

Please note that this presentation
was given during the United
Nations Climate Change
Conference (COP-15) in
Copenhagen, December 7-18, 2009
for more information please visit
<http://www.cop15.state.gov/> .



UTAH TRANSIT AUTHORITY

John M. English



General Manager/CEO

Utah Transit Authority

The century of

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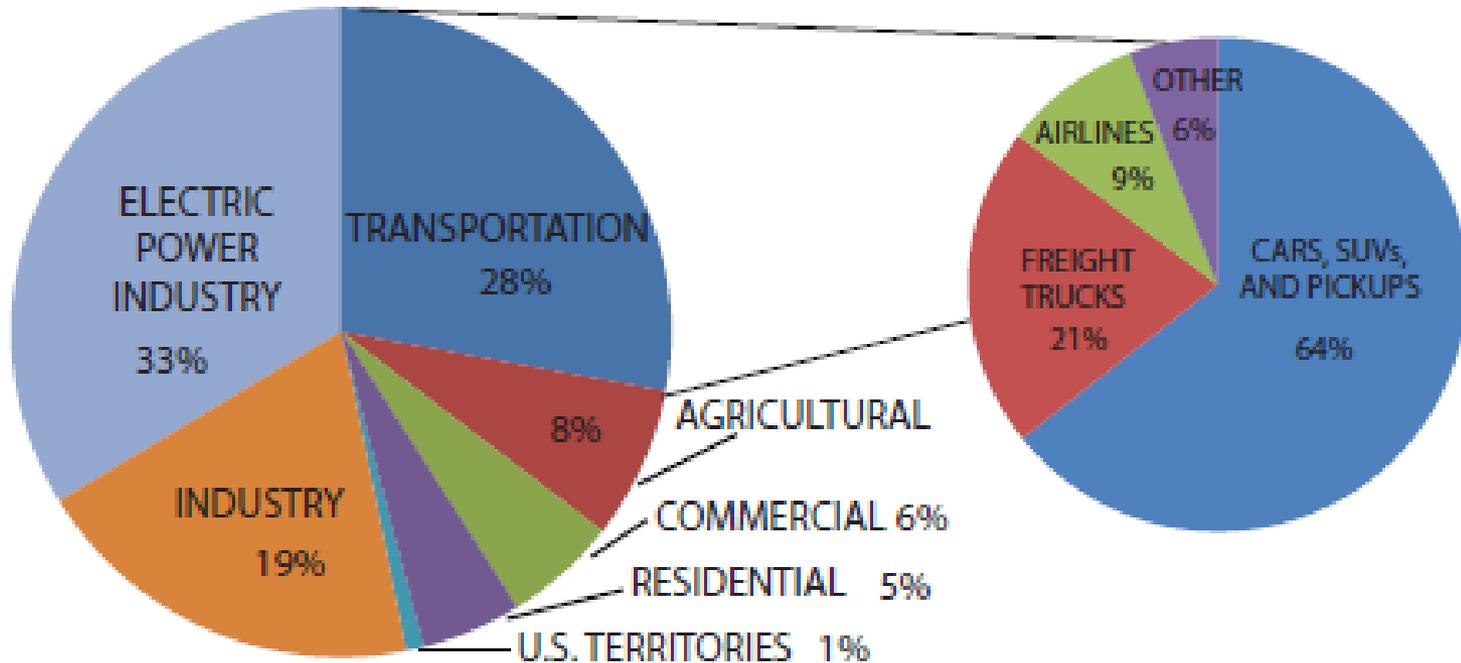
Salt Lake City, Utah



Transportation's Share

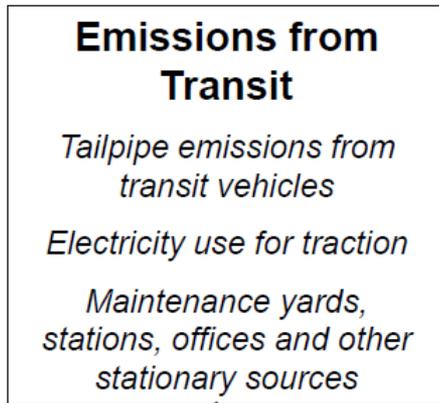
FIGURE 1
Transportation
Accounts For 28%
of U.S. Greenhouse
Gas Emissions.

Source:
U.S. Environmental Protection Agency, *Inventory of Greenhouse Gas Emissions and Sinks: 1990-2006*, April 2008.



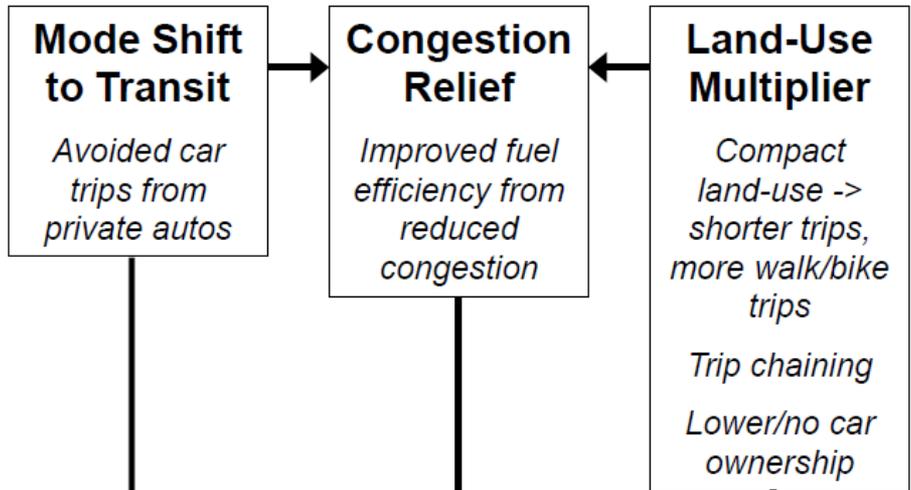
How Transit Reduces Emissions

Emissions Produced by Transit



Debit

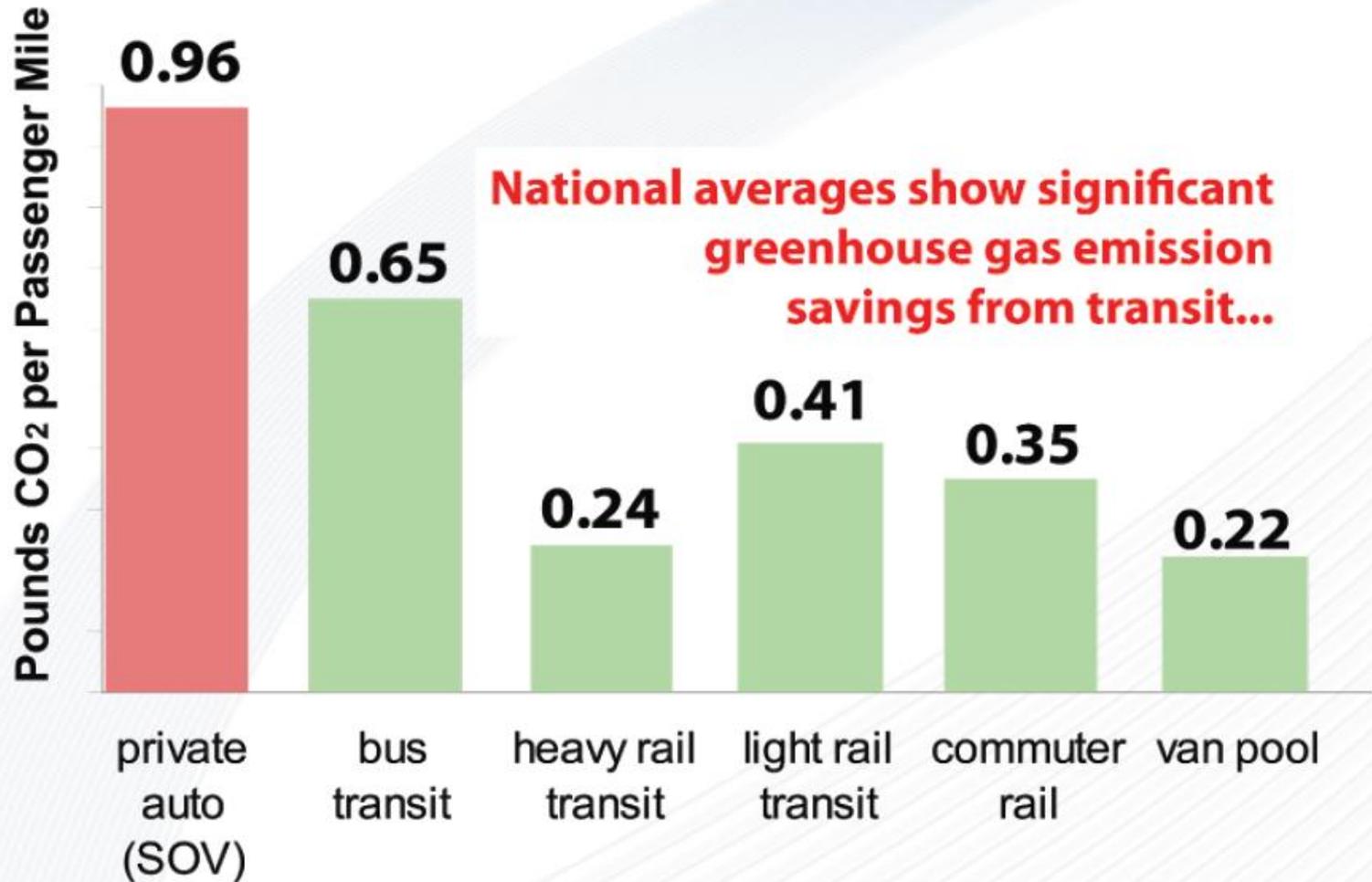
Emissions Displaced by Transit



Credit

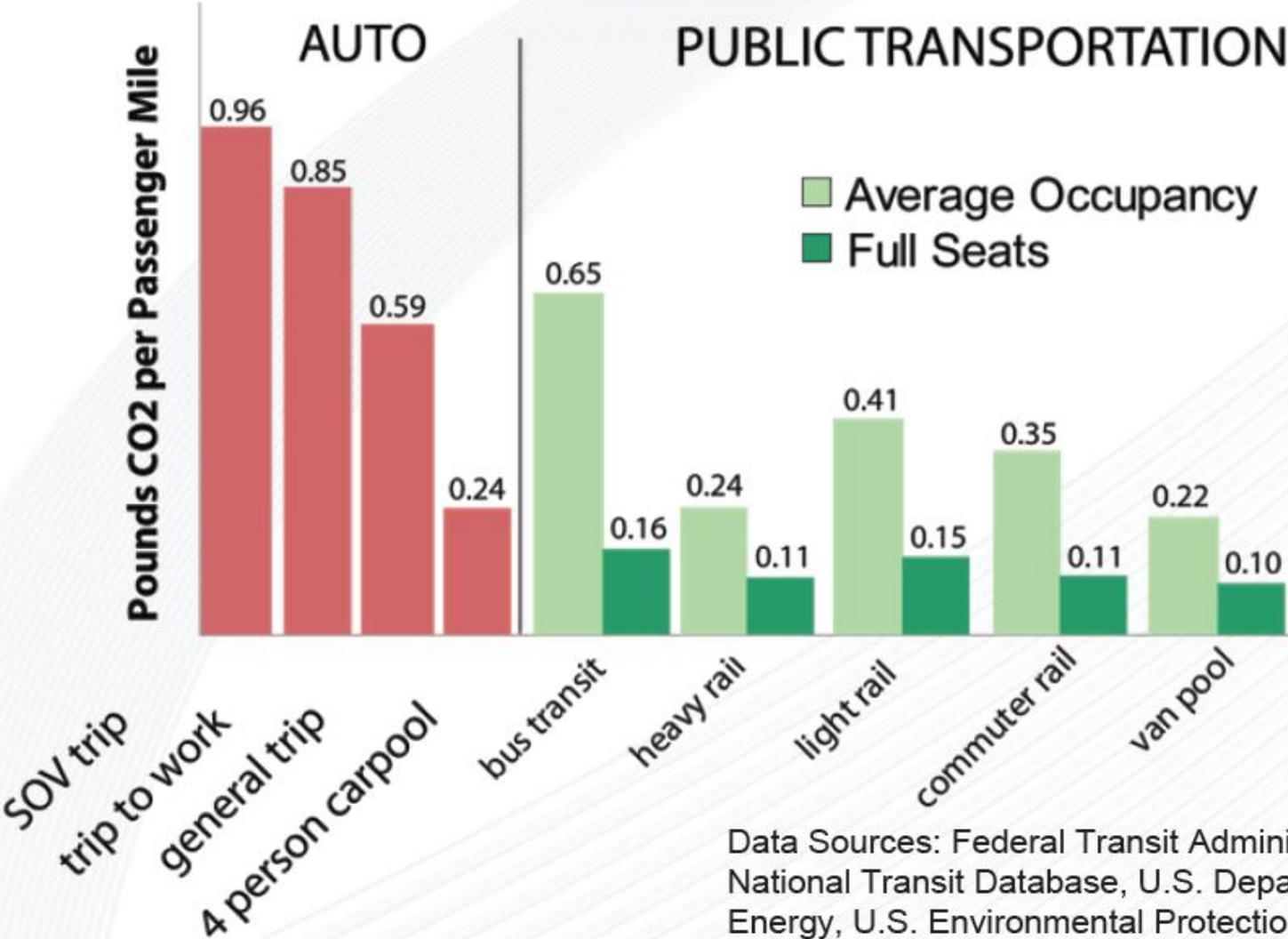
Greenhouse Gas Impacts of Transit

CO₂ Emissions per Passenger Mile



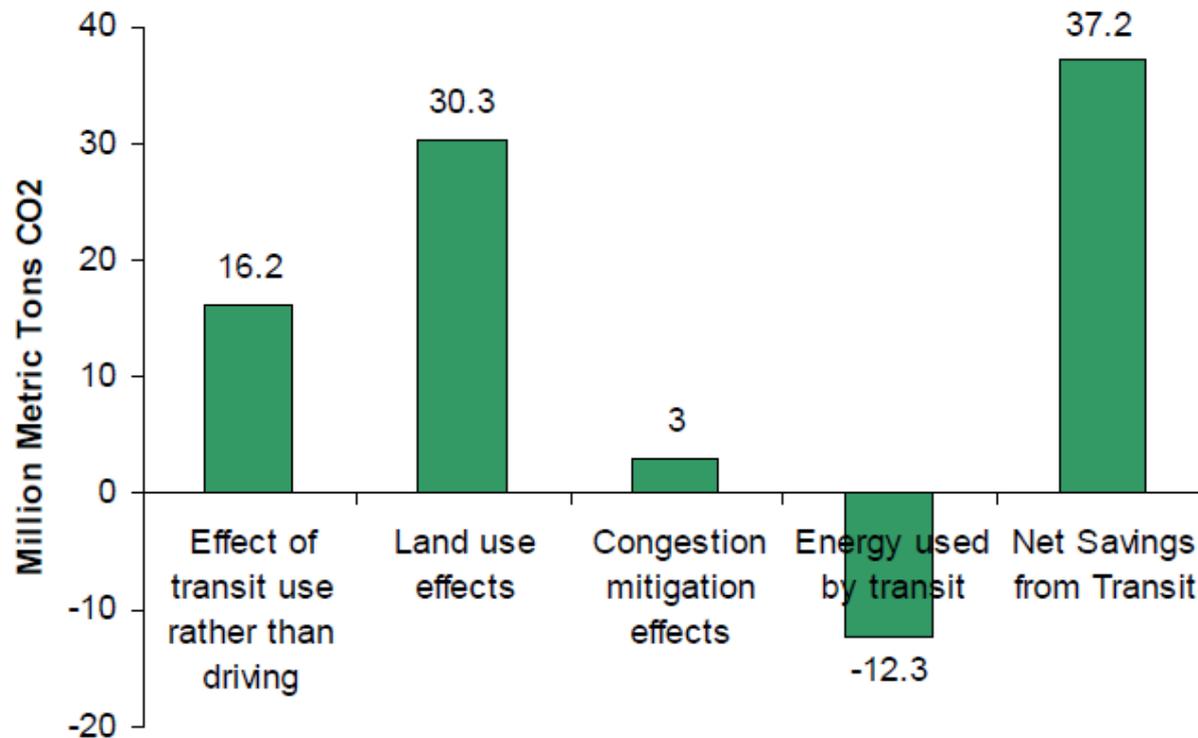
Data Sources: Federal Transit Administration 2007 National Transit Database, U.S. Department of Energy, U.S. Environmental Protection Agency

Number of Transit Riders Greatly Impacts Emissions



U.S. Transit CO₂ Savings – ICF Report

Annual CO₂ Savings from U.S. Transit



The Broader Connection between Public Transportation, Energy Conservation and Greenhouse Gas Reduction, February 2008, Conducted by ICF International, Requested by APTA, Funded by TCRP

Minimizing Transit's Own Emissions

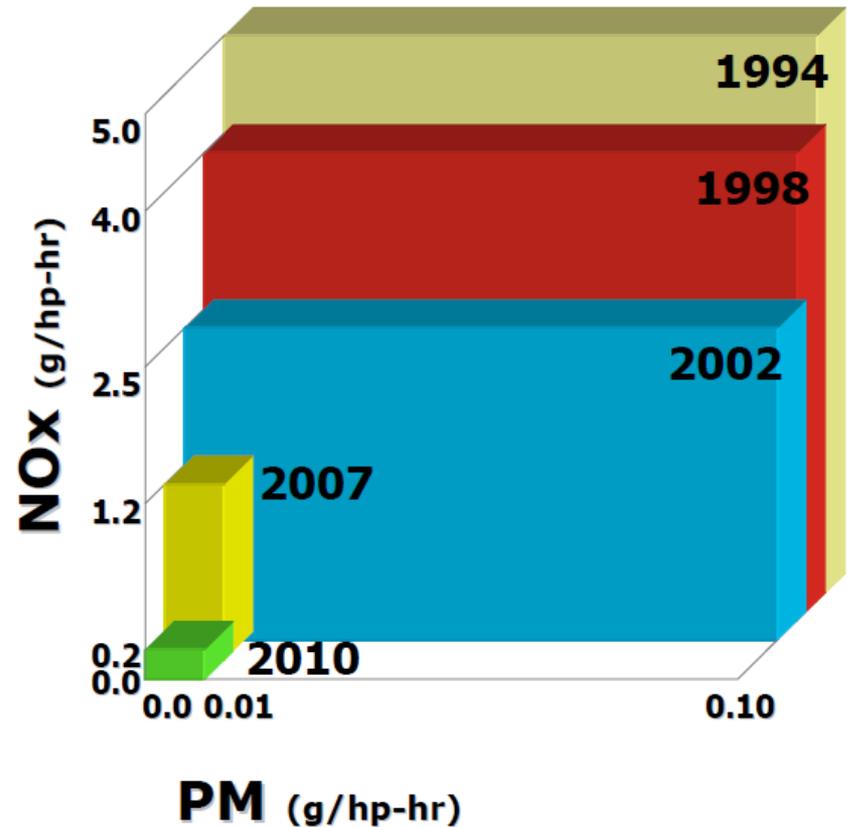
Heavy-Duty Diesel Emission Standards for North America

Particulate Matter (PM)

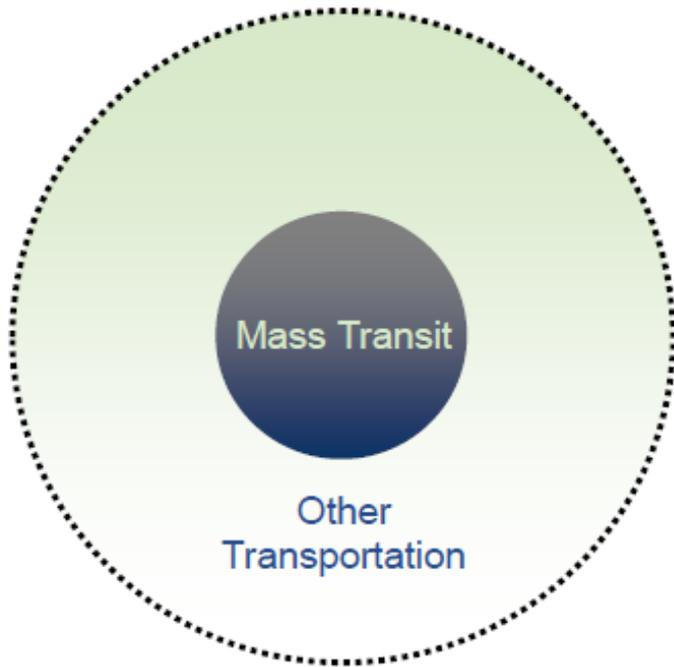
90% reduction from 1993 to 2007
from 0.10 g/bhp-hr to 0.01 g/bhp-hr

NOx Emissions

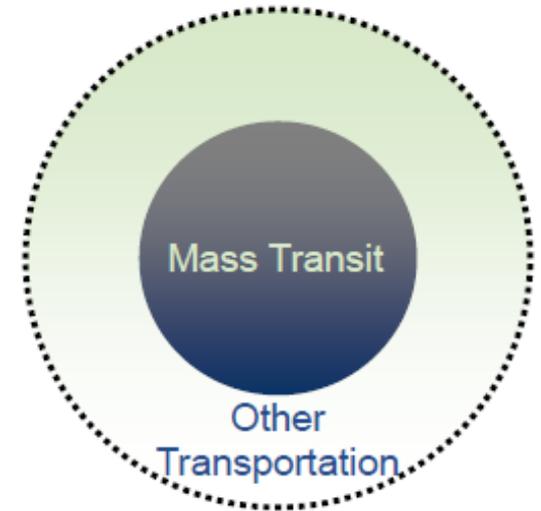
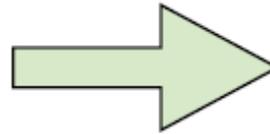
96% reduction from 1994 to 2010
from 5.0 g/bhp-hr to 0.2 g/bhp-hr



Increased Transit's Impact



Less Transit



More Transit

Issues Facing Us

- **Energy dependency** – Since 1975 foreign oil shares have climbed from 36% to 58% of total U.S. oil shares
- **Global warming** – A very inconvenient truth
- **Air quality** – Utah alone has between 25 and 75 declared bad air days per year and standards are tightening.
- **National security** – What needs to be said
- **Congestion** – Between 1973 and 2007 VMT has grown by 168% while population has grown only 48% nationally
- **Economy** – Americans spend 17.6% of budget on transportation while Europeans spend only 11.9%



BEFORE





- A public/private partnership
- Creates growth strategies to preserve critical lands, promote water conservation and clean air, ***improve the region-wide transportation system*** and provide housing options for all residents

Formed in 1997 by the Coalition for Utah's Future to evaluate and address growth



Our Challenges

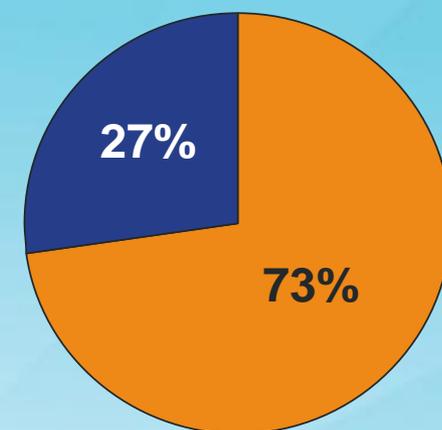
- Adding a million residents by 2030
- Urbanizing 87% more land by 2020
- Needing new water sources by 2010
- Risking increases in air pollution
- Worsening crowding and congestion
- Increasing costs for businesses and families
- Rising infrastructure needs



A Growing Community

Population Growth

- Utah has about 2.6 million people – 2.0 million live along the Wasatch Front.
- Another one million people projected along the Wasatch Front by 2030
- Utah is currently growing at 2 ½ times the national average, largely due to:
 - *Strong economy*
 - *Family demographic: 75% of growth coming from within*



Internal Migration

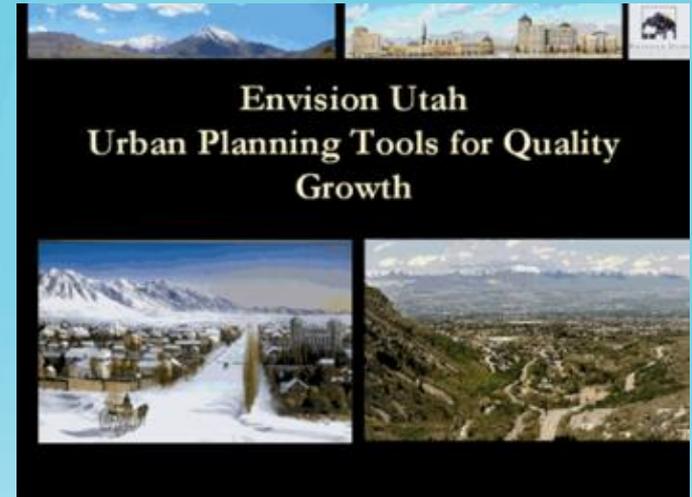


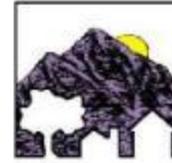
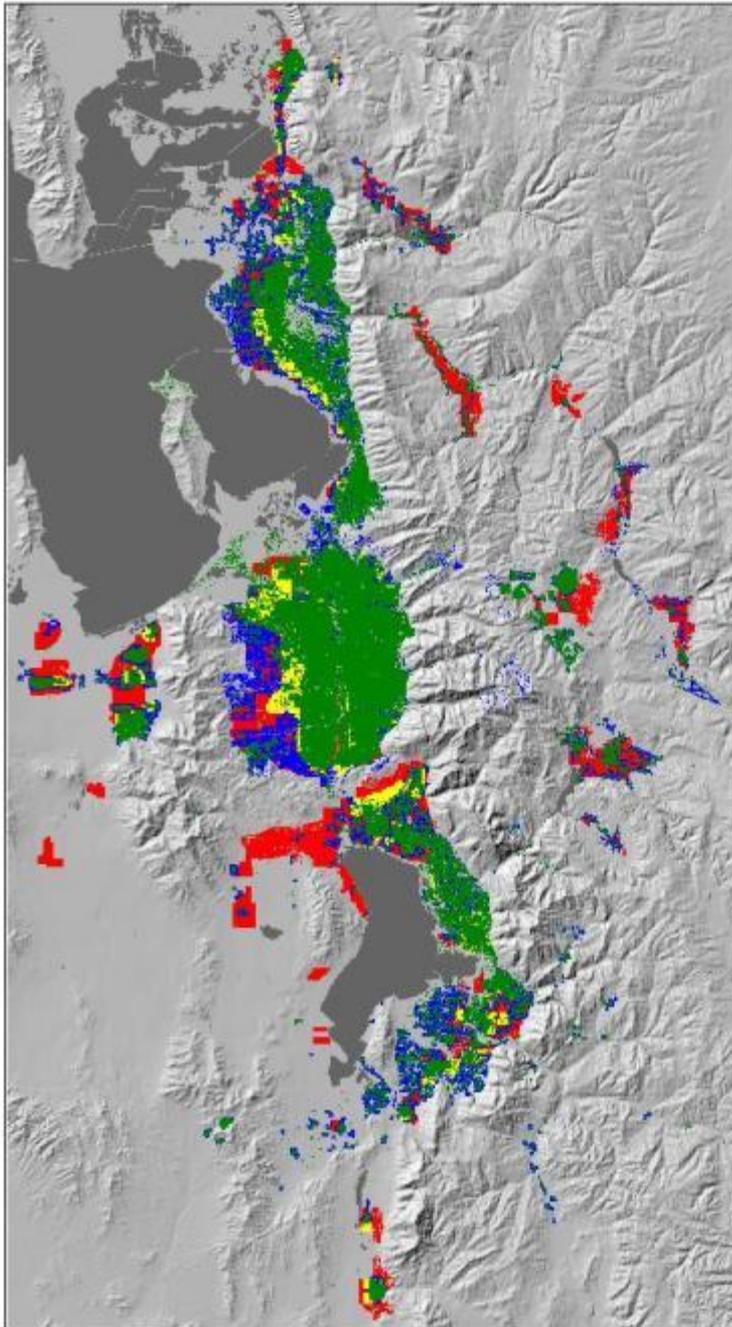
Quality Growth Strategies

Strategic
Elements

Community
Education

- enhance air quality
- increase mobility and transportation choices
- preserve critical lands,
- conserve and maintain availability of water resources
- provide housing opportunities maximize efficiency in public and infrastructure investments to promote other goals





ENVISION UTAH
A Partnership for Quality Growth

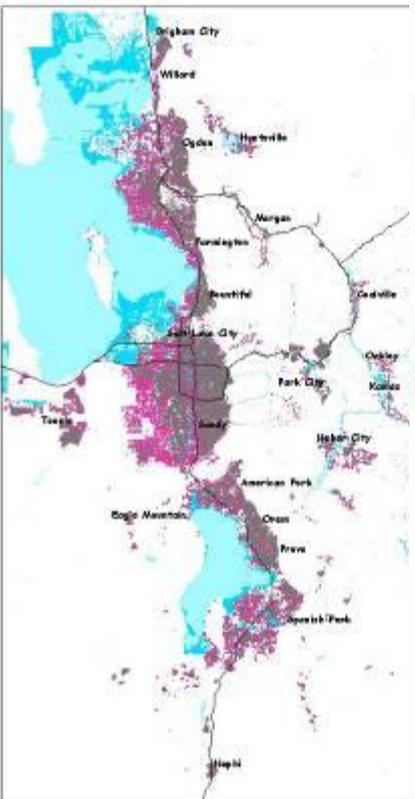
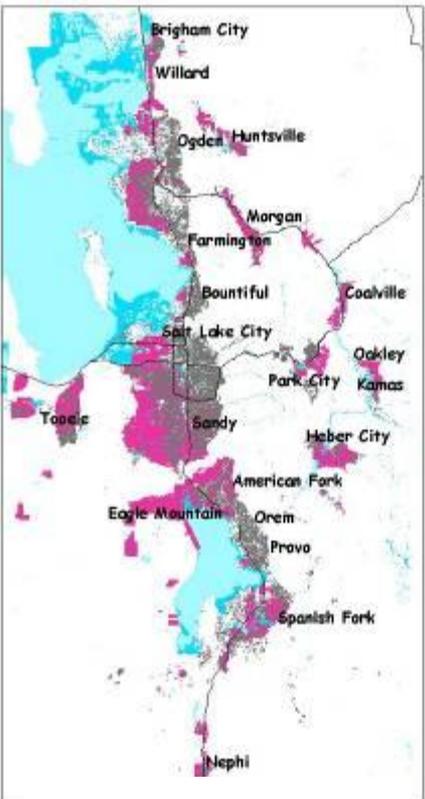
Developed Area

-  Scenario A
-  Scenario B
-  Scenario C
-  Scenario D

Fregonese
Calthorpe
Associates
Regional and Urban Planning



Envision Utah – Four Options



ENVISION UTAH
A Partnership for Quality Growth

Scenario D

Legend

- Development (Pink)
- Existing Development (Grey)
- Water Bodies (Light Blue)
- Wetlands & Floodplain (Cyan)

Fregonese Calthorpe Associates
Regional and Urban Planning

QGET

Scenario A:
Continuation of
Recent Trends

Scenario B:
Dispersed Development
Pattern

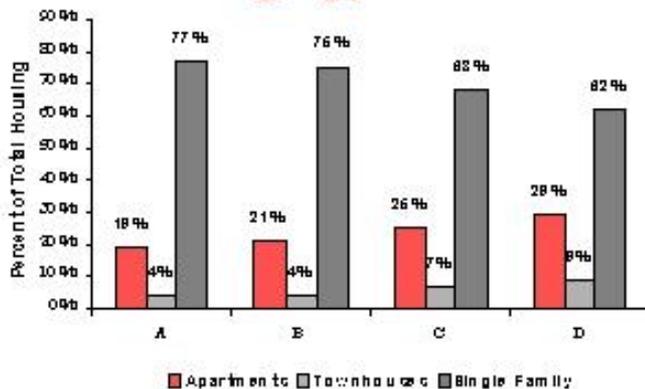
Scenario C:
Growth on new land
focused into walkable,
transit-oriented
communities

Scenario D:
Significant increase in
densities
Extensive infill and
redevelopment



Envision Utah

Housing Types: 2020

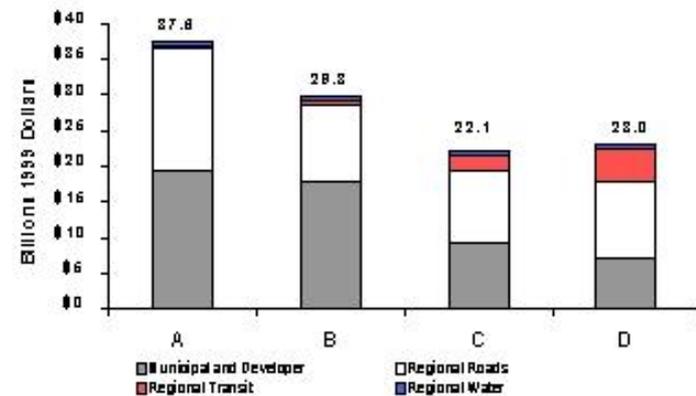


QCET — Scenarios Analysis

Utah State Office Building

January 1999

Total Infrastructure Costs

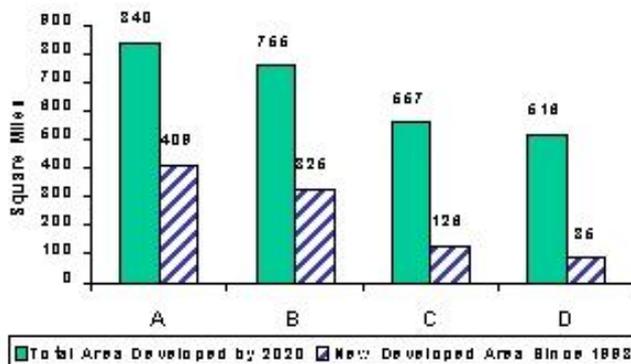


QCET — Scenarios Analysis

Utah State Office Building

January 1999

Land Consumption



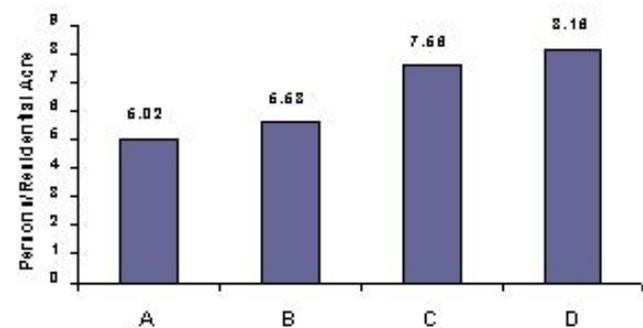
QCET — Scenarios Analysis

Utah State Office Building

Analysis

January 1999

Population Density: 2020

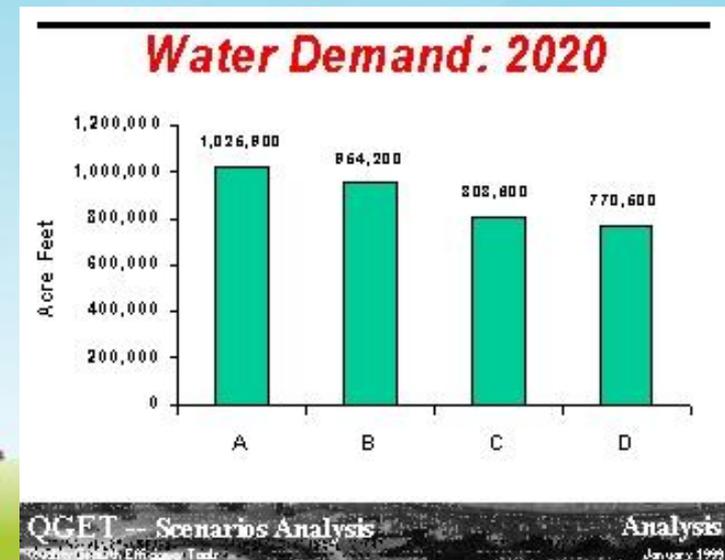
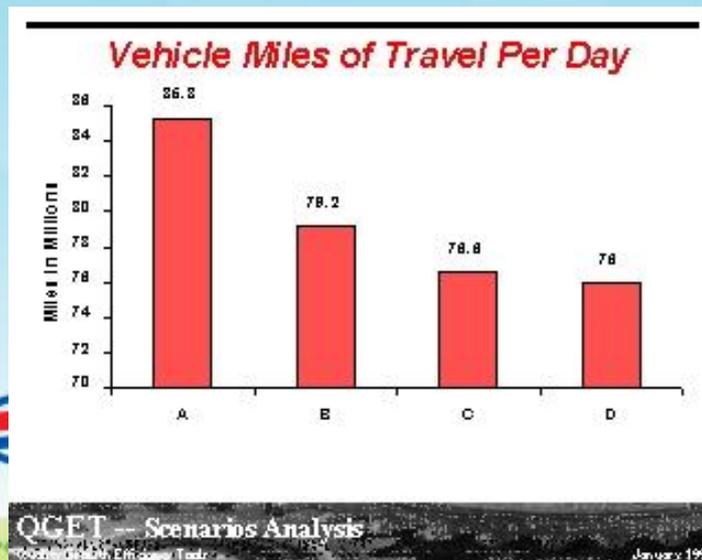
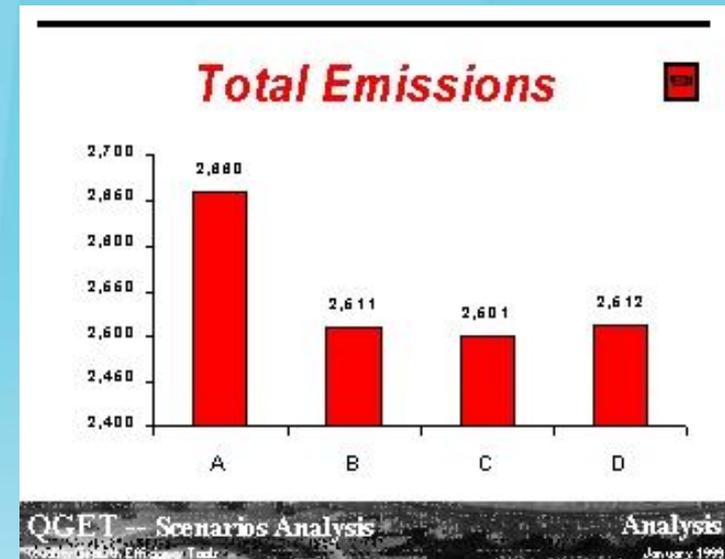
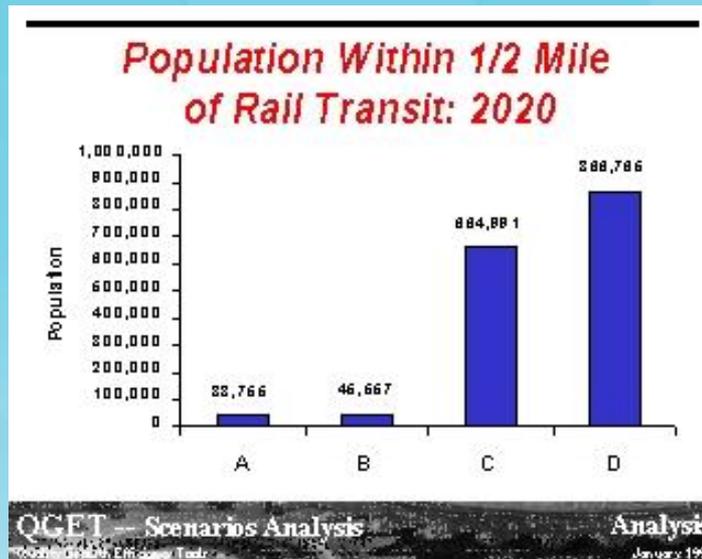


QCET — Scenarios Analysis

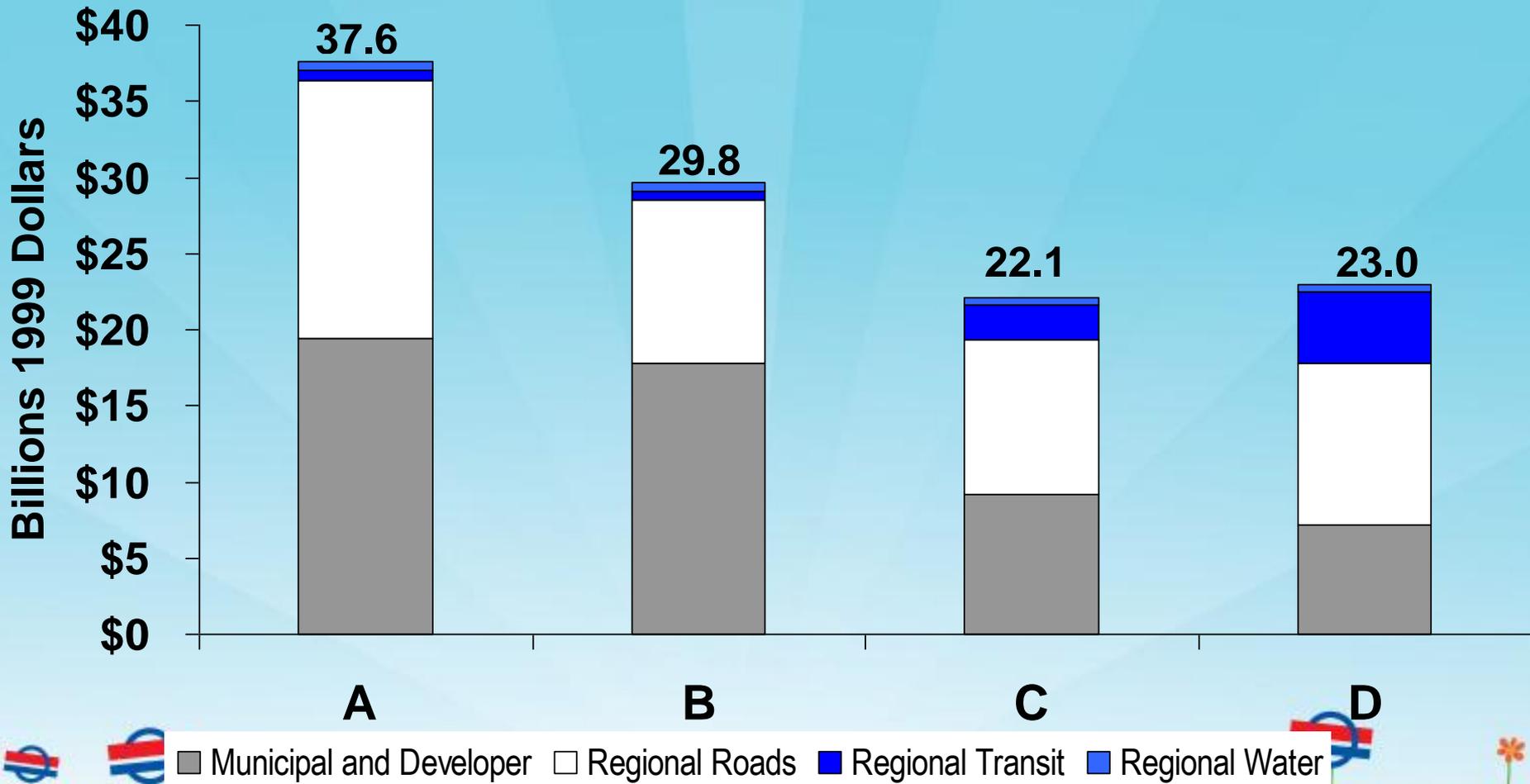
Utah State Office Building

January 1999

Envision Utah

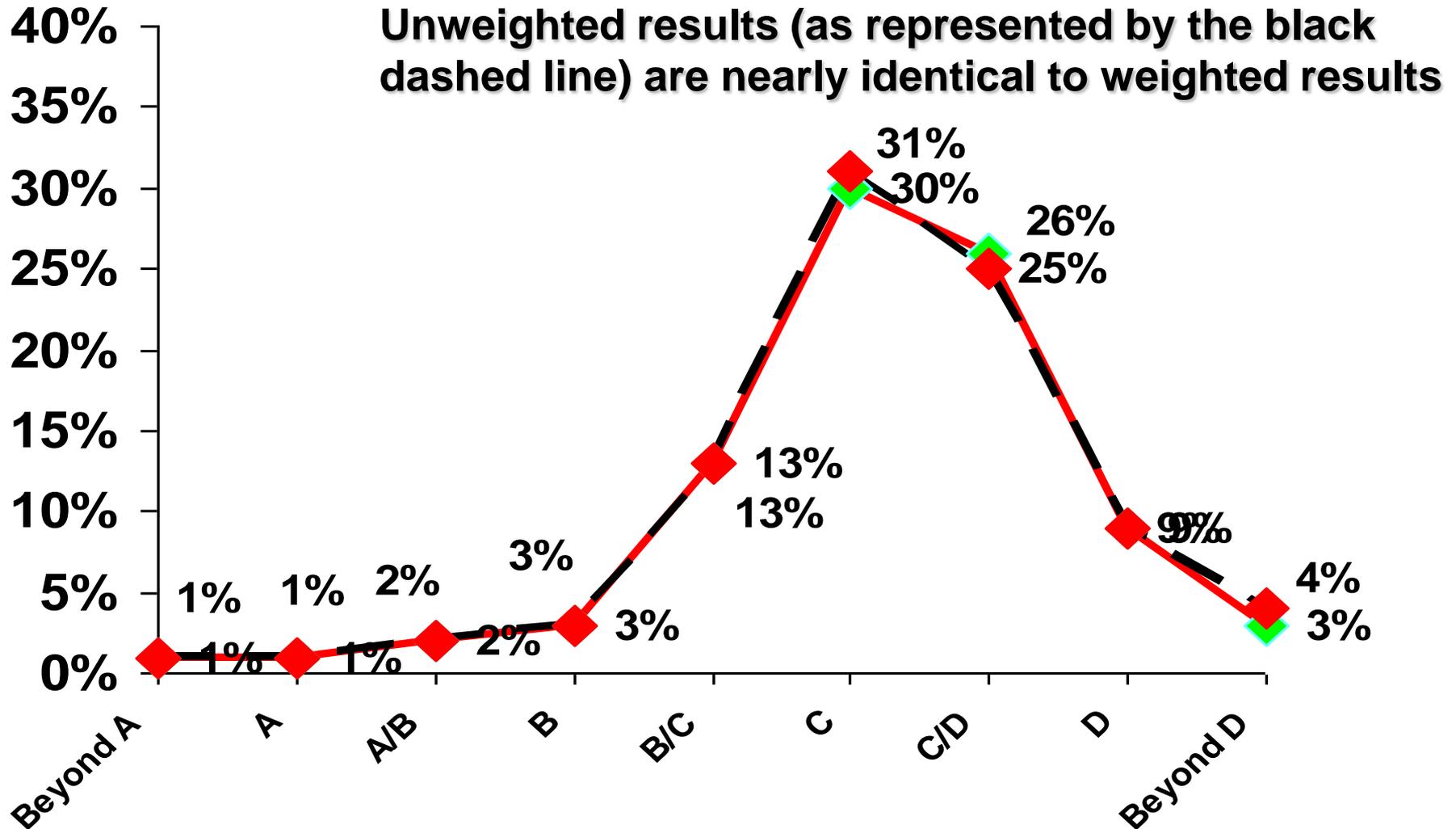


Total Infrastructure Costs



Choosing a Scenario

(Weighted vs. Unweighted Results)



Next Tier \$3.8B

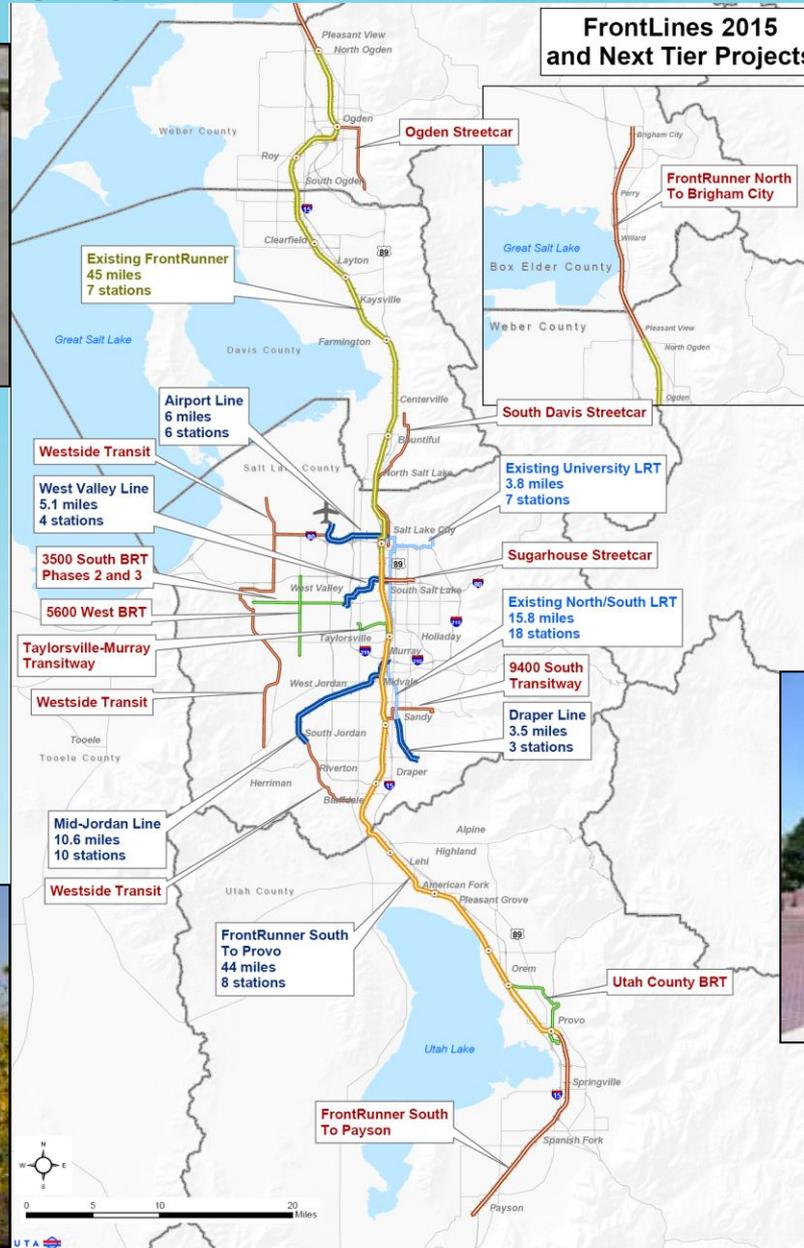


Bus Rapid Transit

- Mountain View Corridor
- Utah County
- 3500 South
- Taylorsville/Murray

Commuter Rail

- Payson Extension
- Brigham City Extension



Transit Studies

- 9400 South
- Westside Transit

Diesel Multi Unit (DMU)

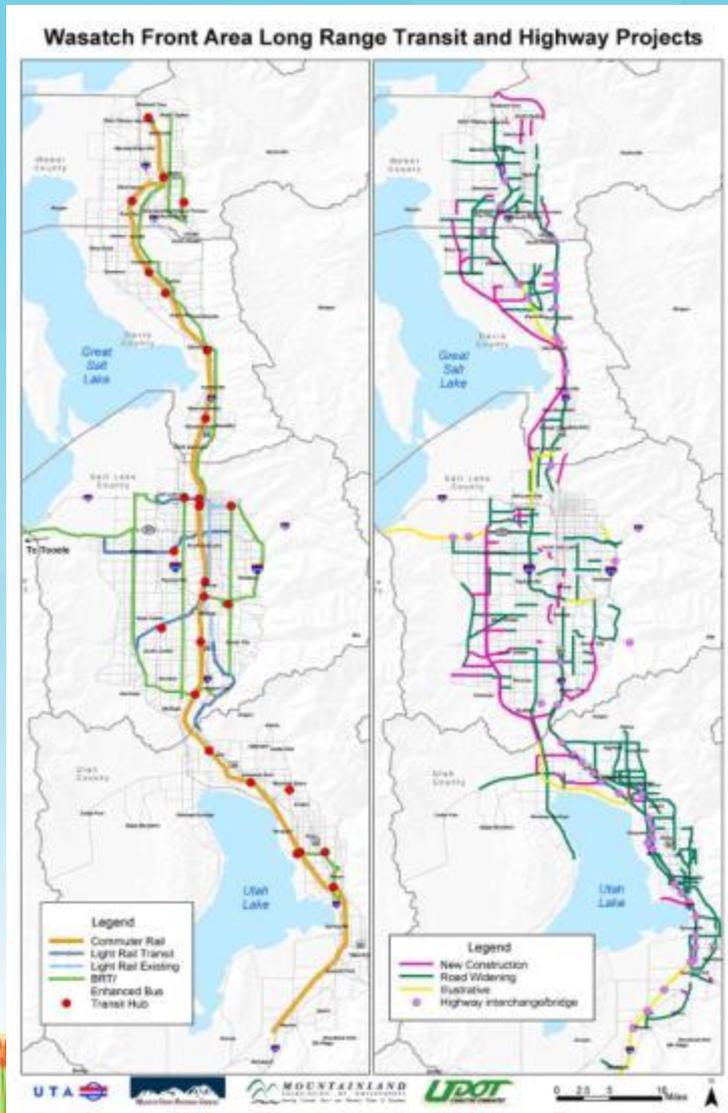
- Brigham City



Streetcar

- South Davis
- Sugar House
- Ogden

The Transit 2030 Plan

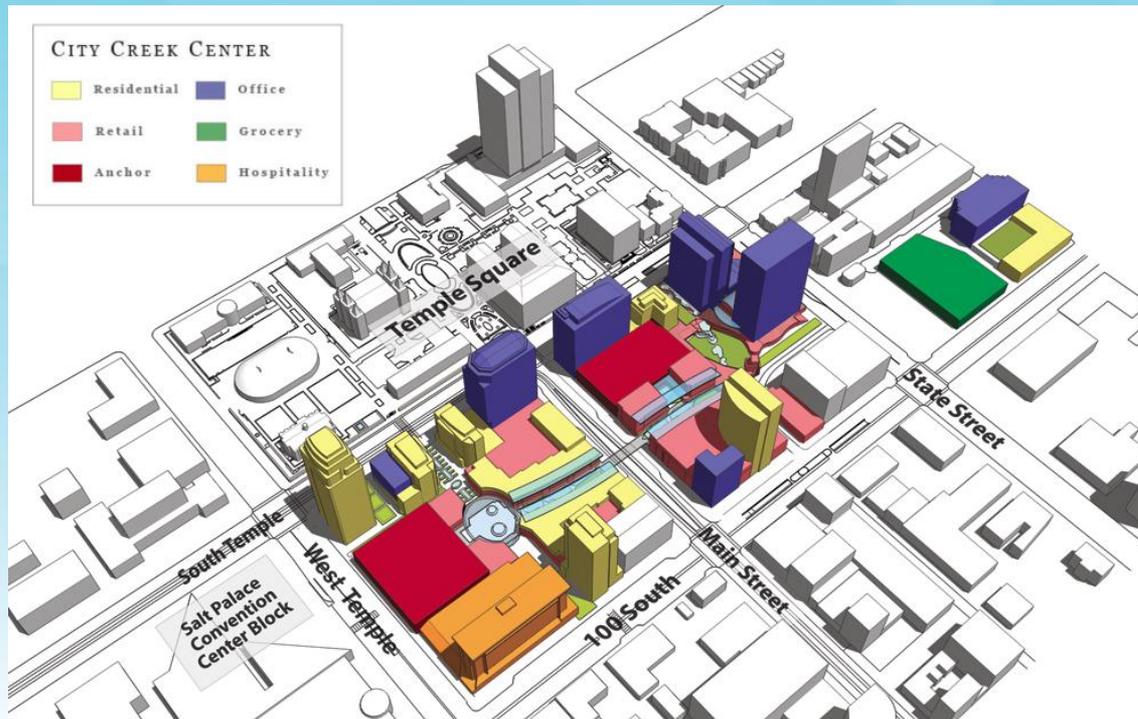


Plan highlights include:

- Commuter Rail: 120+ miles
- Light Rail: 60 miles
- Bus Rapid Transit: 80+ miles
- Increases in bus service
- Integrated multi-modal system
- Intelligent Transportation Systems (ITS)

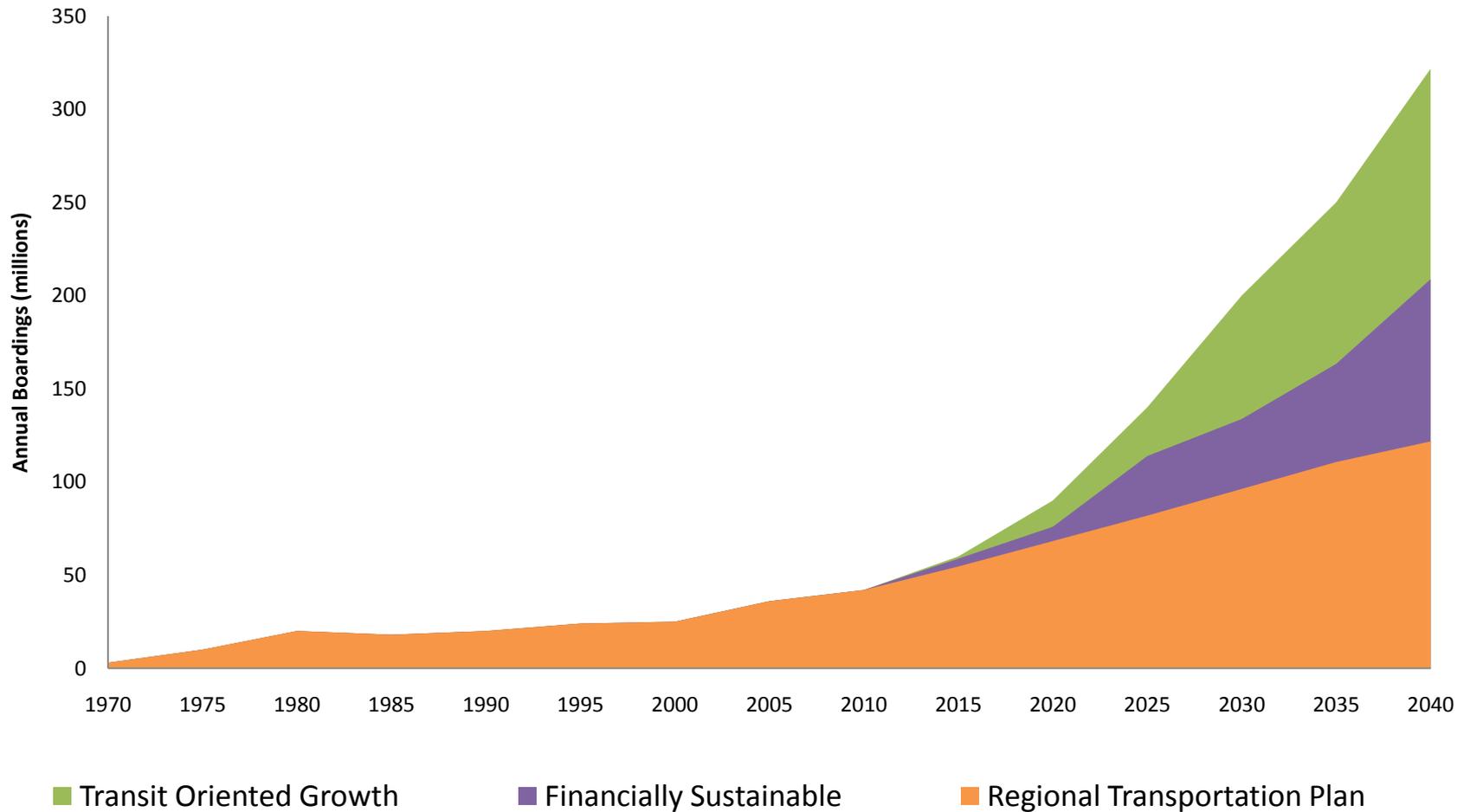
Transit Facilitates Compact Land Use

- Transit Oriented Development
 - Salt Lake's City Creek Development



Pedestrian Bridge over Main Street

The Potential of Transit in Utah

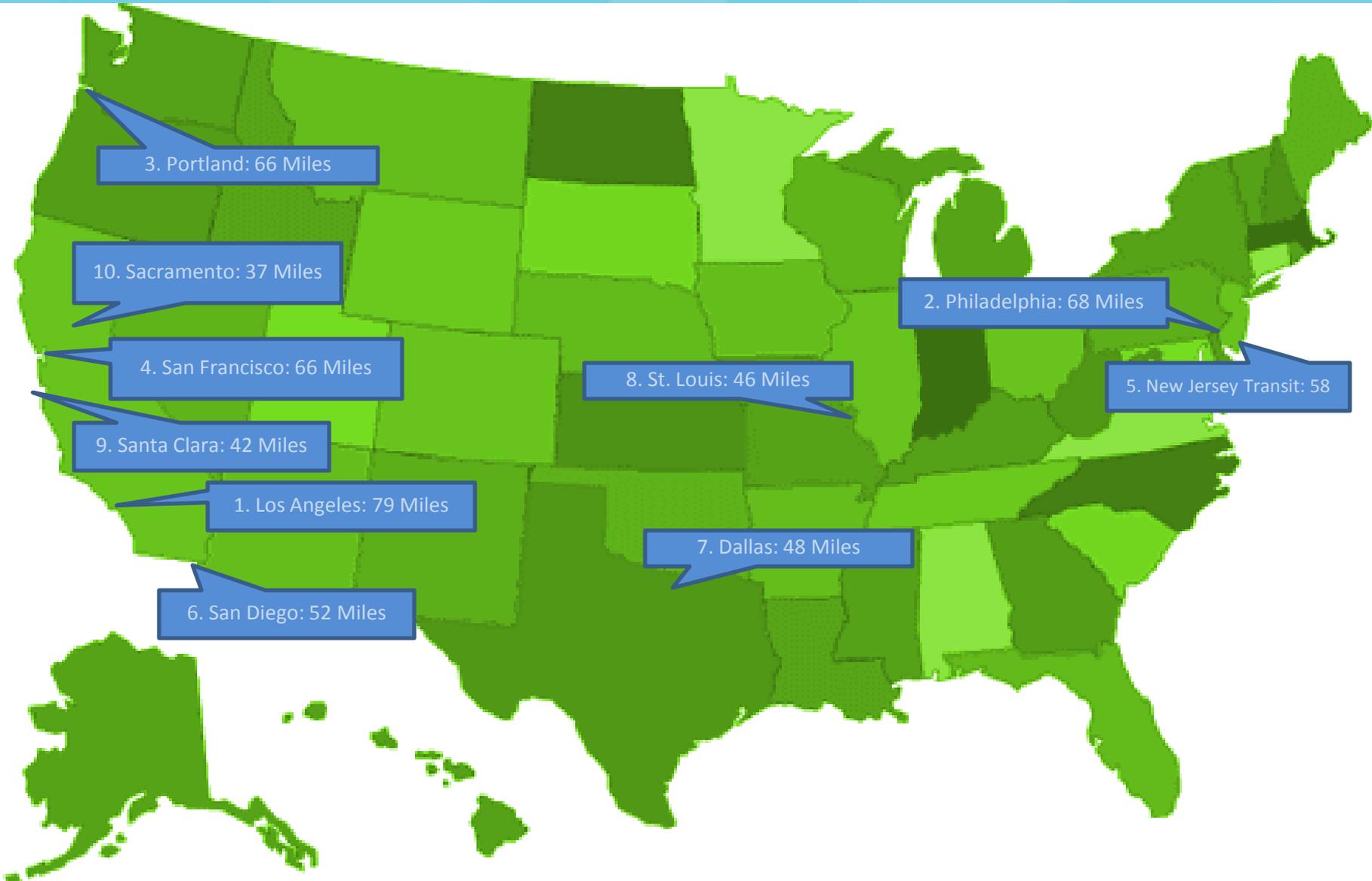


Western U.S. Investment in Transit (in billions)

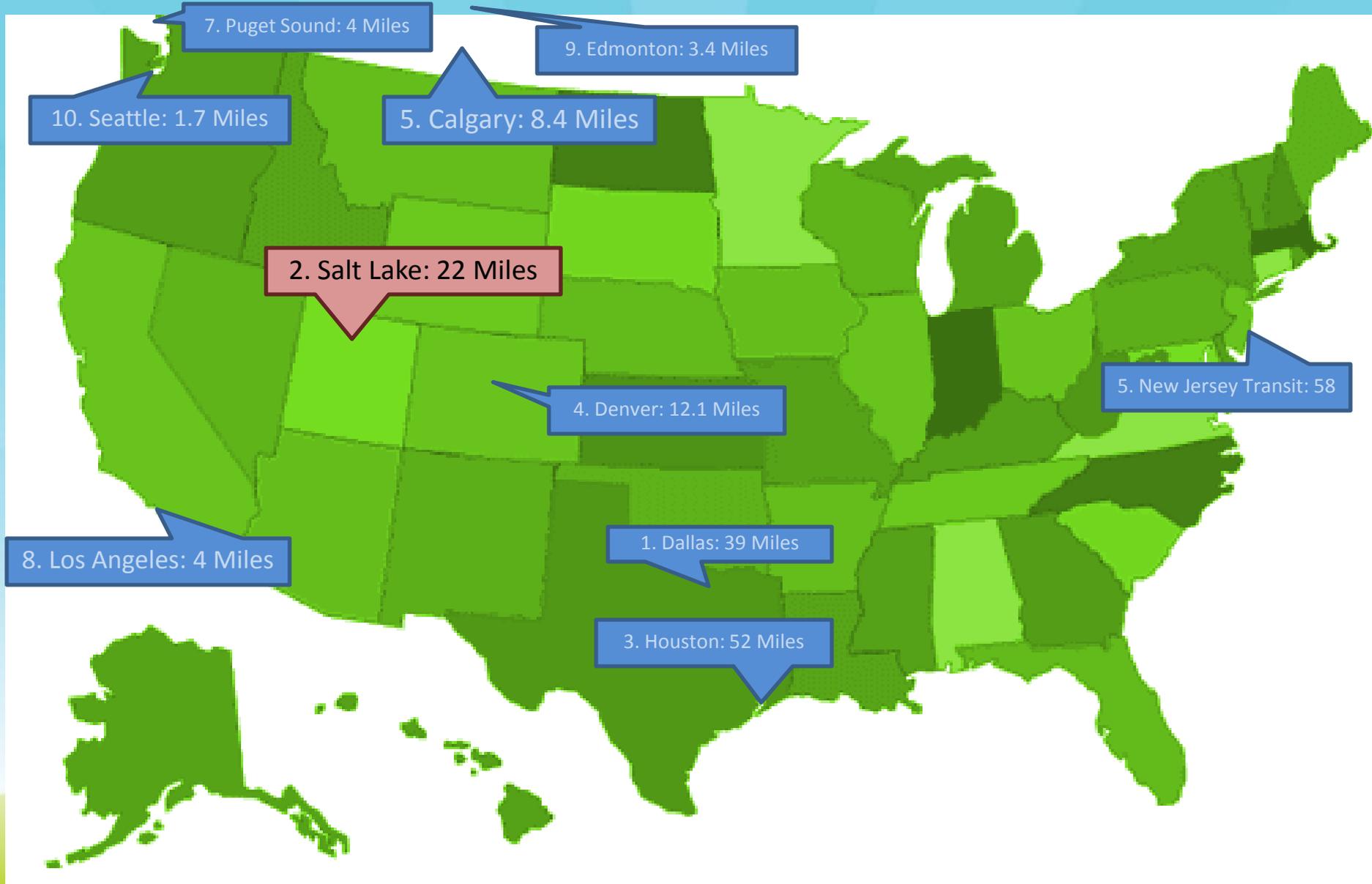
City/Agency	Past 10 Years	Current	Next 10 Years	TOTAL
Denver	\$1.50	\$4.70	\$7.50	\$13.70
Portland	\$3.10	\$1.55	\$2.80	\$7.45
Phoenix	\$1.40	\$0.00	\$7.50	\$8.90
Houston	\$0.30	\$2.40	\$1.50	\$4.20
Atlanta	\$0.30	\$0.05	\$15.00	\$15.35
Las Vegas	\$0.85	\$0.90	\$0.25	\$2.00
Minneapolis	\$1.00	\$2.00	\$6.50	\$9.50
San Francisco	\$4.50	\$4.20	\$5.10	\$13.80
Dallas	\$2.00	\$3.60	\$2.50	\$8.10
Los Angeles	\$4.30	\$4.40	\$6.70	\$15.40
San Diego	\$2.00	\$0.00	\$4.00	\$6.00
Seattle	\$5.00	\$5.00	\$15.00	\$25.00
Albuquerque	\$0.42	\$0.00	\$0.03	\$0.45
Austin	\$0.40	\$0.00	\$0.60	\$1.00
Charlotte	\$0.46	\$1.90	\$3.00	\$5.36
TOTALS	\$27.53	\$30.70	\$77.98	\$136.21



Top 10 Light Rail Operators in U.S.



Top 10 Light Rail Under Construction



- **The Obvious – Public transportation must play a bigger role in our nation’s future**
- **Someone must lead the way**
- **UTA is uniquely positioned to be one of those leaders**



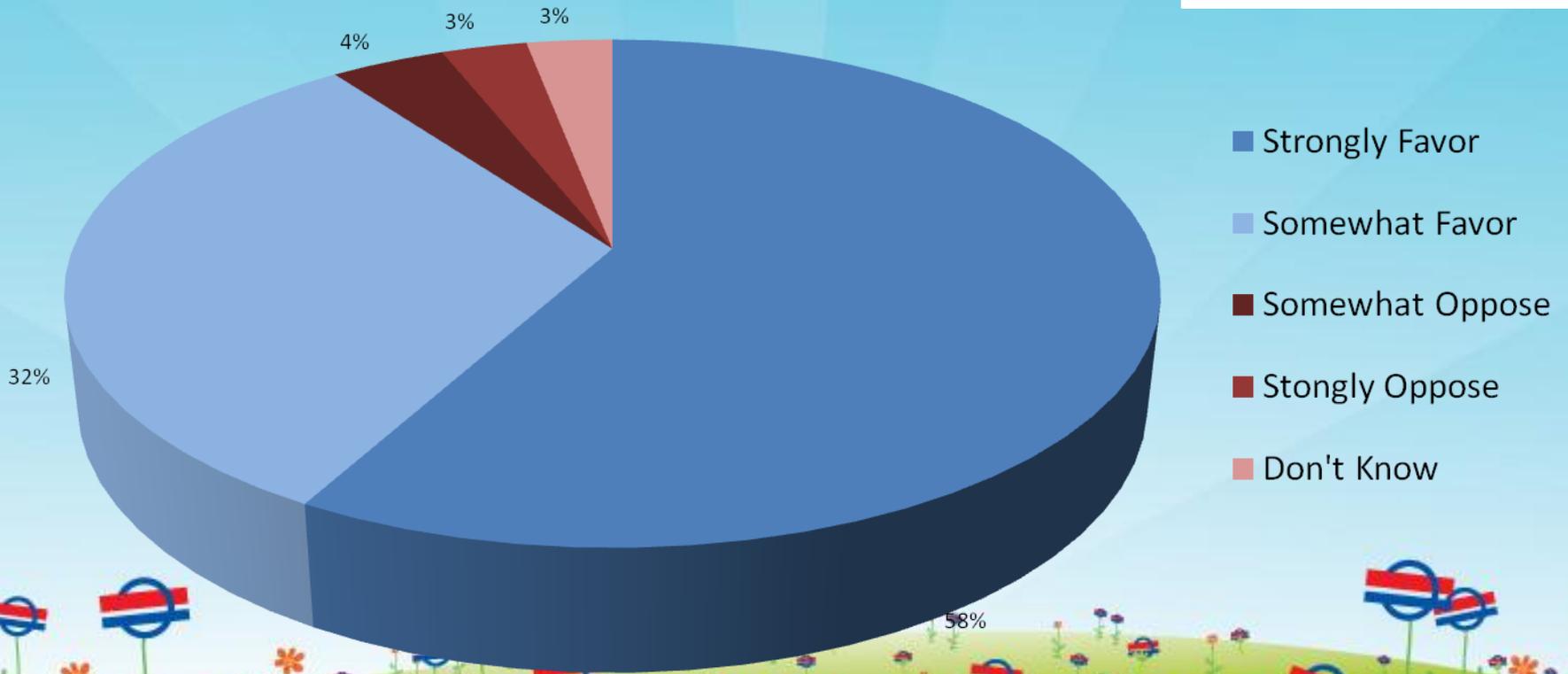
BEFORE



90% of Utah Residents Favor More Transit

Utah Residents In Favor of Expanding Transit

Dan Jones Omnibus Survey,
Sep. 18-28, error +/- 4.0%



UTA – Transit Referendum



Don't let
traffic bury us.

VOTE **FOR #3**
RAIL & ROADS
Salt Lake County



Salt Lake County County _ 30 Sheet Outdoor



If we wait much longer...
we'll wait much longer.

VOTE **FOR #3**
RAIL & ROADS
Salt Lake County



Salt Lake County County _ 30 Sheet Outdoor

Why



Salt Lake City, Utah

Questions?



Special thanks to the Brookings
Institute, APTA, FTA

UTAH TRANSIT AUTHORITY



John M. English, General Manager/CEO
Utah Transit Authority
Salt Lake City, Utah

AFTER

