Partnering for Mutual Success

June 12, 2008

John Inglish, General Manager

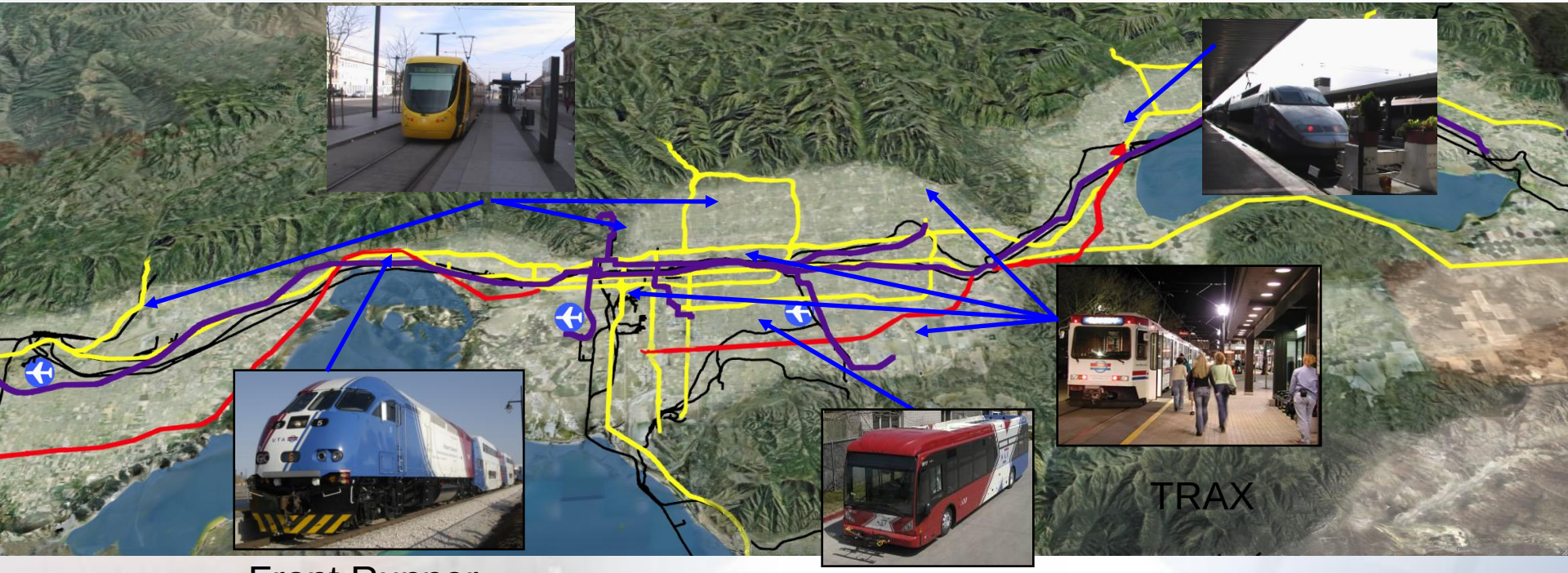
Utah Transit Authority

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

Family of Transit Options



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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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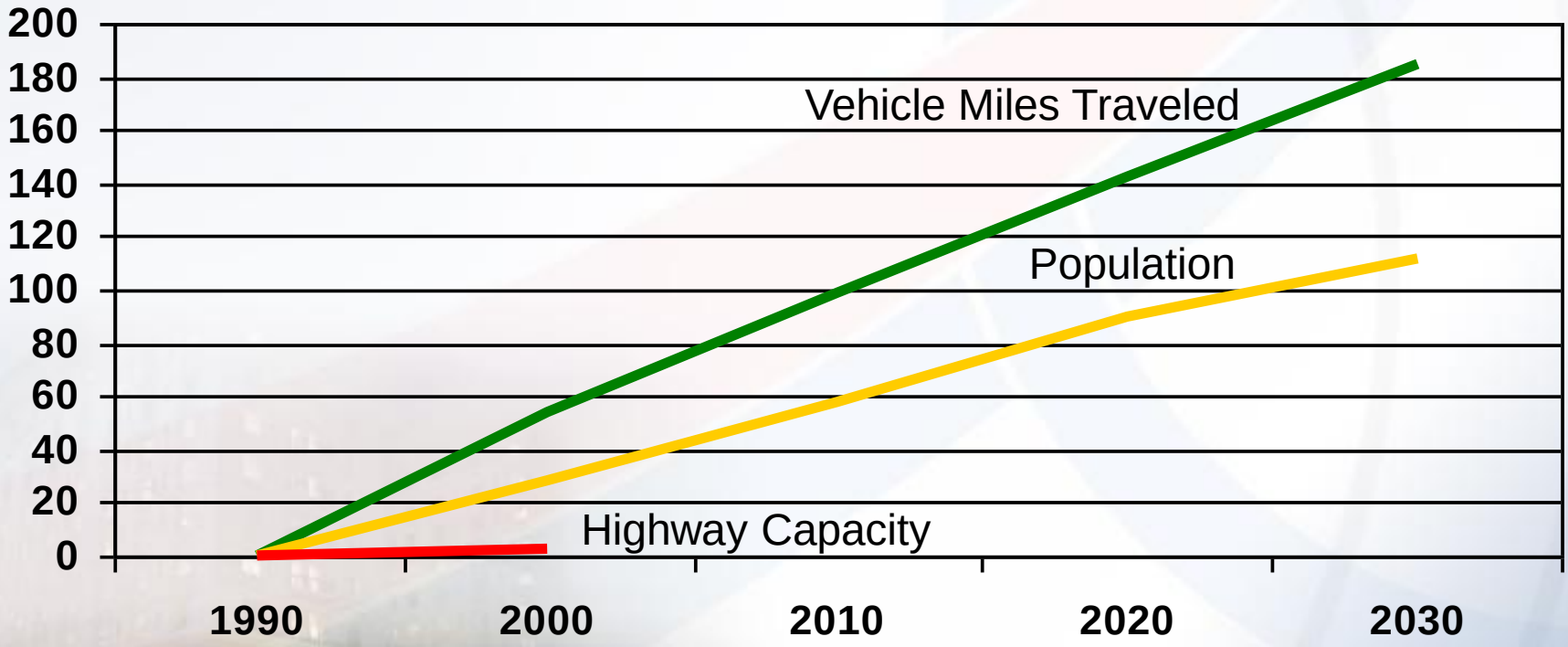
Travel Growth

Growth in travel, population and highway capacity



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

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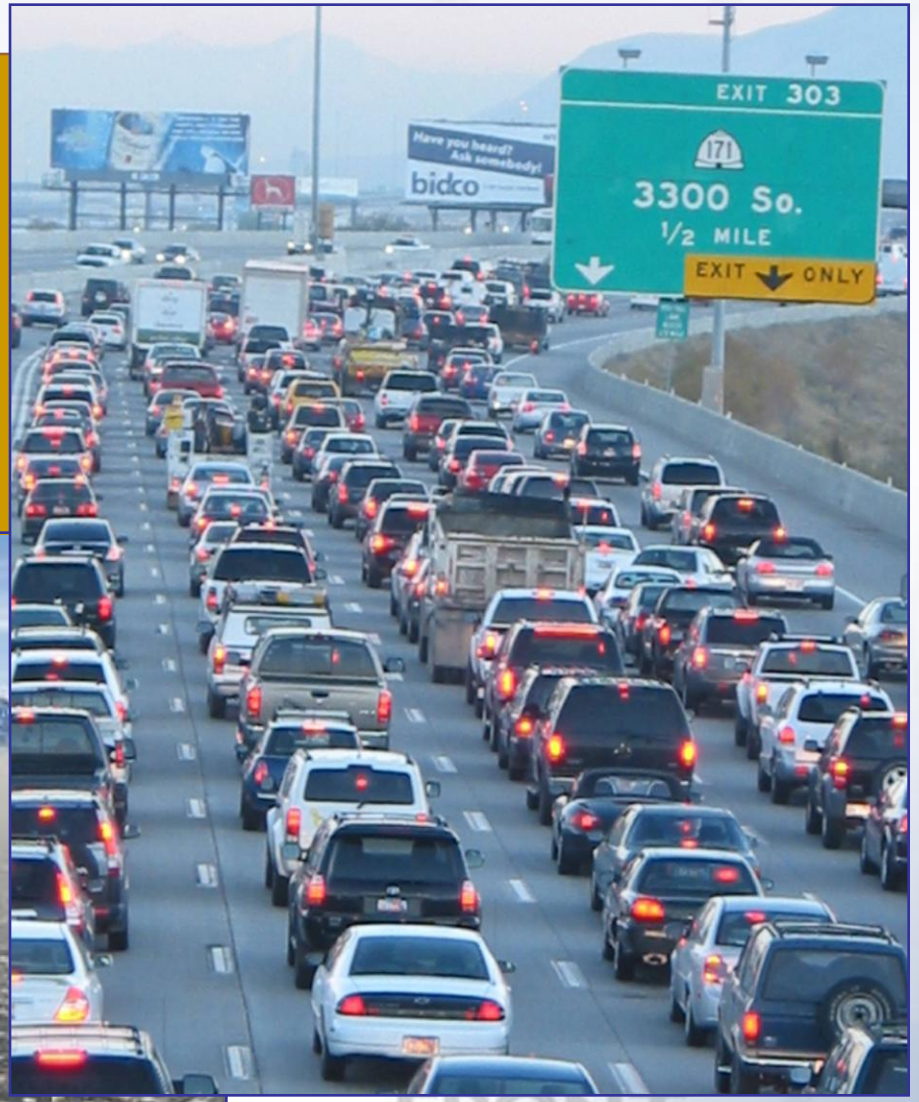
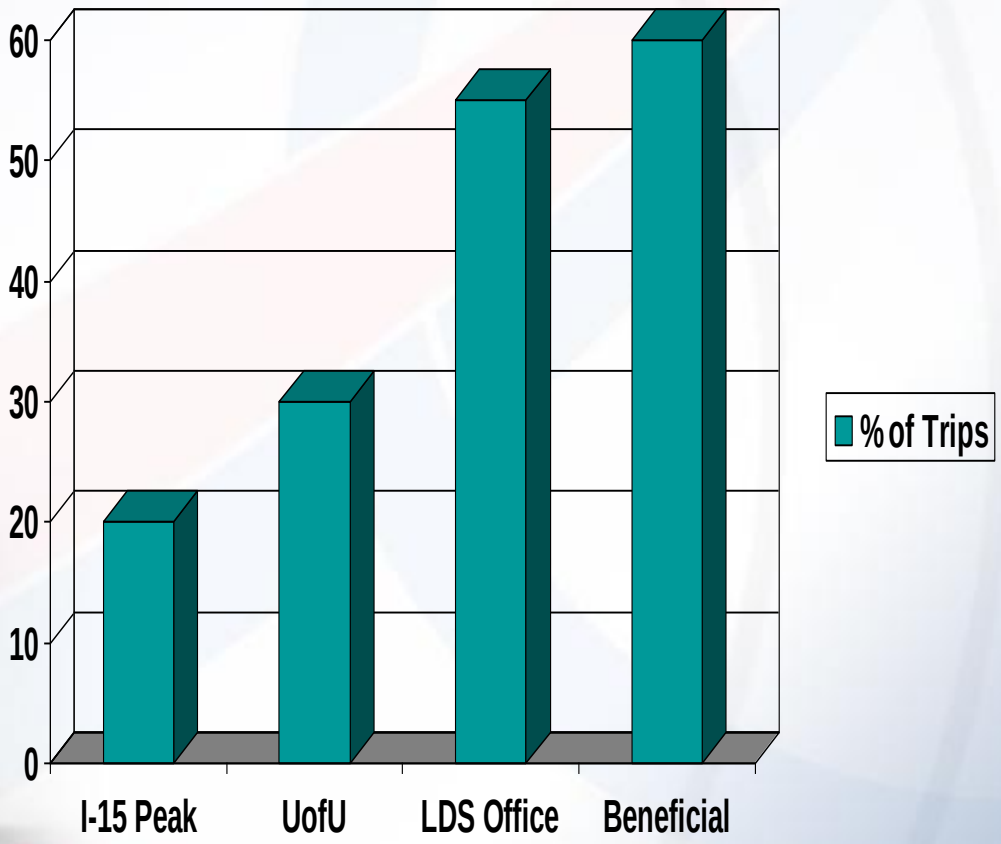
More traffic congestion and bad air.



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



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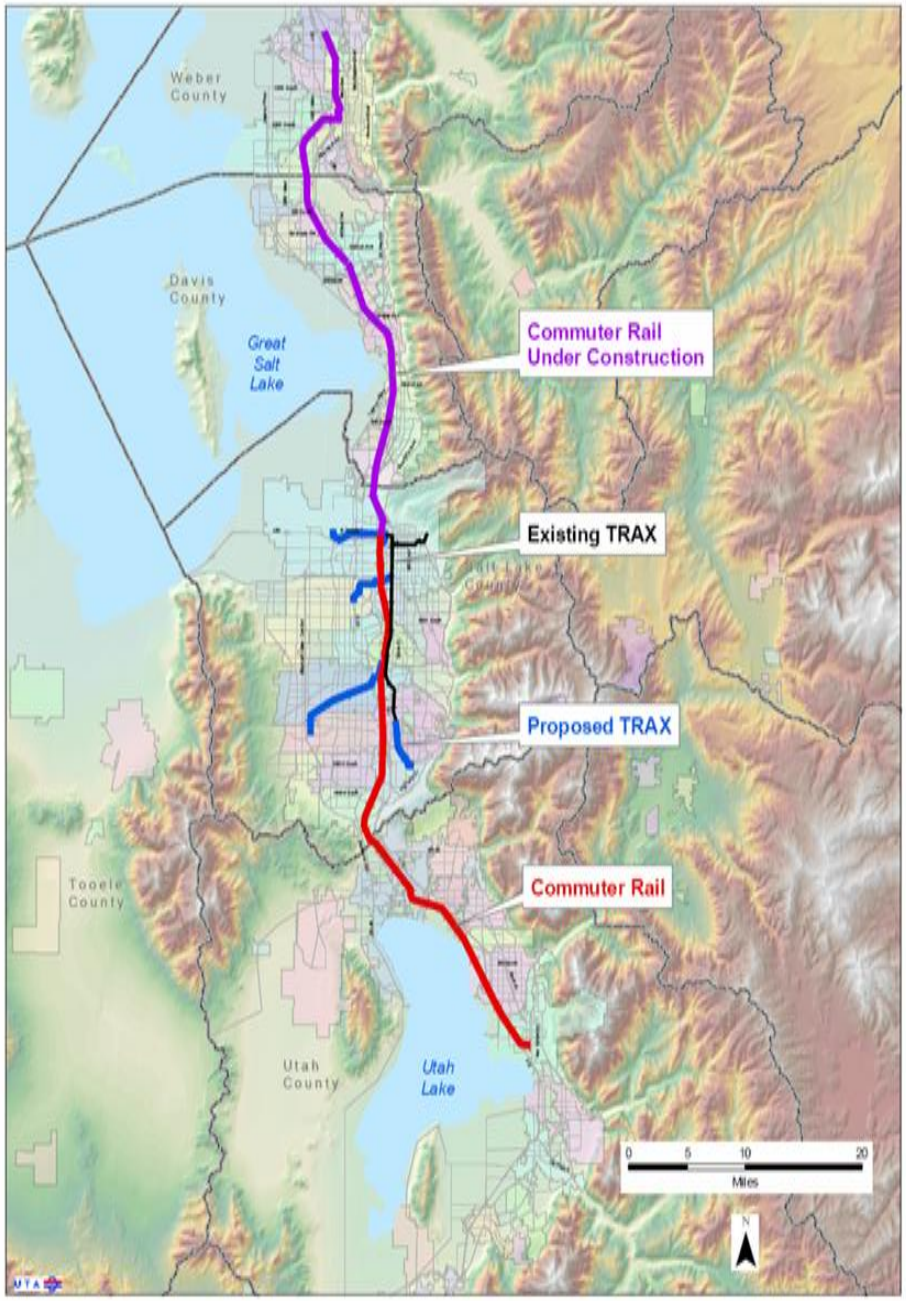
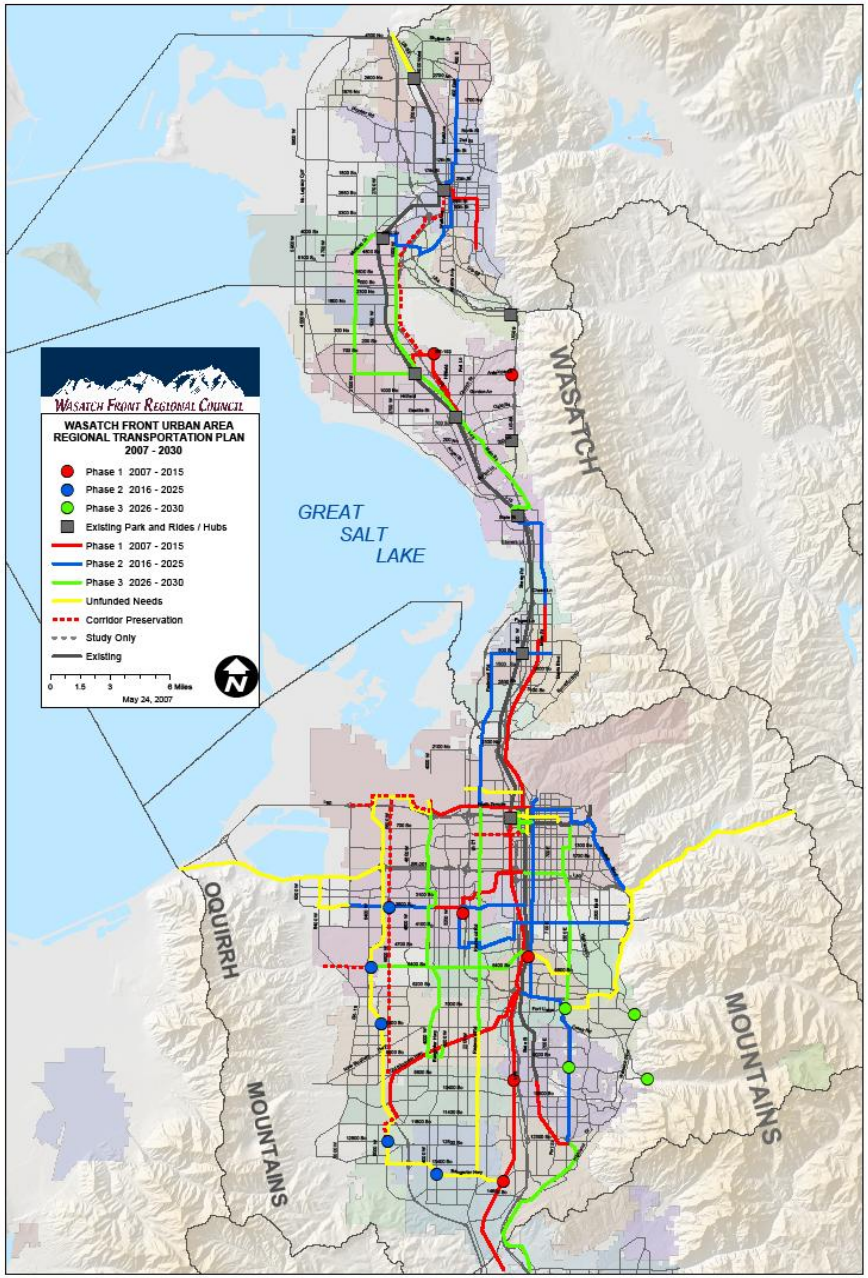
2015 Transit Program

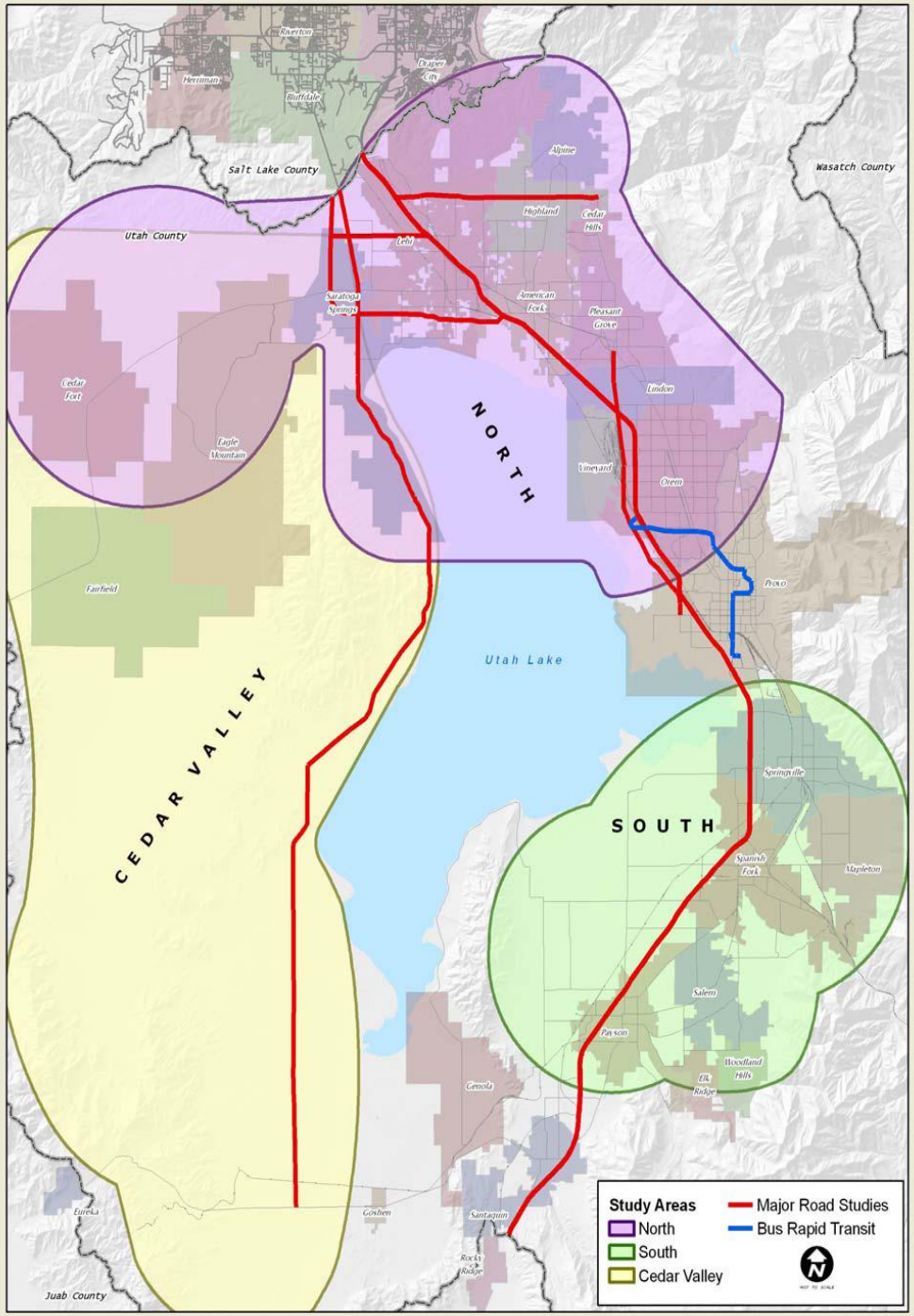


2030 RTP TRANSIT PHASING



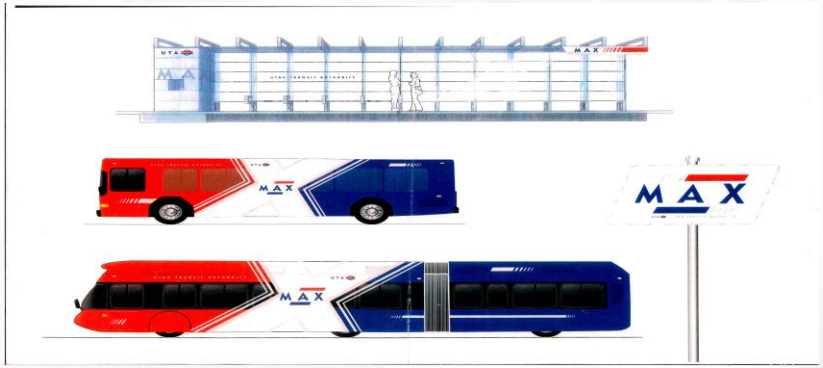
Transit 2015 - 2030

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

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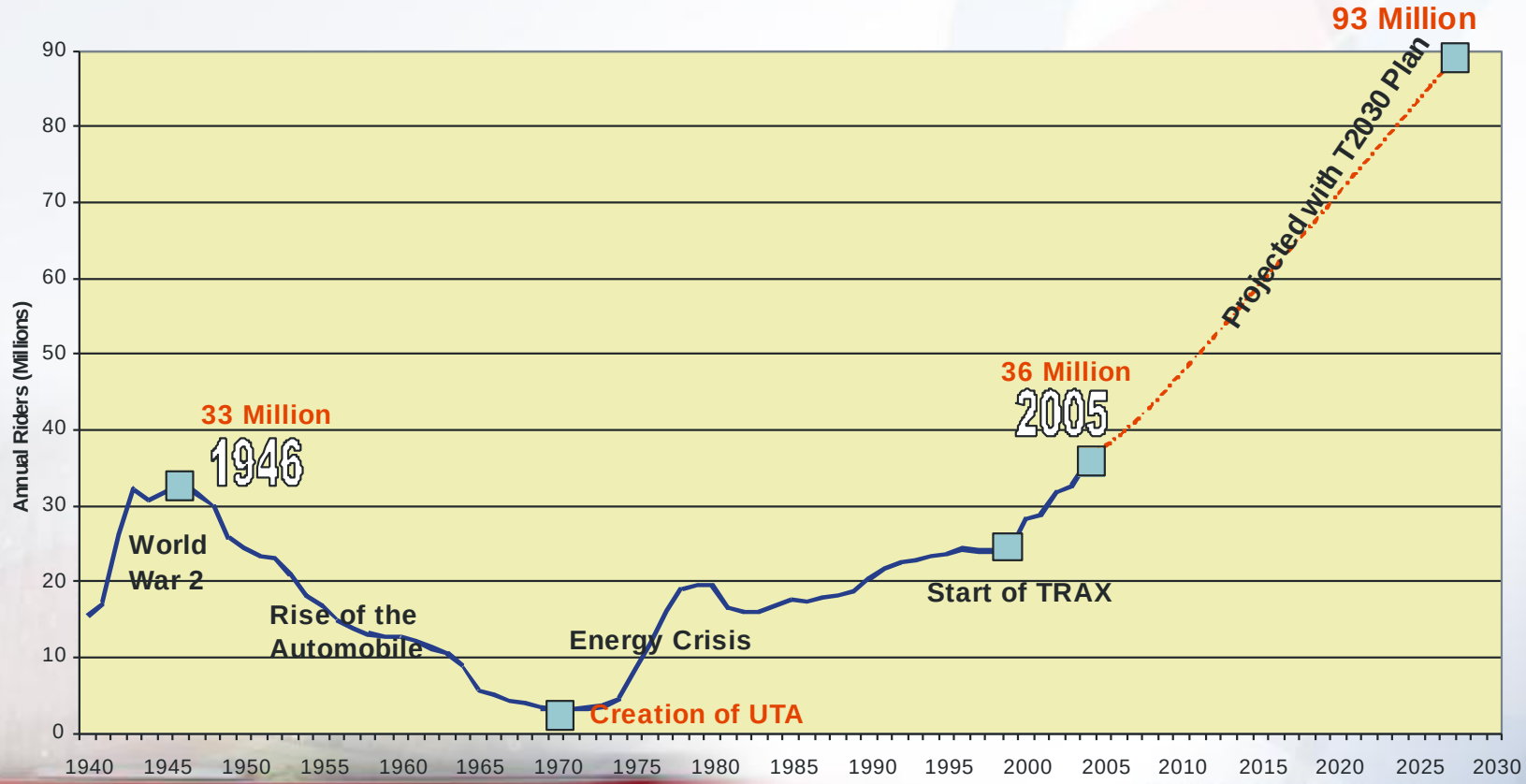
Transit Success

- UTA ridership at record levels and growing
- More than 38 Million trips taken last year



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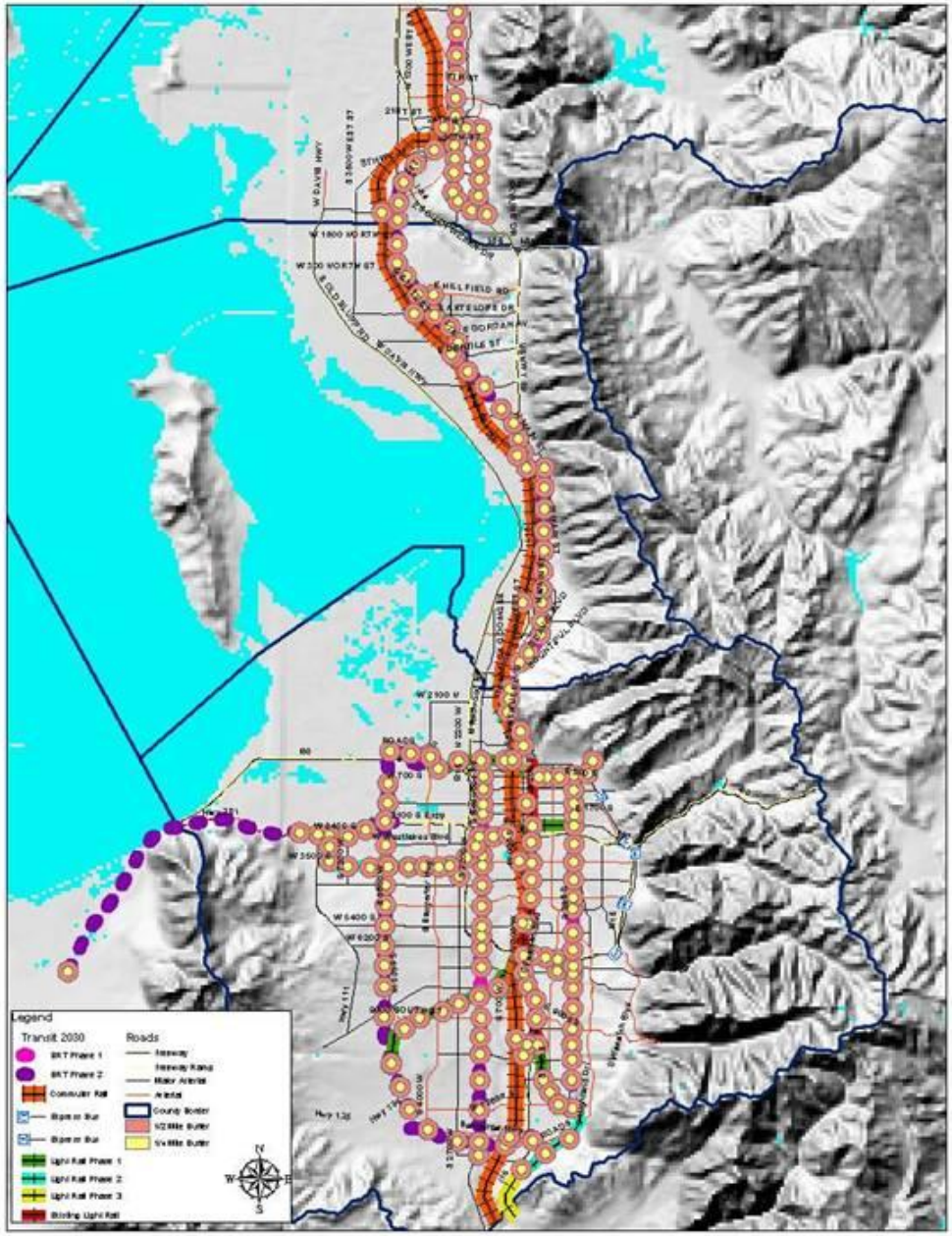

Estimated Statistics between Salt Lake, Davis and Weber Counties:

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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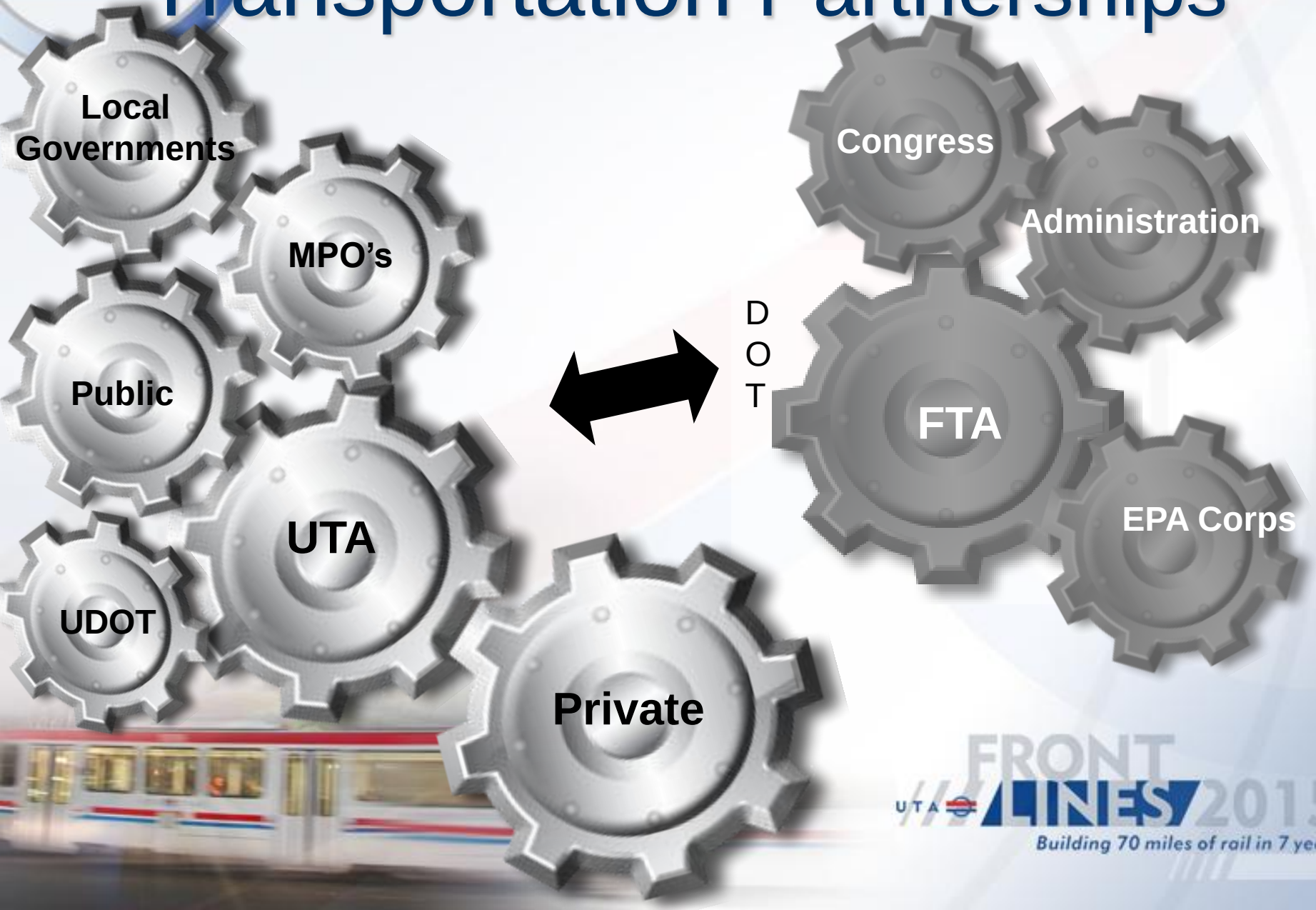
Transportation Partnerships



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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

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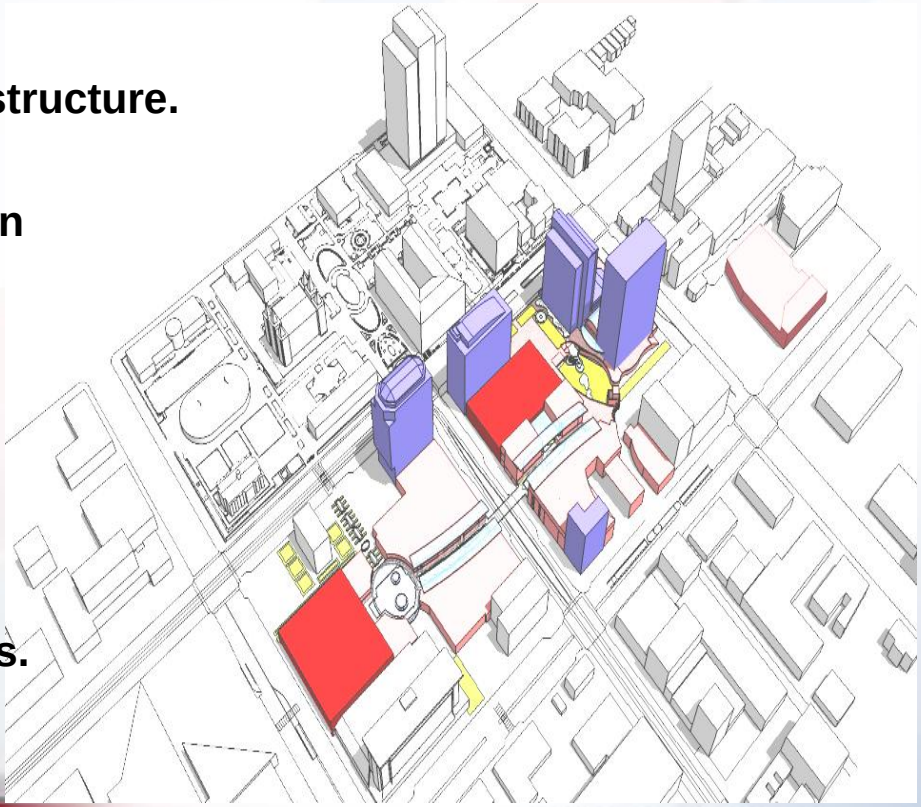
Source: Urban Land Institute 10 Principles for Successful Public/Private Partnerships

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



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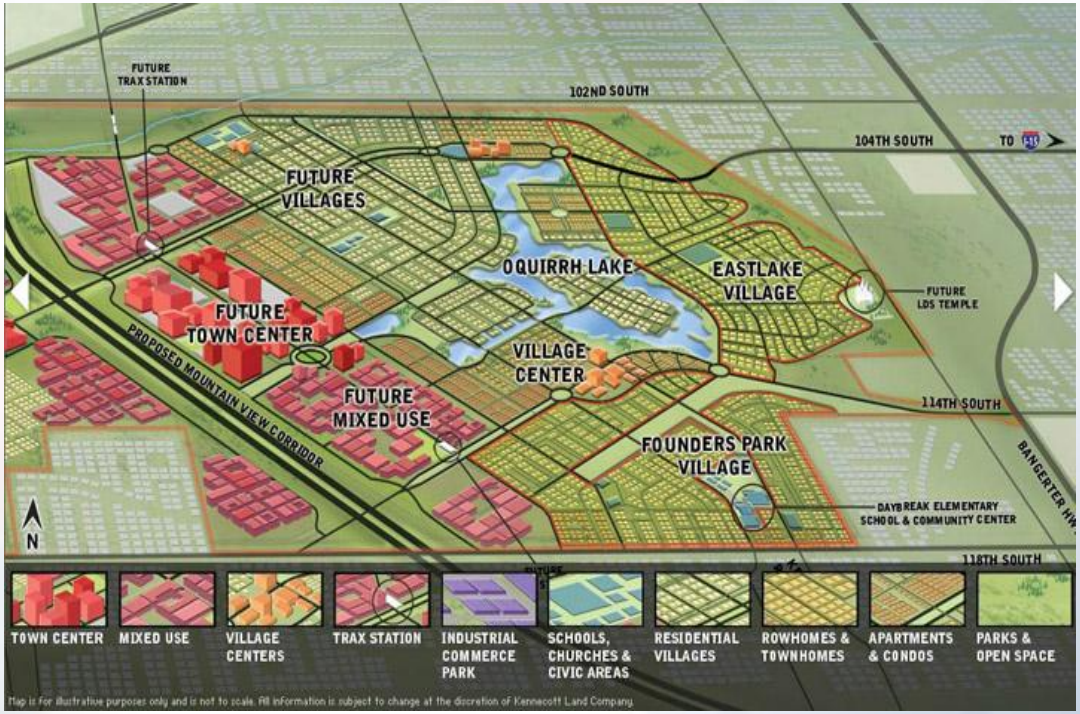
Case Study – 1 Daybreak, South Jordan, UT

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



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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

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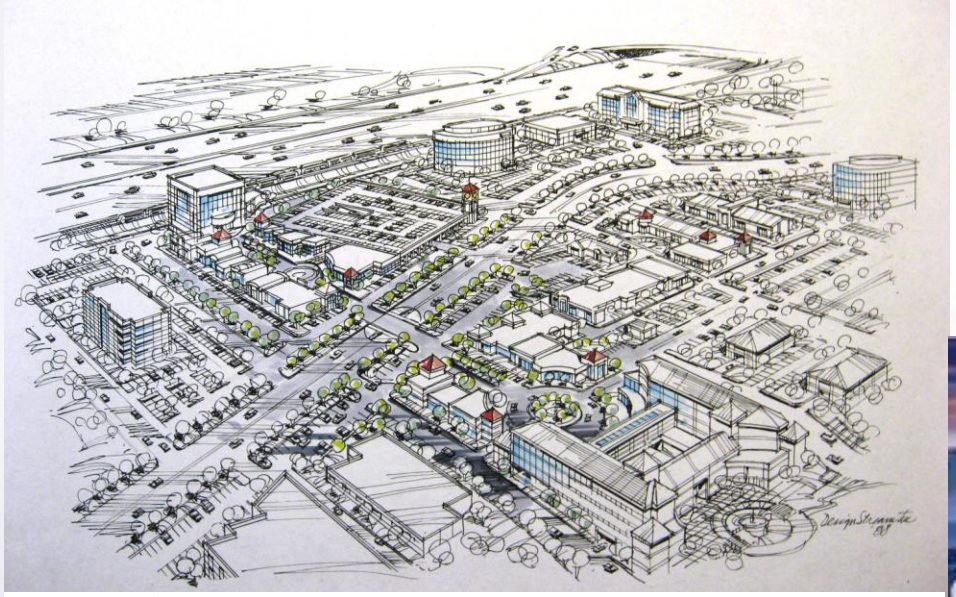

Development supports transit…
…transit supports development

Questions?

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