

Utah's Collaborative Approach to Transportation and Community



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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

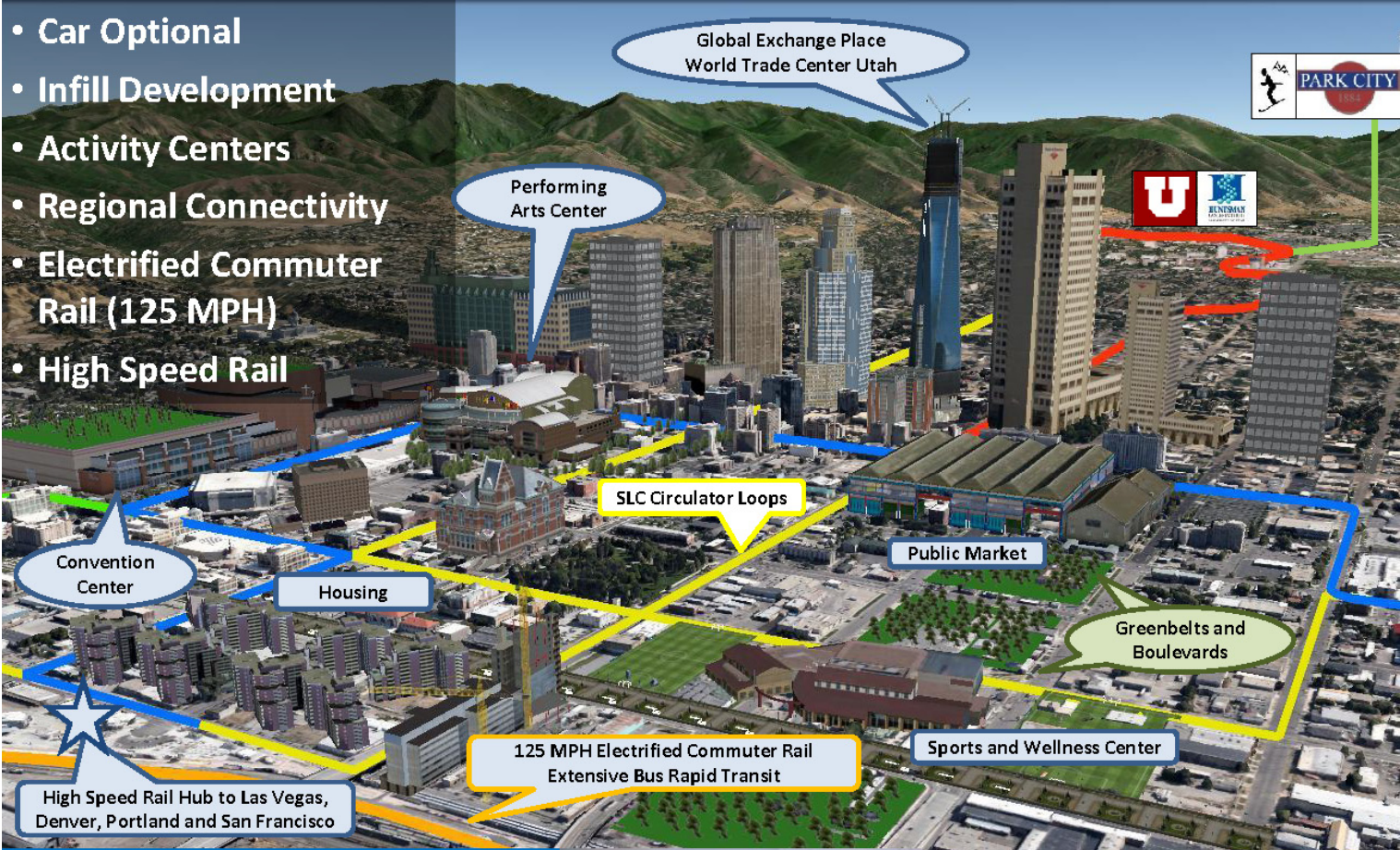


Population =	1,030,000
Employment =	730,000
VMT =	24,000,000
Land =	325,000 acres



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



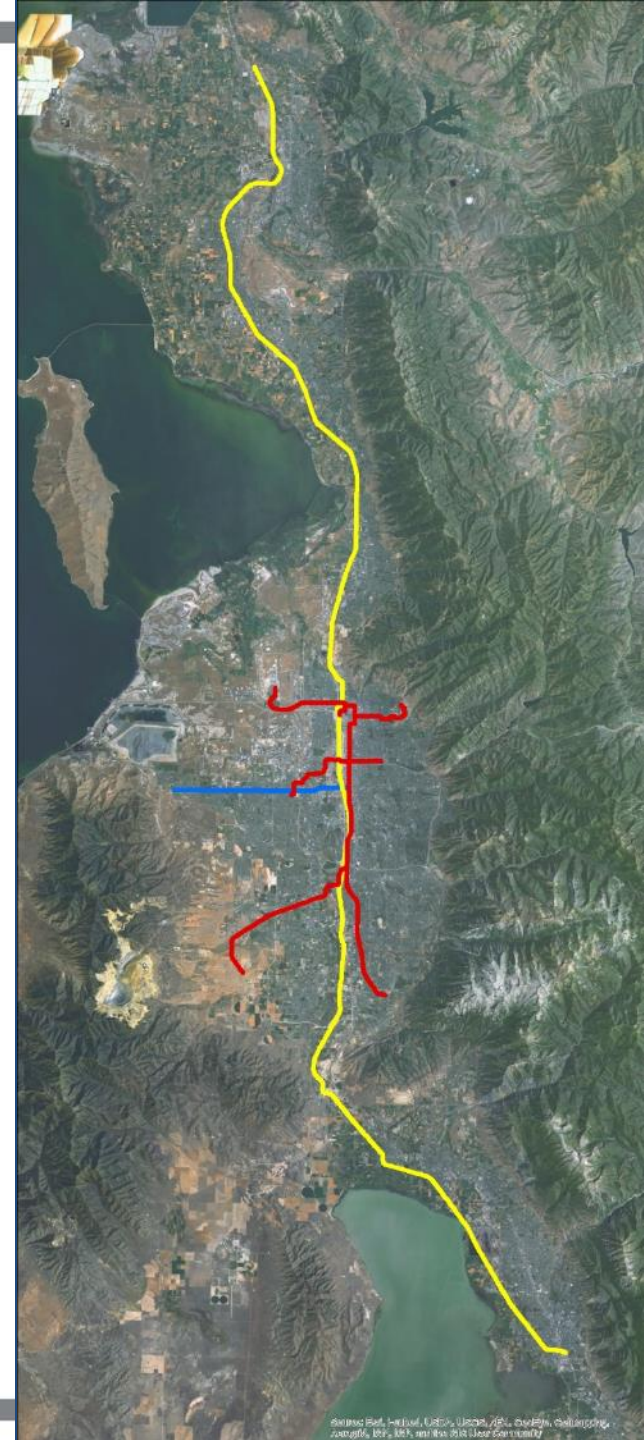
Transit To-Date

- Growth
 - Started with 68 buses
 - Currently have:
 - 2,260 employees; 64% unionized
 - 660 bus and paratransit vehicles
 - 550 vans
 - 18 locomotives, 146 light rail cars, 53 commuter rail cars
- Ridership
 - Mode split
- Performance
- Safety
- Technology

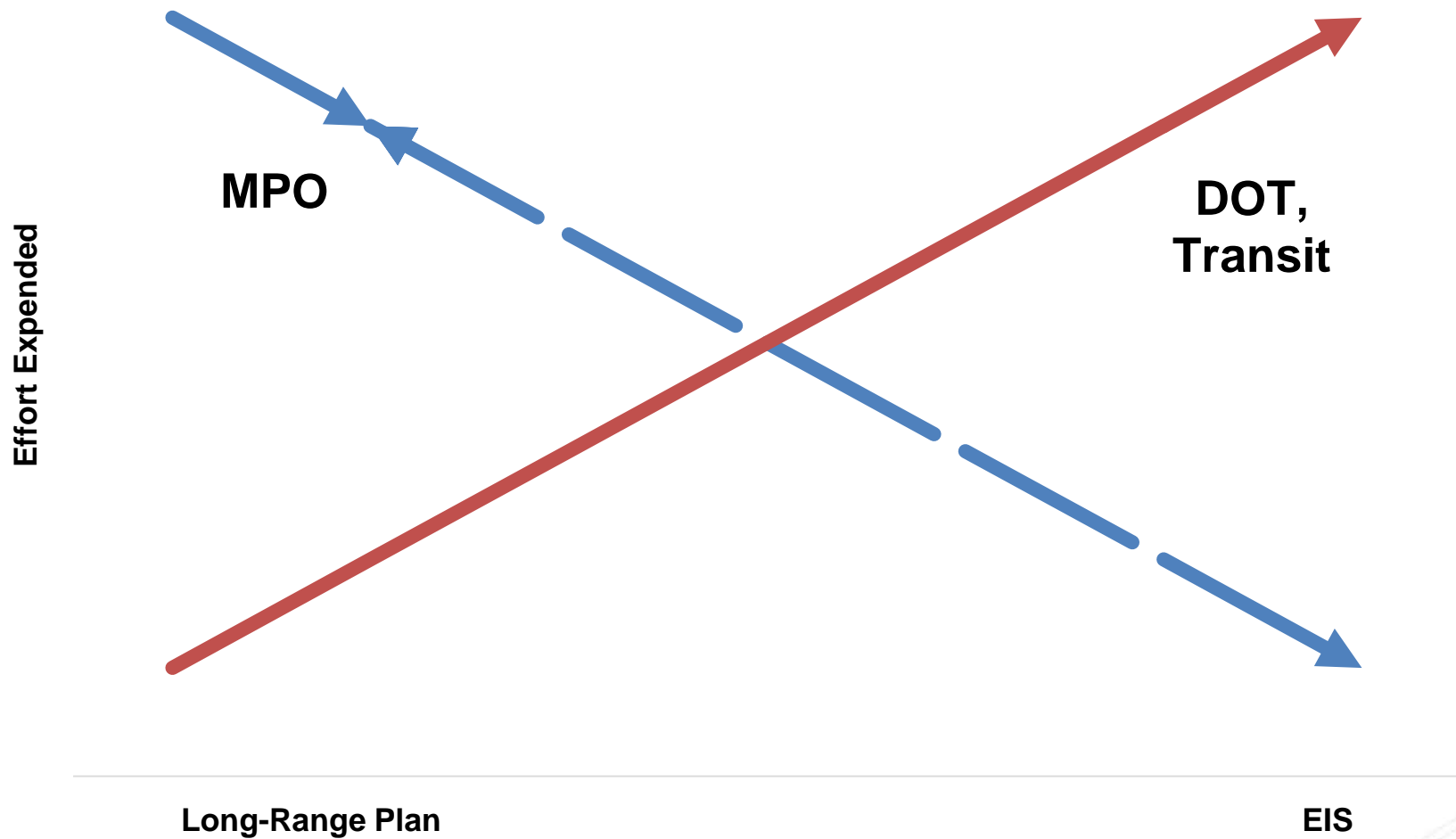


Transit To-Date

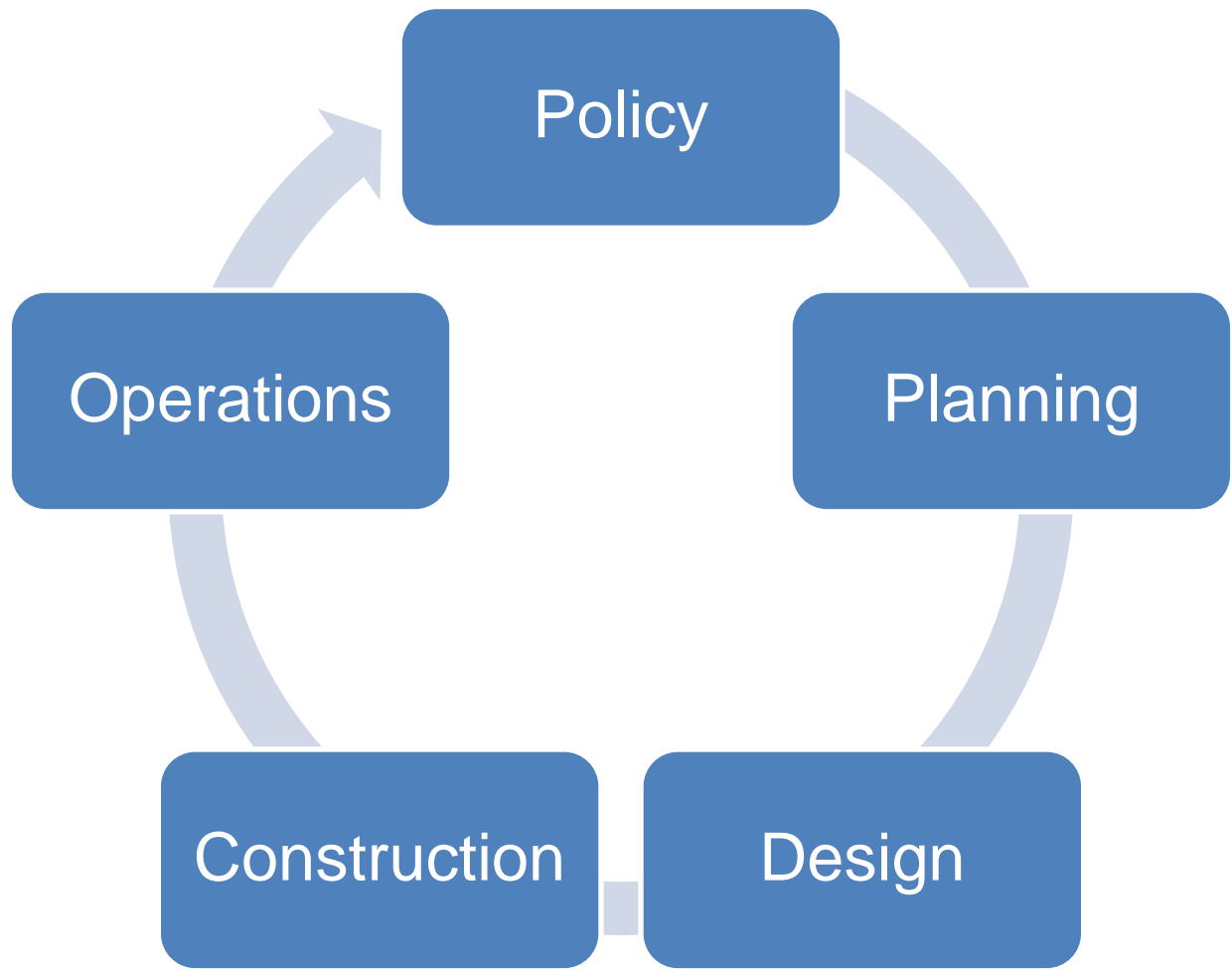
- In last 14 years: 140 miles of rail
- Since 2007:
 - Five rail lines
 - First modern streetcar
 - Finished two years ahead of schedule
 - Transforms the regional transportation network
- 127 bus routes covering over 19.8 million total miles per year
 - 90% on time bus reliability
- 70% of Wasatch Front population within 3 miles of a transit stop



Transportation Development



Collaborative Approach



Collaborative Approach

- Policy (MPO, DOT, Transit, Stakeholders, Community, Business)
 - UTA/UDOT participating on MPO boards
 - UTA/UDOT boards meet; UDOT Commissioner on UTA's board
 - Transit Academy; UDOT Annual Conference
- Planning (MPO, DOT, Transit, Stakeholders)
 - Unified Plan
 - Multi-modal EIS planning (I-15, Legacy, etc.)
 - SIP vs. STP
- Design (DOT, Transit, Stakeholders)
 - UDOT doing over-the-shoulder plan reviews at UTA
- Construction (DOT or Transit, Stakeholders)
 - Park-and-ride lots on FrontRunner South
 - Mountain View Corridor
 - Union Pacific bridge in American Fork
- Operations (DOT or Transit)
 - UDOT message signs
 - UTA participation in Zero Fatalities program



MPO-UDOT-UTA Partnership

Airport TRAX



University TRAX / 400 South



3500 South/MAX Bus Rapid Transit



I-15 CORE/FrontRunner South



Inter-Regional Corridor Alternatives Analysis



Mountain View Corridor



Utah Collaborative Active Transportation Study

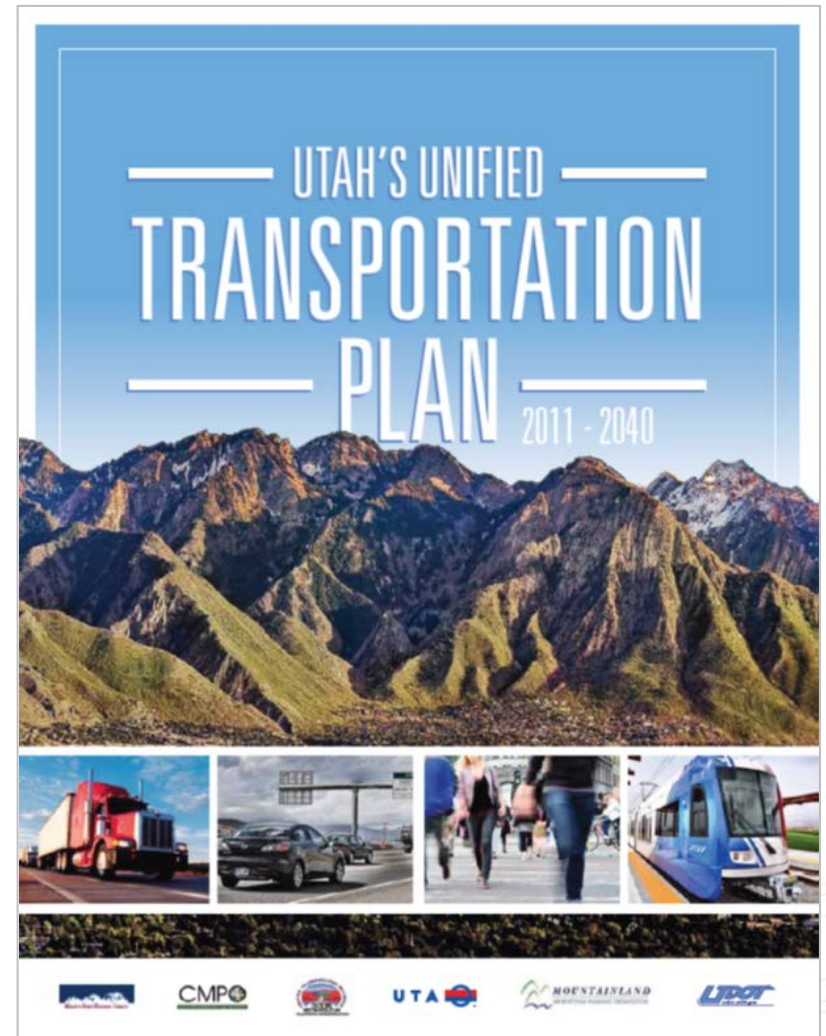


I-15 State Street/North-South TRAX



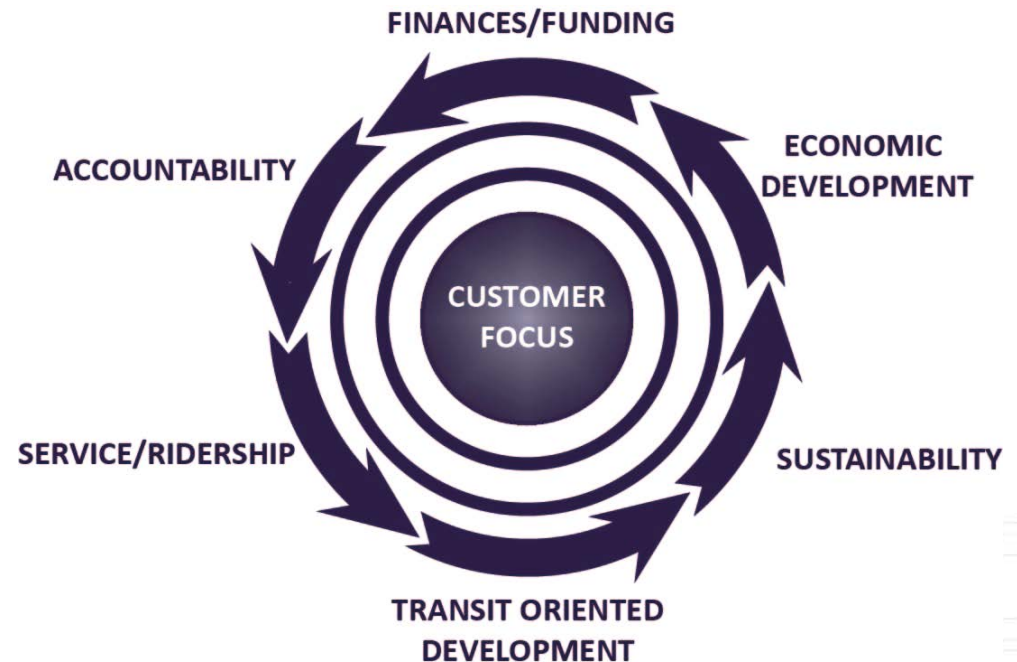
Building the Future We Want

- 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.



Ridership Trends

