TRAX, Draper TRAX
 - Finished two years ahead of schedule
 - Transforms the regional transportation network

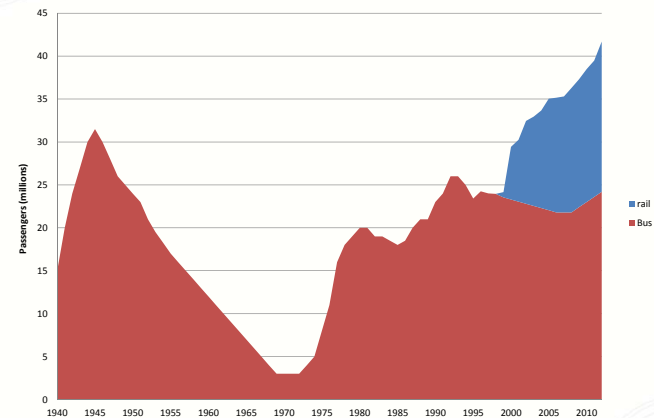


Key Decisions

- Purchasing railroad right-of-way
 - 200 miles
- Cost of suburbanization
- Starter light rail transit line
- Mind map
- Scenario planning
- Public/private partnerships
- Linkage between transit and land use



Ridership Trends



Transit-Oriented Development (TOD)

- Building cities, not just stations
- Increases ridership and non-tax operating revenue for UTA
- Converts public land into property tax and sales tax revenue generators
- Drives economic growth
- Efficiently uses existing infrastructure
- Saves billions in public infrastructure costs
- Lowers housing and transportation costs
- Market demanding walkable, mixed use communities



Economic Impact: \$7 Billion



UTA

Business Case: Return on Investment

- \$7-10 billion in transit-adjacent development
- Envision Utah 3% strategy
 - ½ million more people accessible to transit
- Research shows:
 - \$1.94 returned for every \$1 spent
 - 183,000 jobs created by 2040 with fully funded Unified Plan
 - Sugar House Streetcar about 20:1
- "Transit doesn't just take people to their jobs, it brings those jobs to Utah, too." – Jeff Edwards



Keys to Success

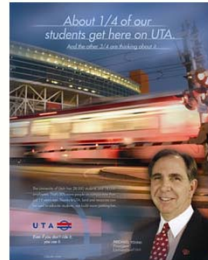
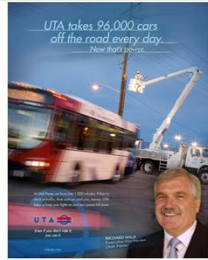
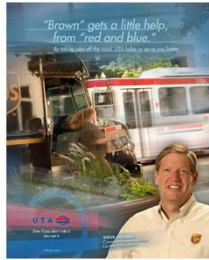
- Community trust
- Governance
- Institutional agency relationships
- Delivering
- Leadership
- Goal-oriented
- Business-like
- Partnering



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Business Support

- In 2005, top local business and community leaders participated in UTA television and print campaign



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TRAX and the Olympics

- One of the most successful transportation programs in Olympic history



Philosophy

- Trust and transparency
- Continued emphasis on community
- Social responsibility
- Empowerment, ownership, and engagement
- Push decisions "down"
- Partnering/collaboration
- Matrix management
- Business principles
- Incentive approach
- Small group focus



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Corporate Vision: Creating Our Next Future

- Make transit the first choice
- 90% of population within one mile of transit
- Transit in every neighborhood
- Pass in every pocket
- Bus of the future
- Bicycle, pedestrian, disabled access improvements



The Future

- Technology to assist in travel
- High speed rail
- Electrified commuter rail
- Electric buses
- Mountain transportation system
- Transit in every neighborhood and a neighborhood with every transit opportunity
- Pass in every pocket



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Future: Circa 2060

- Car Optional
- Infill Development
- Activity Centers
- Regional Connectivity
- Electrified Commuter Rail (125 MPH)
- High Speed Rail

Population =	2,000,000 +
Employment =	1,250,000 +
VMT =	50,000,000 +
Land =	350k – 400k ac

Building the Future We Want

- Transportation “playbook”
- Return on investment
- Multi-modal
- Great partnerships
- Increased service, frequency, capital
- Service: 60% increase; ridership 110% increase
- Core network: 515,000 more people within easy reach
- Air quality benefits
- Economic development potential
- Unfunded needs



UTA's 2020 Strategic Plan

- A subset of policy makers' Unified Plan and blueprint for UTA's future, the 2020 Strategic Plan was developed with extensive input from key stakeholder groups, local elected officials, business leaders, rider advocates, and UTA employees.



High-Speed Rail



Ridership Trends

