



Passenger Rail: Lessons Learned from the Salt Lake Valley

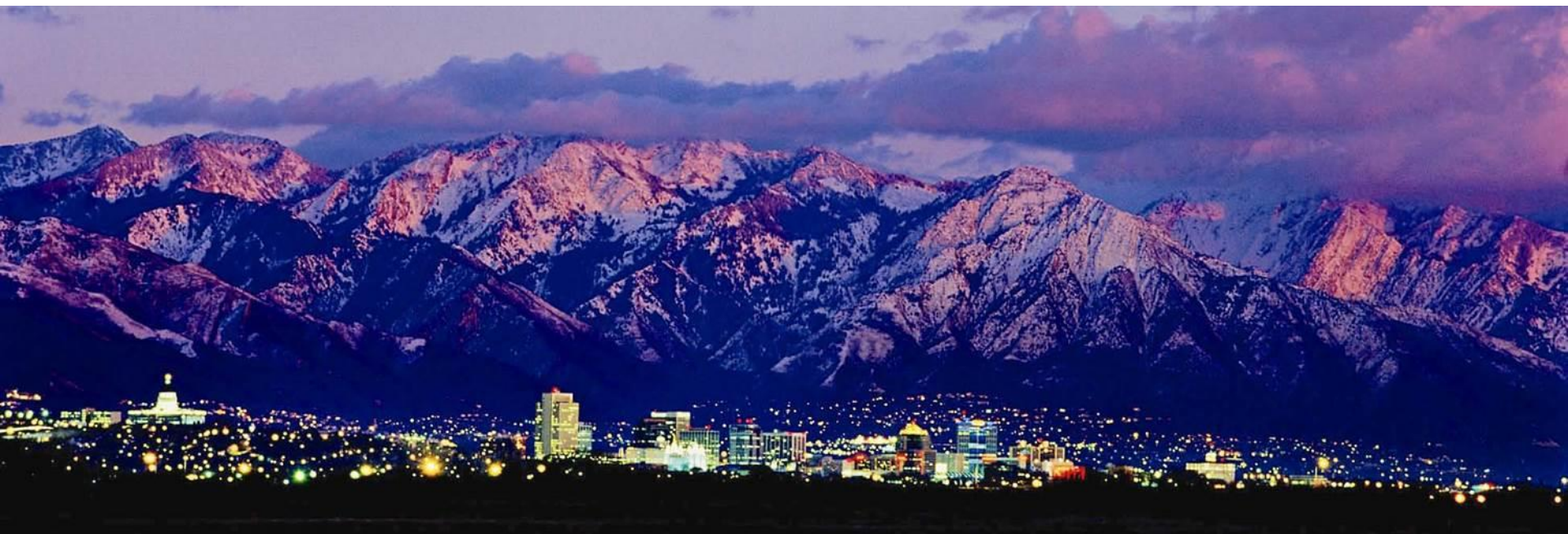
June 2018 | Steve Meyer

Tonight's Presentation



- Utah/Wasatch Front Transportation History
- Utah Transit Authority History
- UTA Rail Program
- Utah's Planning History
- Lessons Learned

Salt Lake City, Utah



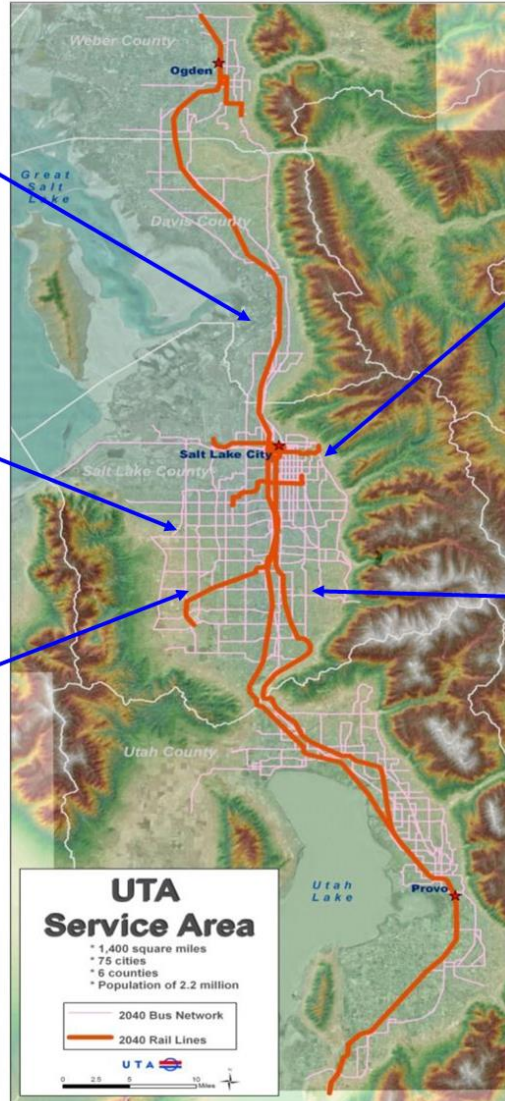
Transportation History



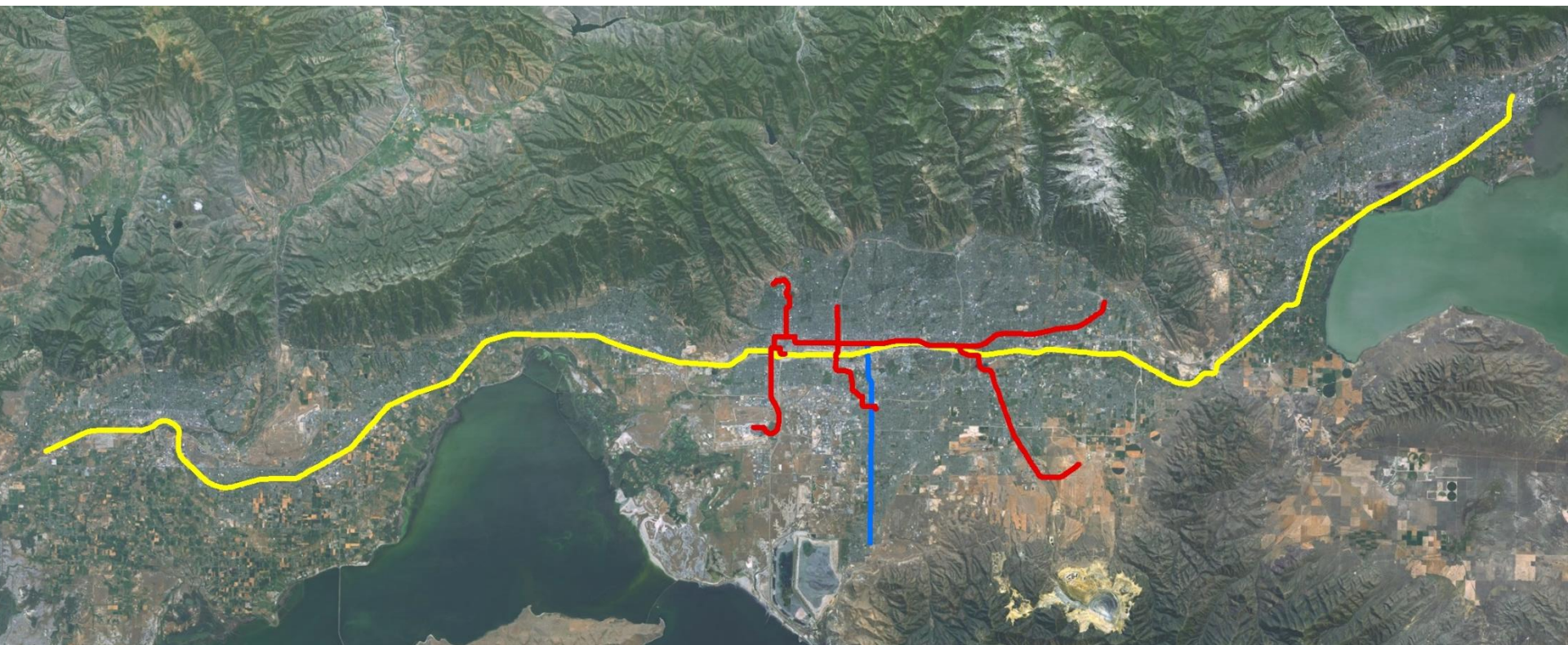
Utah Transit Authority



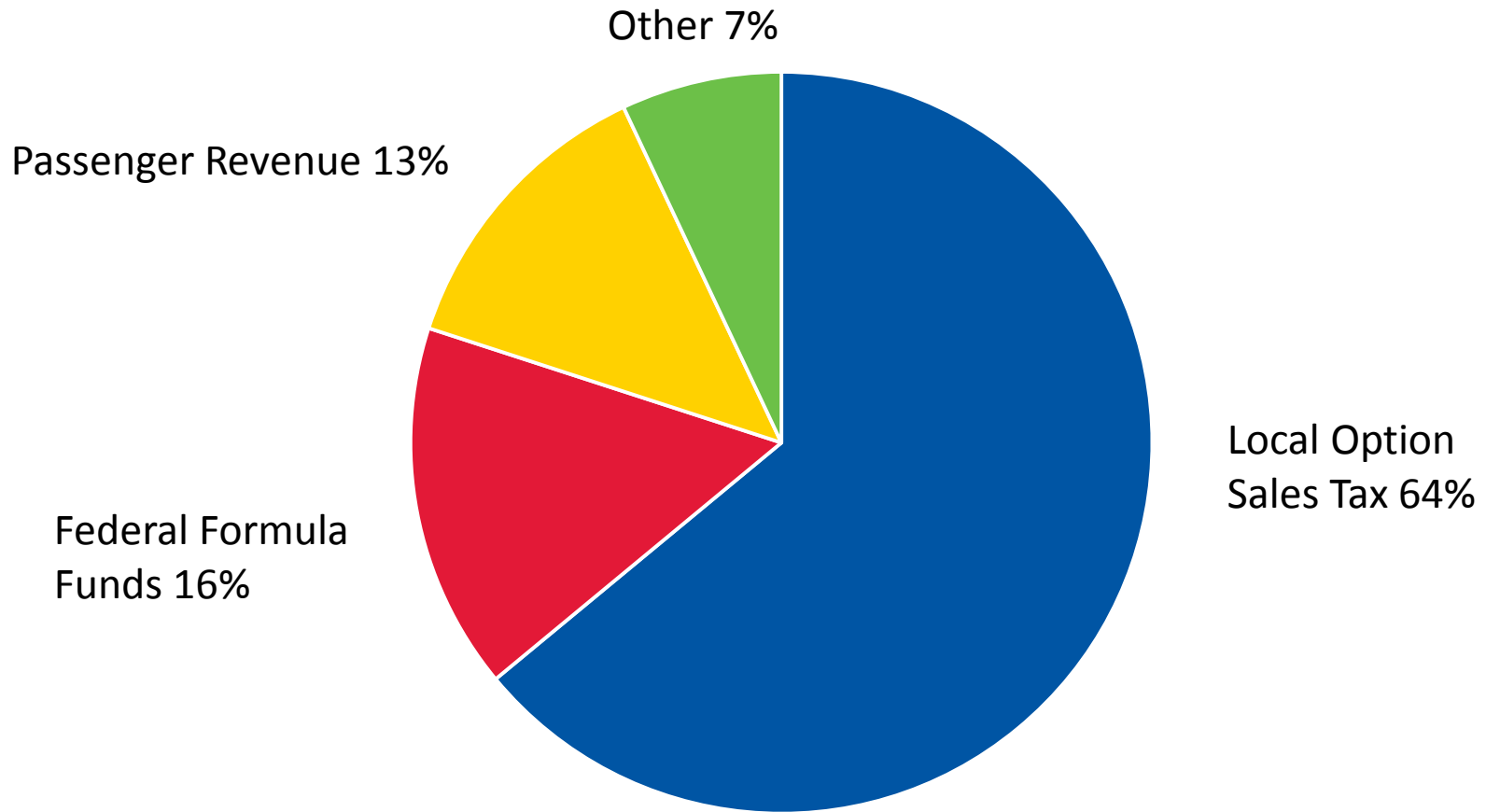
- Public transit district created in 1970
- Six counties
- 2.2 million population
- 78% of Utah's population
- 1,400 square miles
- 2,450 Employees
- Operates 700+ Buses, 400 vans, 100 LRVs and 60 commuter rail
- Carries 44,000,000+ passengers per year



UTA's Rail System



UTA Funding Sources



FRONTLINES 2015: One Project, Five Lines

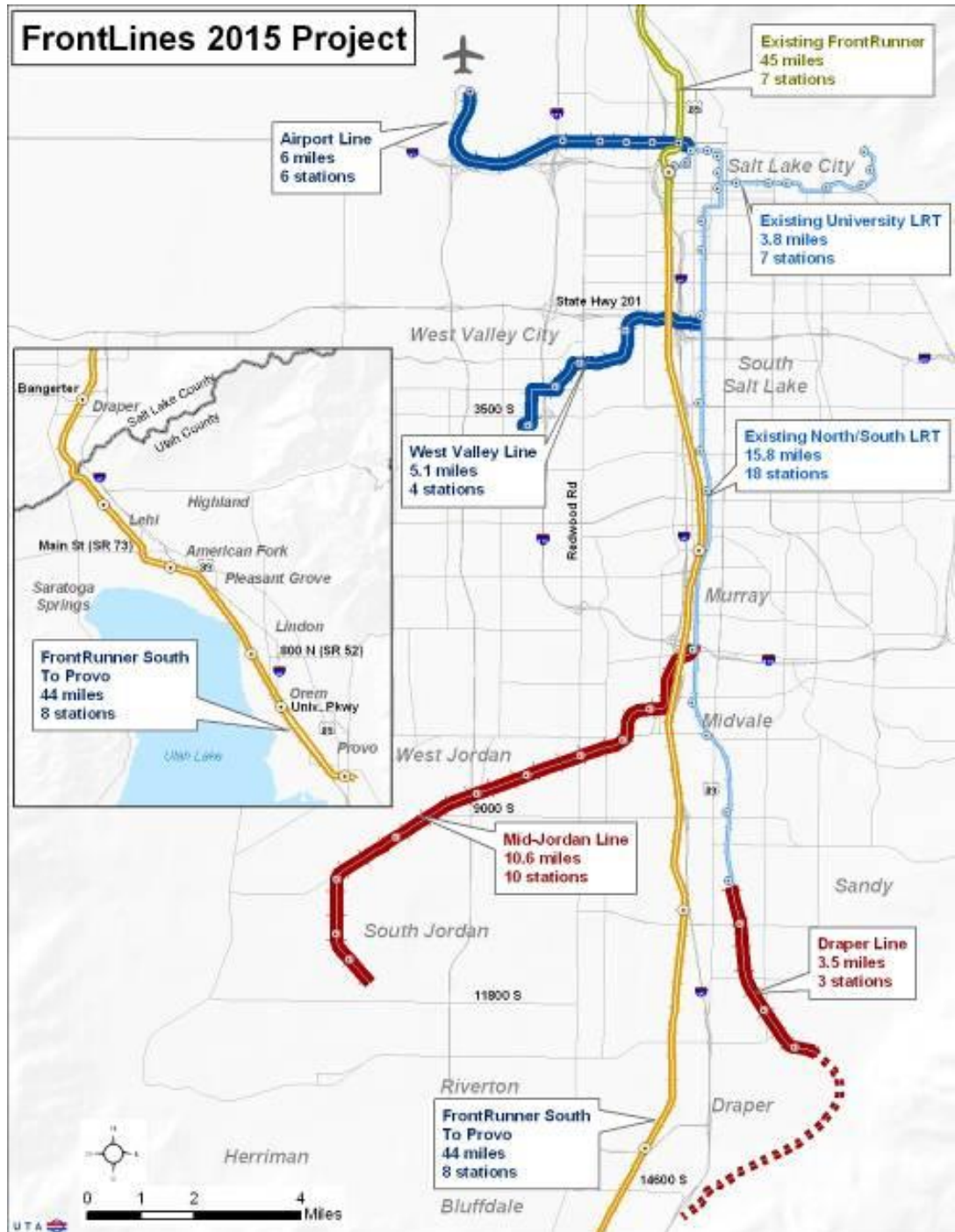
FrontRunner South
45 miles exclusive track

Mid-Jordan
10.6 miles rail corridor

Draper
3.5 miles rail corridor

West Valley
5.1 miles

Airport
6 miles



2015 Program



2006 Commitment



2013 Complete!

Budget:

- \$2.85B

Budget:

- \$2.4B

Federal Share:

- 20%

Federal Share:

- 25%

Opening:

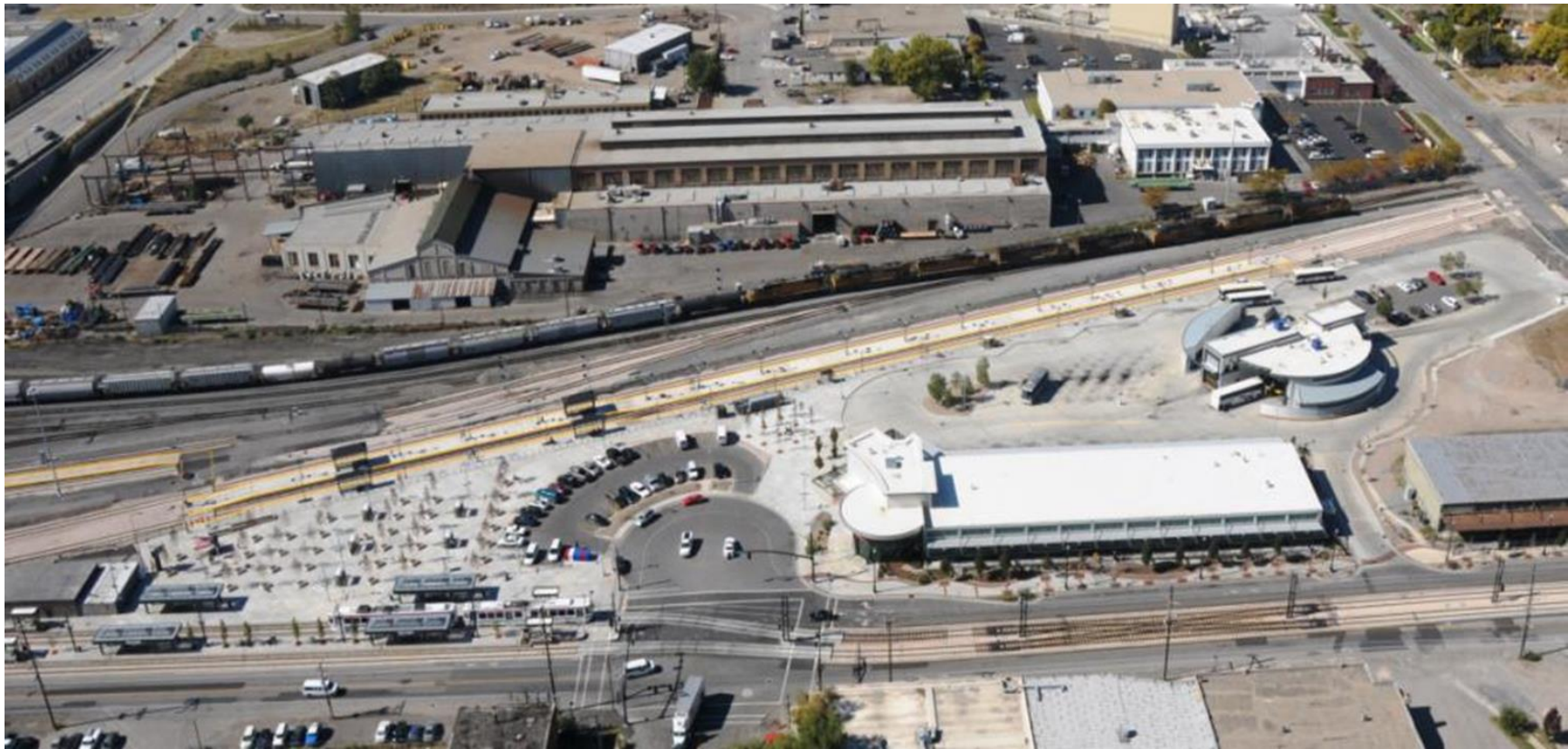
- 70 miles by 2015

Opening:

- Entire project by 2013

Connections are important











Collaboration with UDOT



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



Provo-Orem Transportation Improvement Project

PROVO OREM

TRIP TRANSPORTATION IMPROVEMENT PROJECT



Utah's Planning History



- Brigham Young – 1847
 - ‘This is the right place, drive on’
 - Platted the Salt Lake City area
- Coalition for Utah’s Future – 1987
 - Recession
 - Focused on economic growth
- Quality Growth Steering Committee – 1995
 - Economic boom
 - Dealing with quality of life issues
 - Public and private sector participation
 - Evaluated processes from other states

Envision Utah



- Envision Utah
 - Creating a common vision for Utah's future
 - QGET – Quality Growth Efficiency Tools
 - Public private partnership
 - Growth scenarios
 - Planning tools

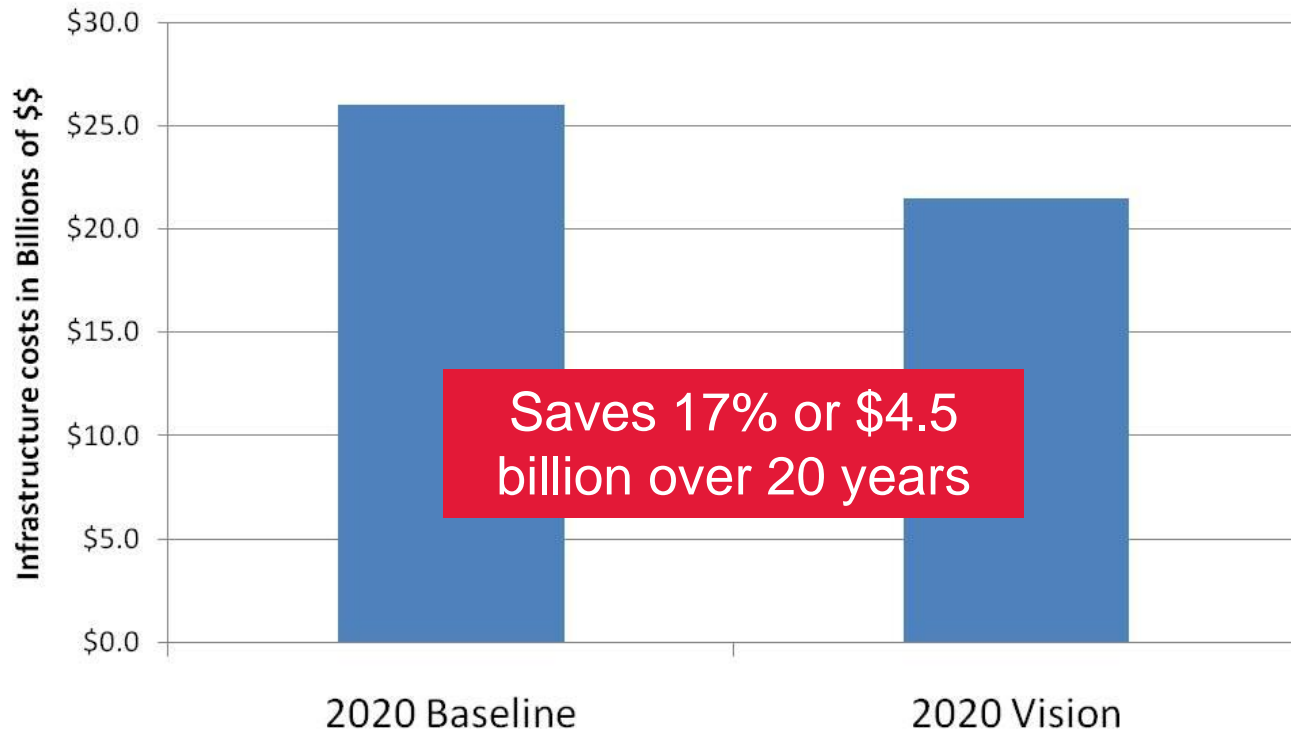


ENVISION UTAH
.....
A Partnership for Quality Growth

Infrastructure Savings in the Billions



20 year growth comparison:
Baseline vs. Vision



Envision Utah Quality Growth Strategy; 1999

Economic Impact: \$7 Billion

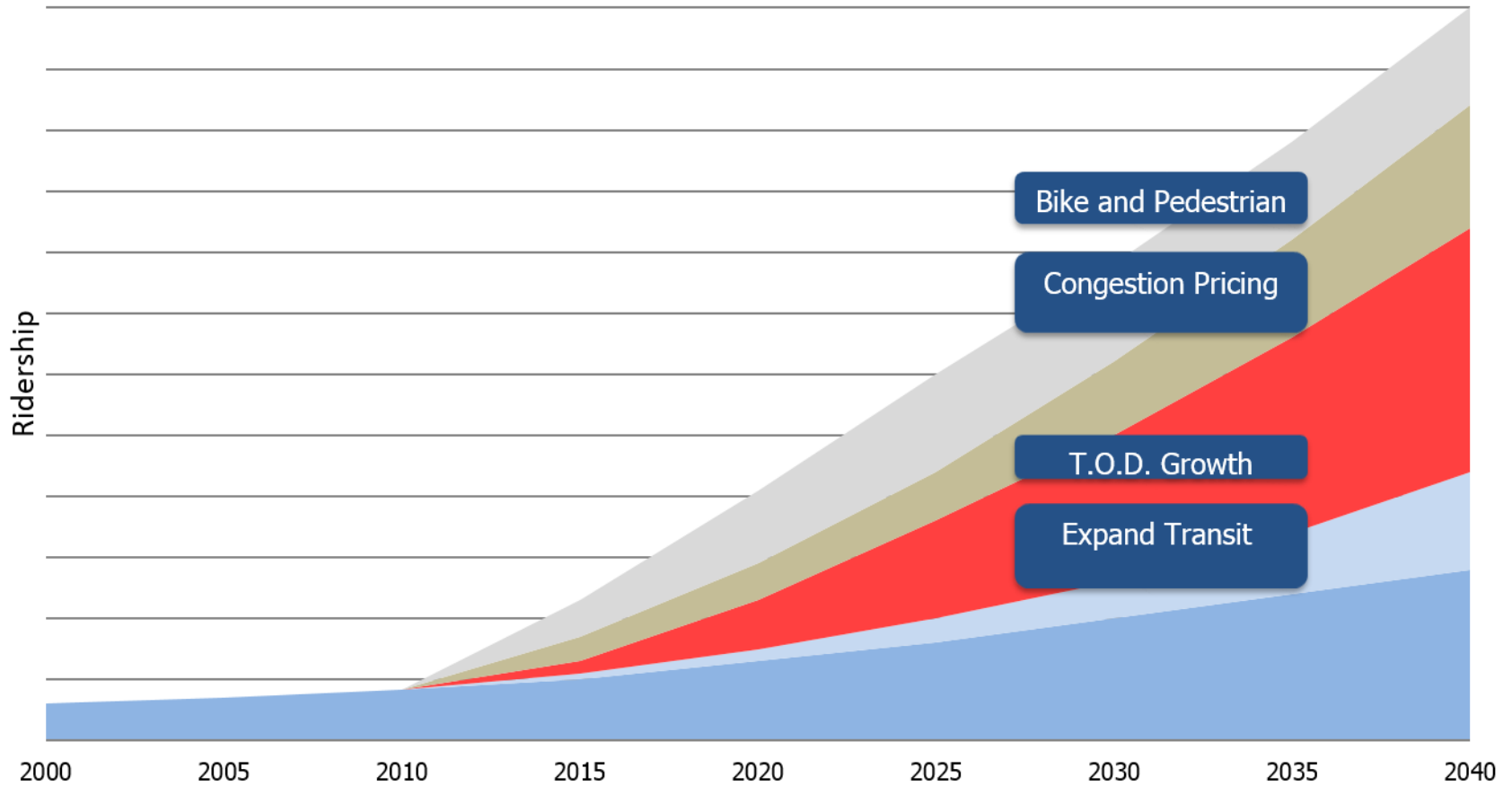


Alternate Funding Sources for Transit



- Employer/payroll tax
- Rental car fees
- Parking fees
- Tolling
- Room tax
- Auto disincentives – congestion pricing
- Income taxes
- Transit-oriented development
- Value capture
- Special assessment districts
- Emissions fees
- VMT fees

Sustainable Transit



Lessons Learned



- Coalition of supporters
 - Elected officials
 - Federal
 - State
 - Local
 - Public
 - Planners
 - Engineers
 - Private
 - Business leaders
- Planning the future
 - Growth scenarios
 - Costs and benefits

Create Your Transportation Future





- Public transportation and rail service is a giant money pit. We all pay for, and subsidize, the few that use these systems. Do you really want cities to have the ability to add a local increase to the sales tax? These projects are never self sustainable. Do your research, look into the tax burden cities and counties with rail and other forms of mass transportation have placed on their citizens. Ask yourself if you are good with letting a bus or train schedule control your life or do you like the freedom of your own transportation.



- Absolutely NO to regional trains. Same for regional buses, except if done via only the private sector. Want to improve traffic flow? Identify the bottlenecks and fix those. Perhaps make Chinden 4 lanes to Canyon County and time the lights. Oh, because you don't have the money? Guess what, Sport... throw this state into mega as debt for the promise of a train and we'll never have the money for real solutions.



- The absence of a coordinated system of public transit in the Treasure Valley promise to take the “livability” out of Boise’s much-vanted “America’s Most Livable City” slogan. It could well spell its doom. Rampant growth and development is occurring at the moment with nary a word of consideration about transit; once these centers get populated and the inevitable traffic gridlock occurs, it will become far more expensive to go in and retro-fit the necessary corrections. If red-state Utah and its conservative legislature can finally recognize that traffic gridlock and community paralysis are bad for business and that we can’t widen our way out of auto-centric thinking, surely Idaho can take a page from Utah’s playbook. The key is for the Idaho Legislature to grant Boise the ability to tax itself to fix these problems that unbridled growth have created. It will then be up to the citizens of this city to decide whether we will embrace public transit ... or be content to sit in our single-passenger pickups on I-84, idling away our \$4-a-gallon gasoline while breathing bad air.