Local Host Update: 15th UITP Sustainable Development Commission Meeting

November 2012

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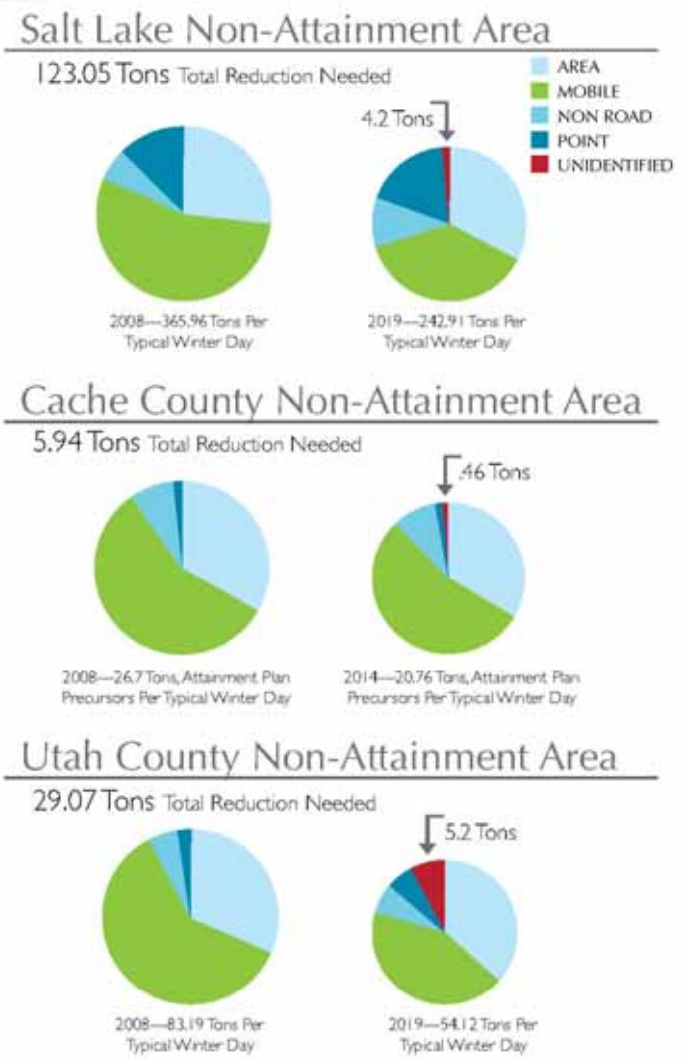
Overview

- Sustainability and UTA
  - » Air quality issues
  - » “Internal” solutions
  - » “External” solutions
- Current and future initiatives

Air Quality Along the Wasatch Front

- 25 - 75 air quality alert days per year
- Public health concerns
- Meeting standards required for federal funding

Utah Division of Air Quality
PM2.5 State Implementation Plan



December 2012	The PM2.5 SIP will be submitted to EPA in December 2012.
End of 2013	Recommended control strategies must be implemented by the end of 2013.
End of 2014	Implemented strategies must demonstrate success in bringing emissions below the standard by the end of 2014.
End of 2019	If the standard is not in 2014 but the SIP is working and progress is being made, annual extensions may be granted through 2019 to allow more time for strategies to achieve reductions.

Once success is demonstrated non-attainment designations will be reversed.

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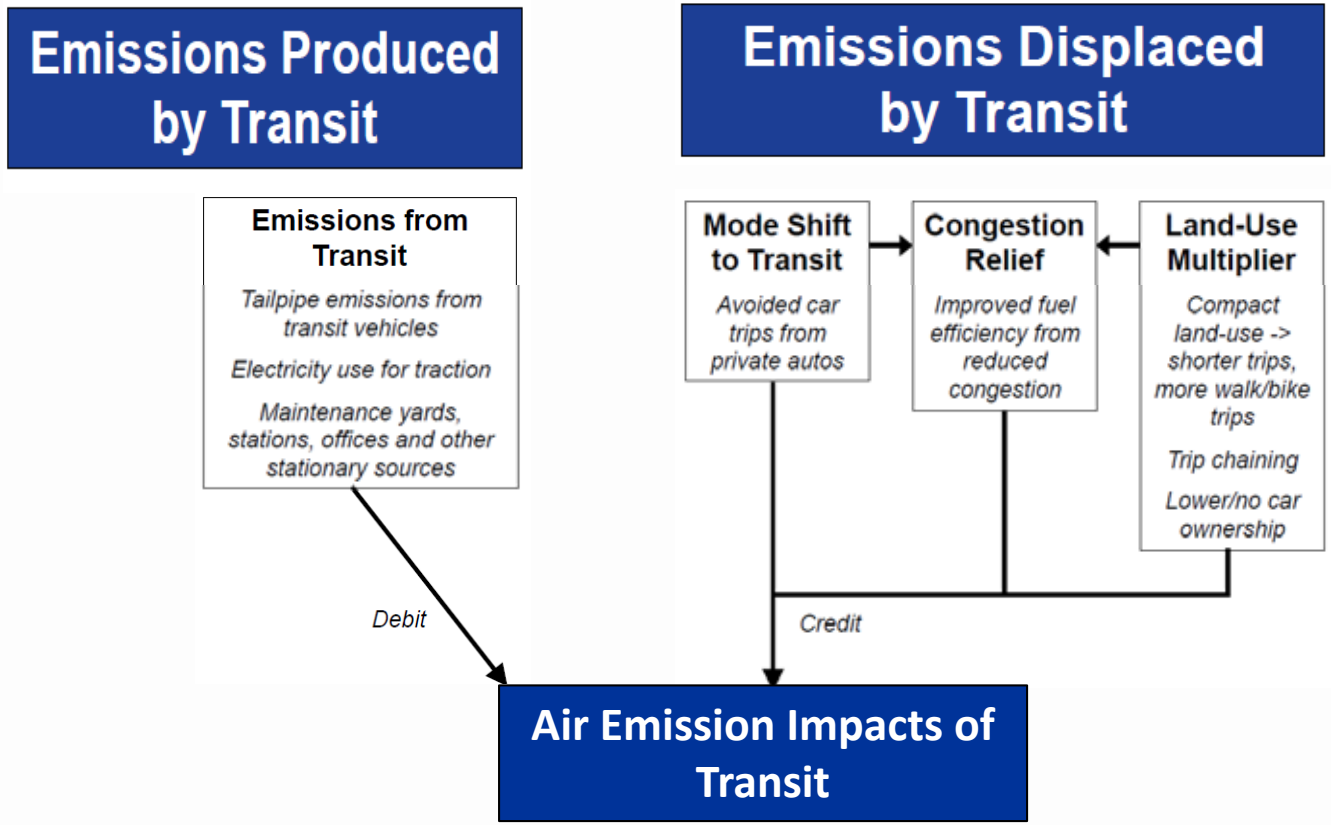
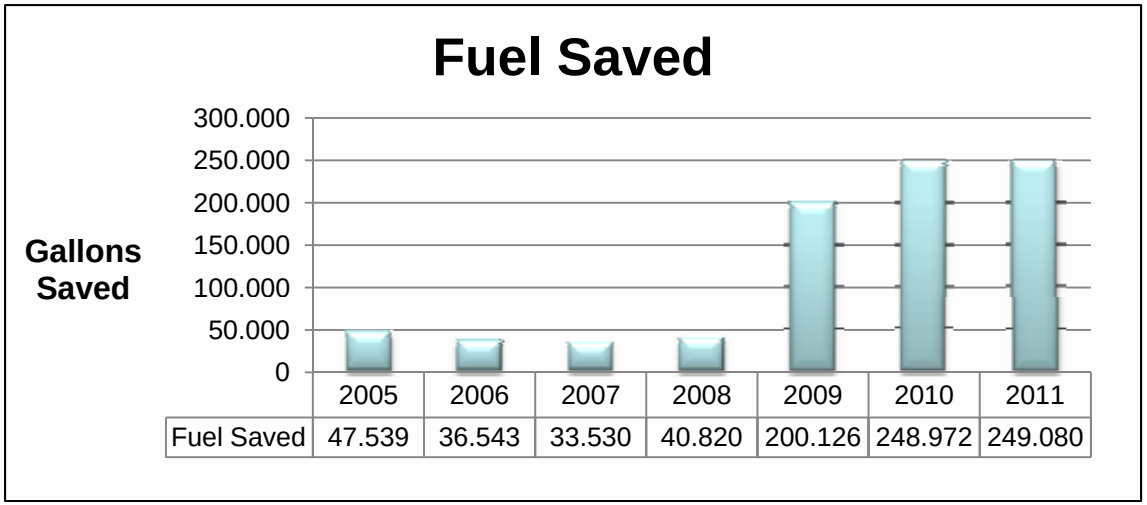
How Transit Reduces Emissions



Excessive Idling

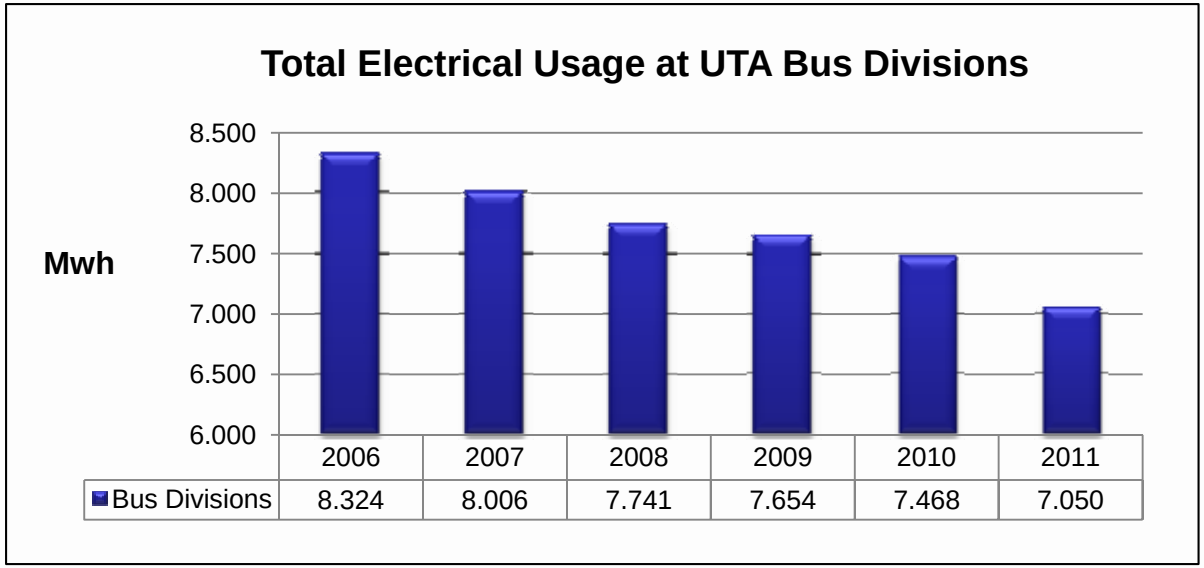
- UTA established its first SOP to reduce “excessive idling” in 2005, projecting a savings of 136,000 gallons of fuel.
- With the increased cost of fuel in 2008, reductions in fuel consumption rose by 490% and UTA approved policy no. 4.4.13 Vehicle Engine Idling.



* Fuel savings are normalized to 2004 as a baseline.

Energy Conservation

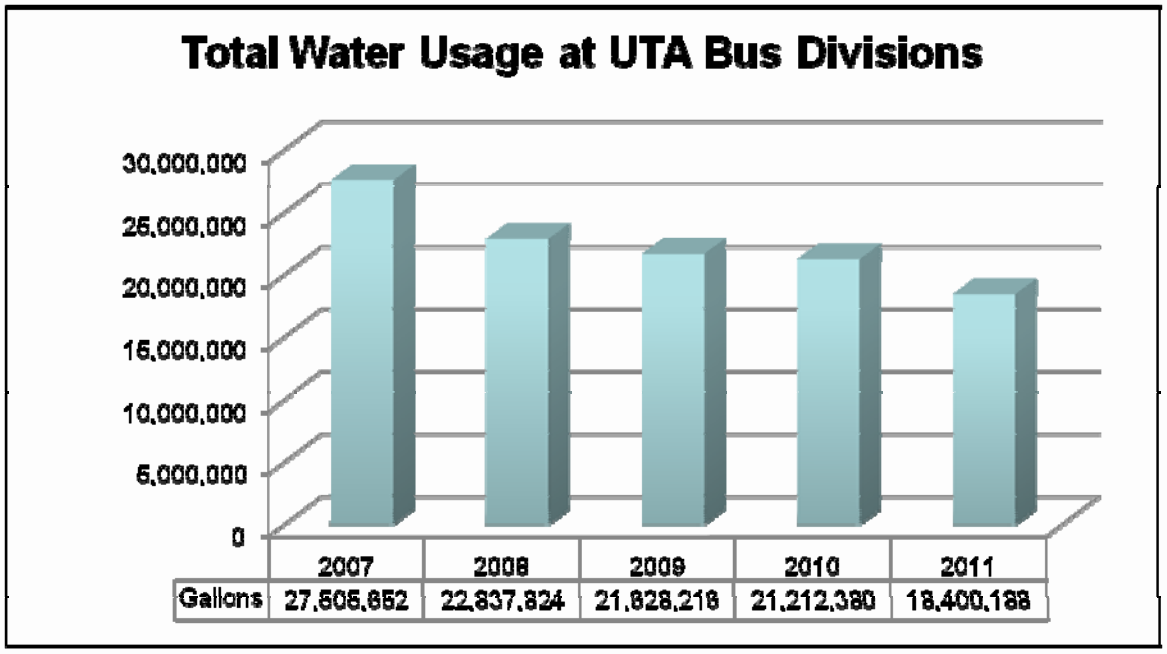
- UTA initiated a project in 2006 to reduce electricity usage in our infrastructure, maintenance facilities, stations, and work places.
- Continued reductions demonstrates our commitment to energy management.



* Energy savings are normalized to 2006 as a baseline.

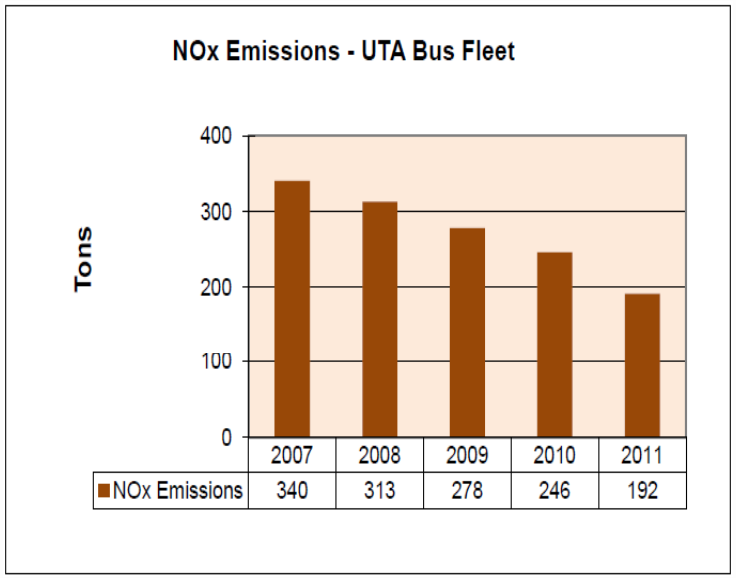
Water Conservation

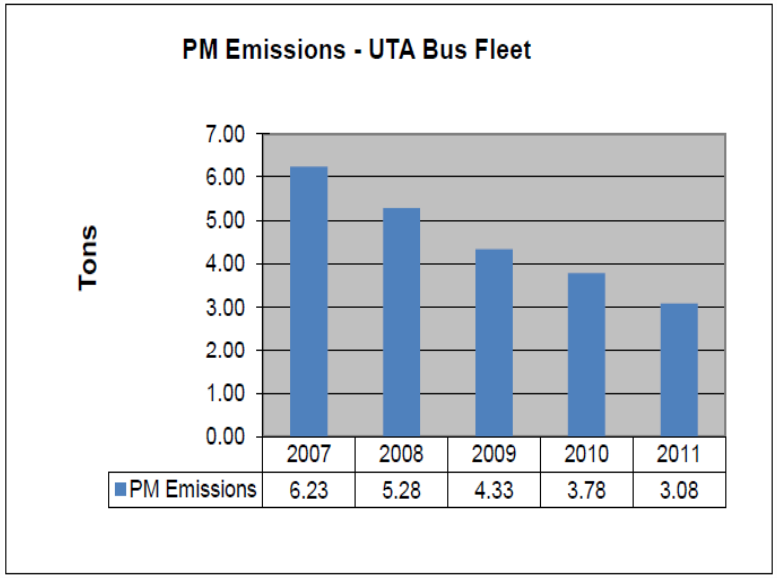
- UTA uses water recycling, as part of its sustainable design in its vehicle washes and incorporates “xeriscaping’ where allowed.
- Between 2007 and 2011, UTA reduced water consumption by 33%.



Six Year Bus Replacement Program

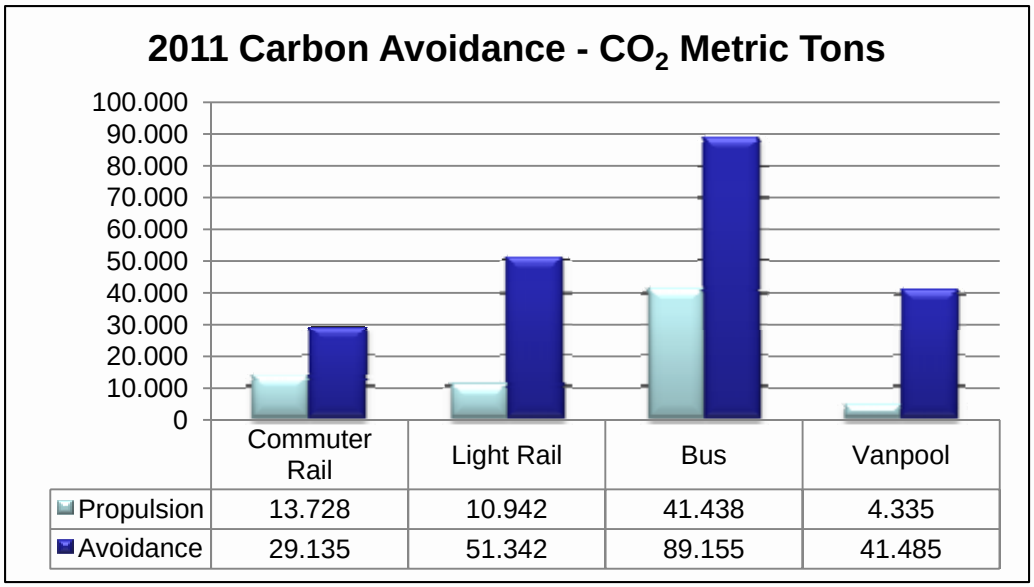
- NO_x reductions: 2007 – 2011: >43%
- PM reductions: 2007 – 2011: >50%
- It is estimated that the emissions of NO_x and PM will be reduced by 80% in 2015 from the 2007 levels, through the replacement of older buses.





CO_2 Neutral – CHG Reductions

- Emissions displaced or "carbon avoidance" from mode shift to transit, congestion relief, and compact land-use leads to displaced emissions as the use of private vehicles is reduced.
- Goal for the 2026 Olympic Games is to be "CO_2 neutral."



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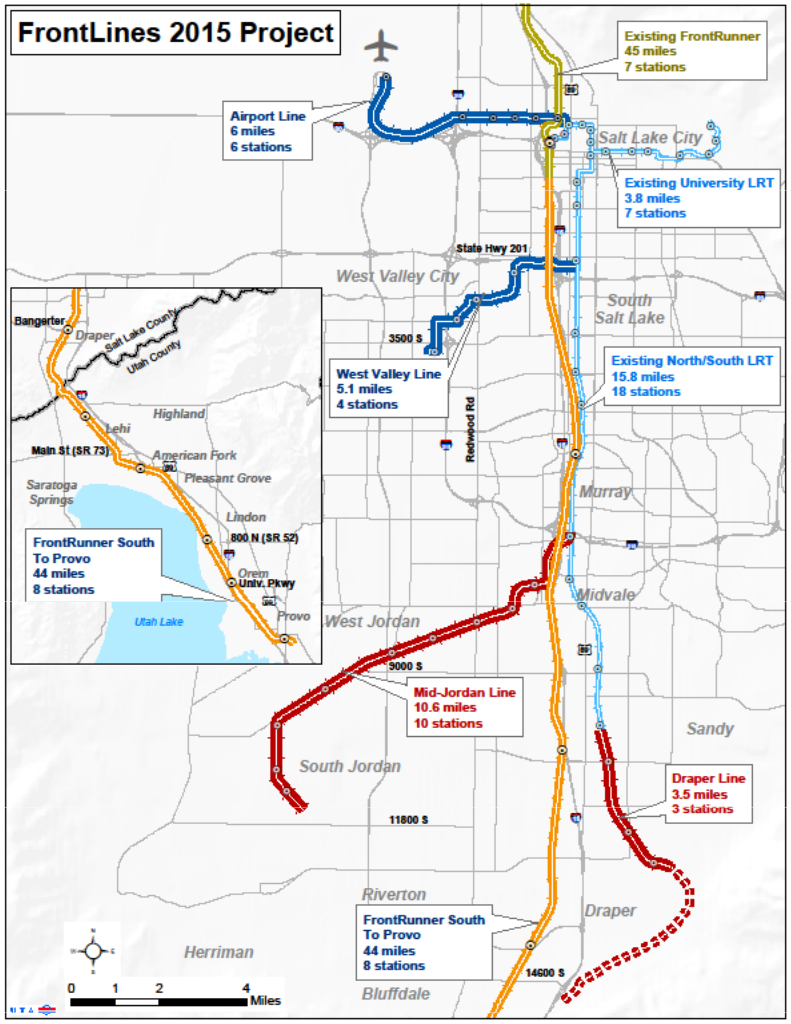
Regional Vision: Wasatch Choice for 2040

Regional Growth Principles (developed by local elected officials):

- Transportation choices
- Integrate land-use with transportation
- Housing choices
- Enhance the regional economy
- Strengthen sense of community
- Protect and enhance the environment

FrontLines 2015 Is Wrapping Up



- UTA's largest project in its history.
- Sixth largest rail project in U.S. and Canada.
- Building 70 miles of rail in seven years.
- One project that includes five light rail lines.
  - » Mid-Jordan TRAX
  - » West Valley TRAX
  - » FrontRunner South
  - » Draper TRAX
  - » Airport TRAX

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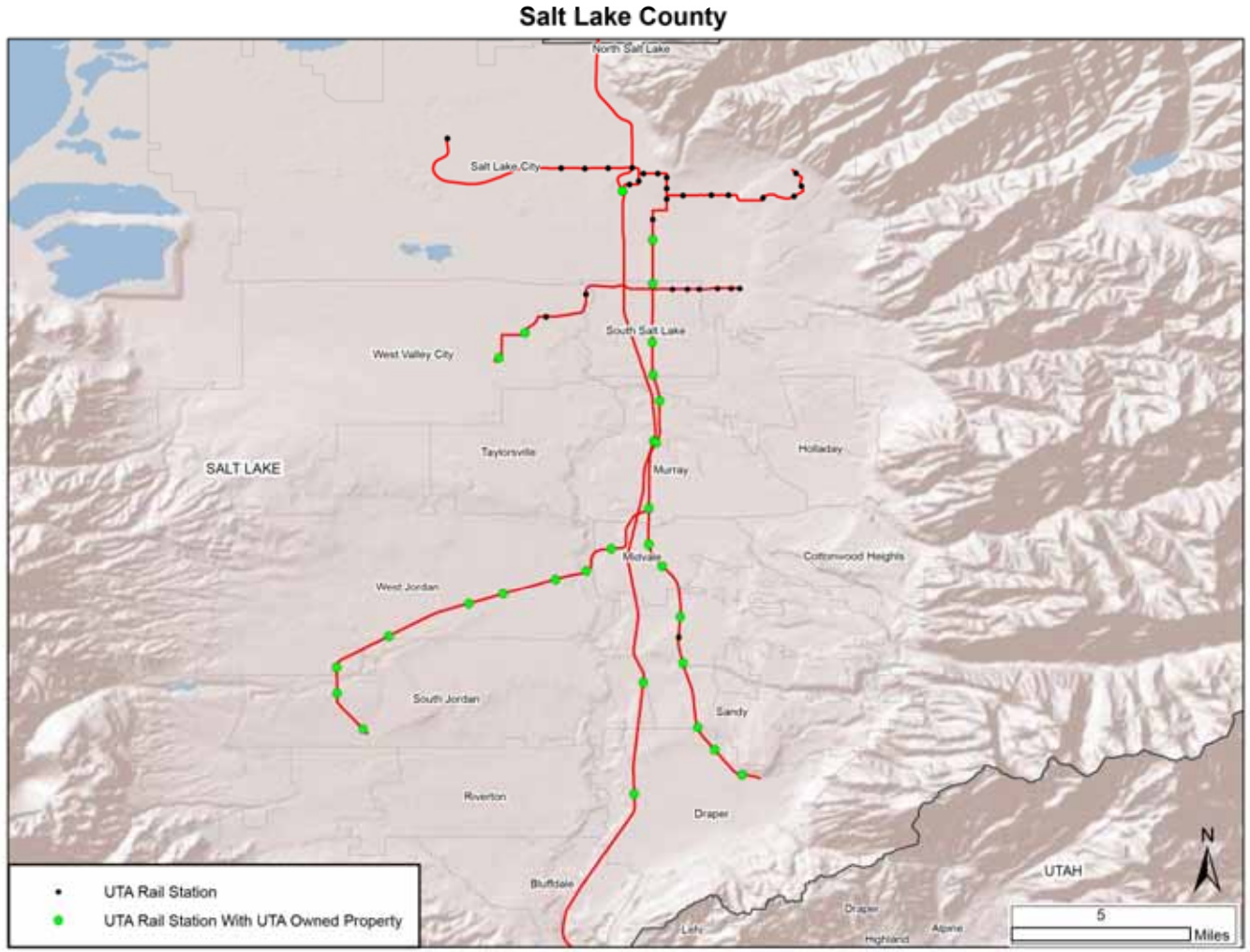
Transit-oriented Development



UCATS Goals

UCATS

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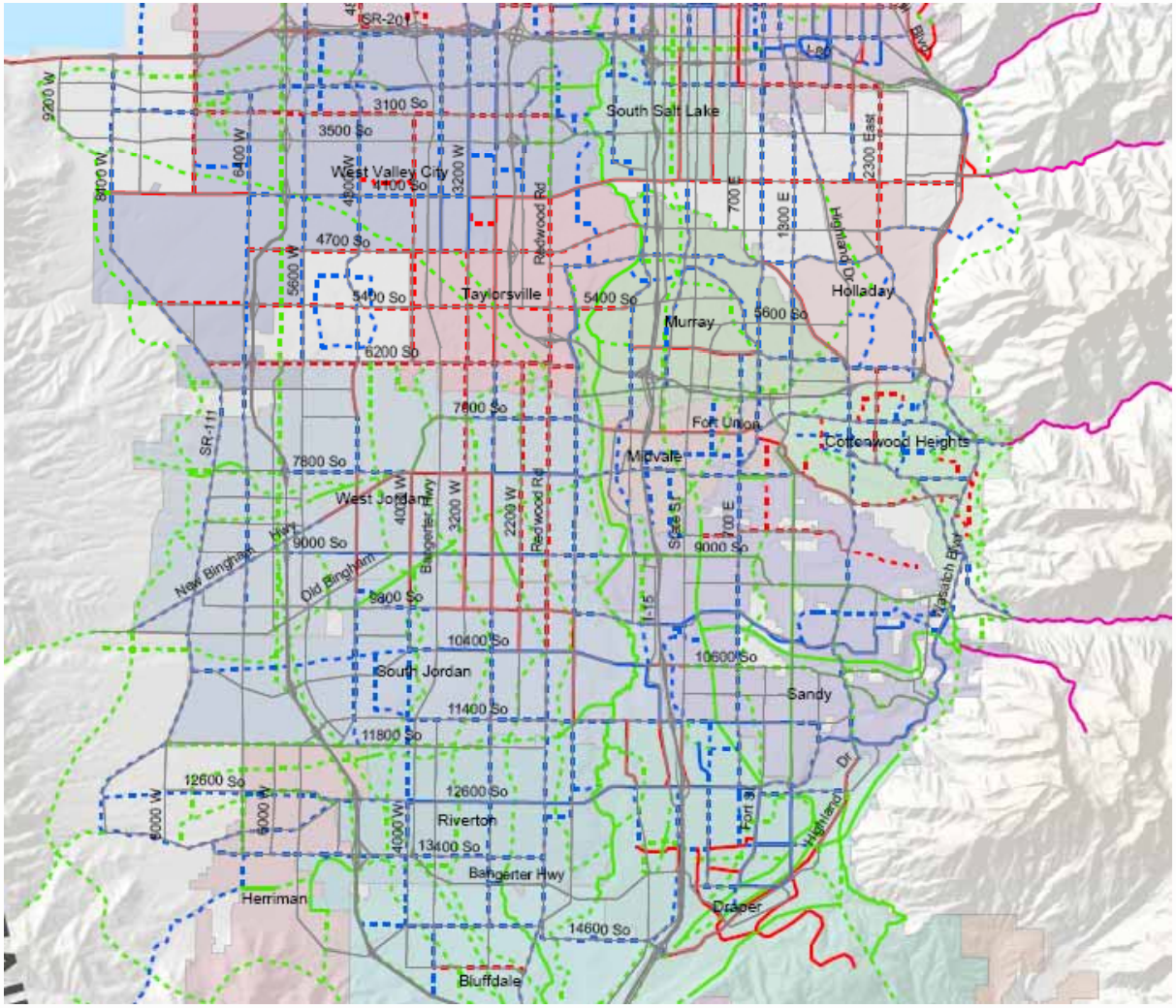
Build the Hike and Bike Trails



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The Problem

Salt Lake City

South Salt Lake

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The Problem Continues

Bus Stop

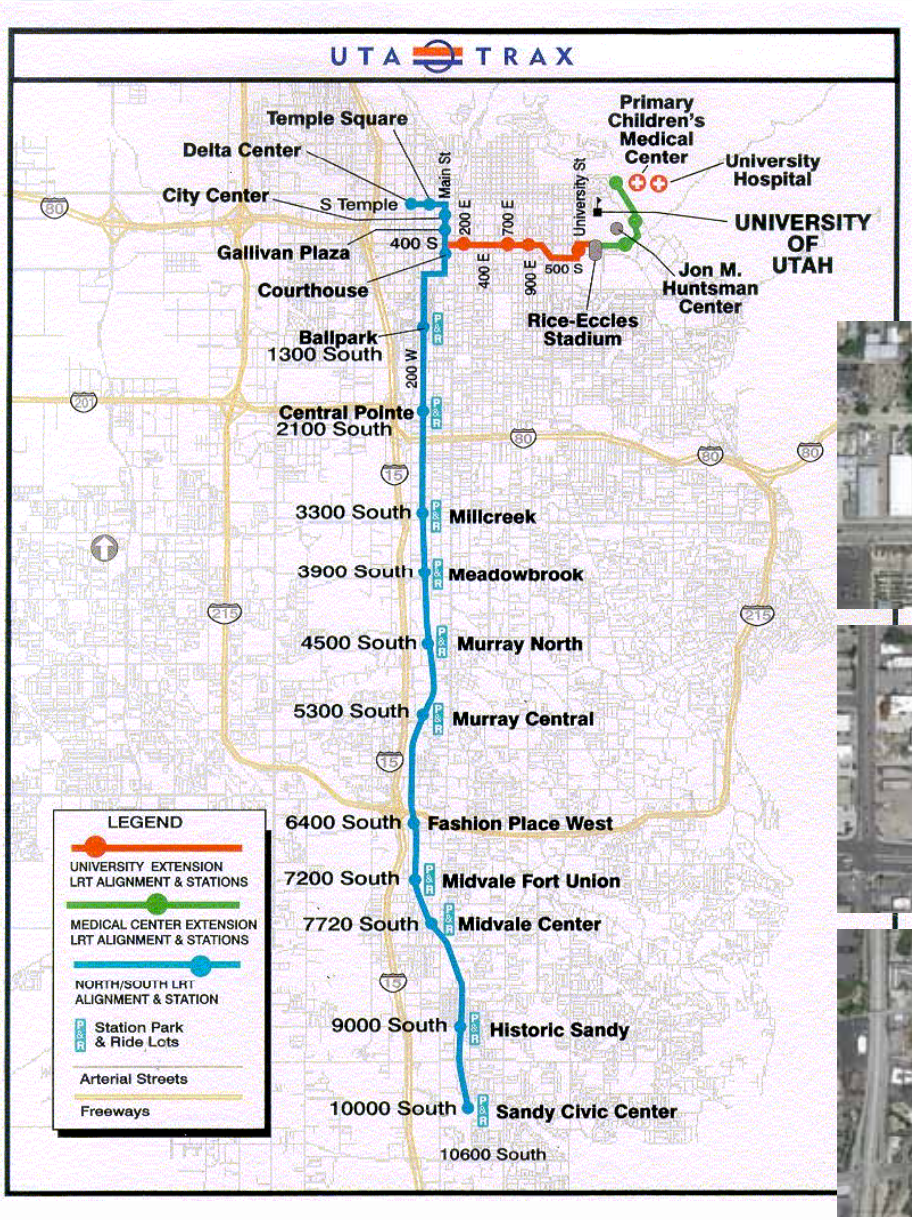
.6 miles

.13 miles

How do we provide safe and accessible routes to transit for pedestrians?

Unique Wasatch Front Geo–Economic Environment

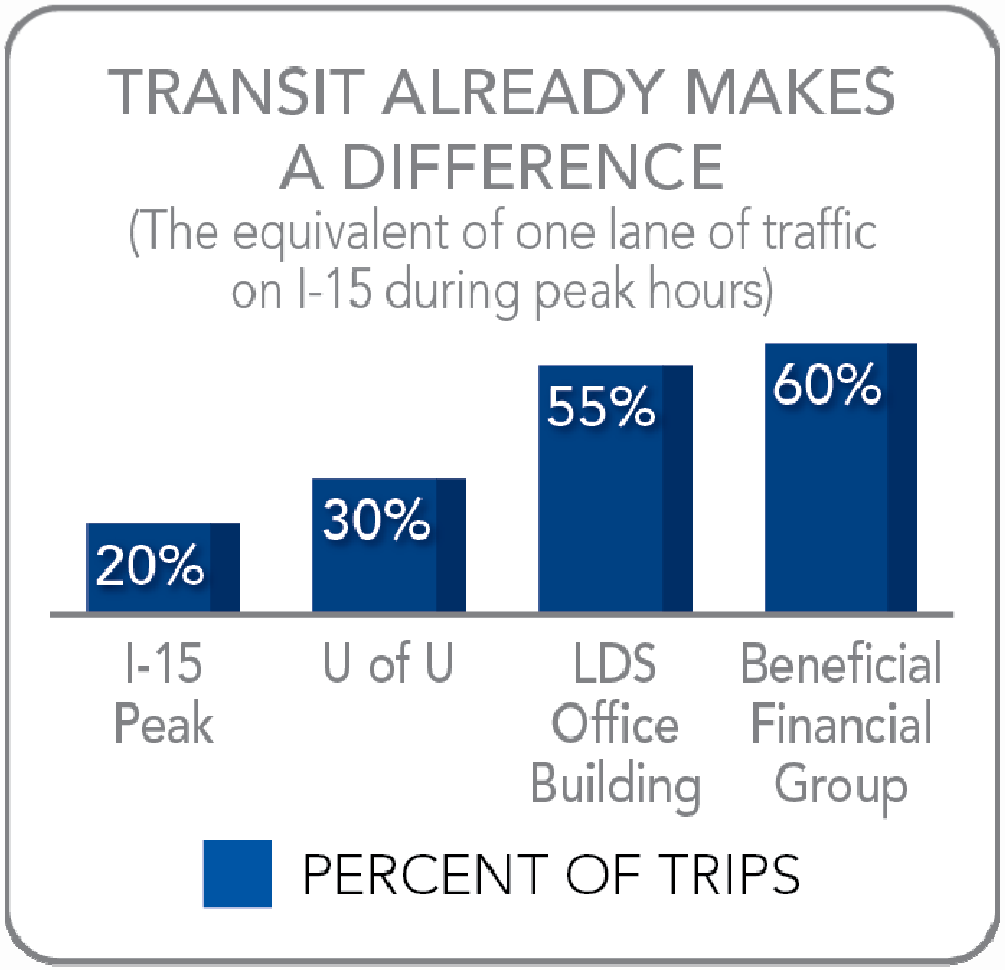
Light Rail Alignment



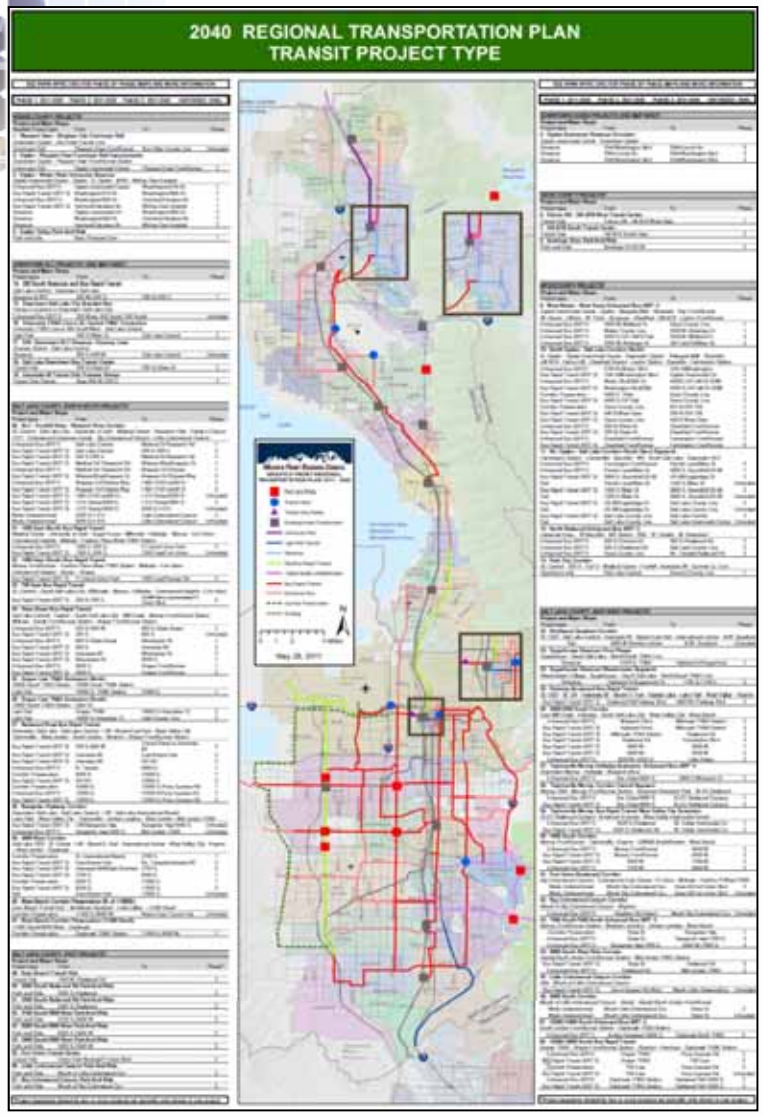


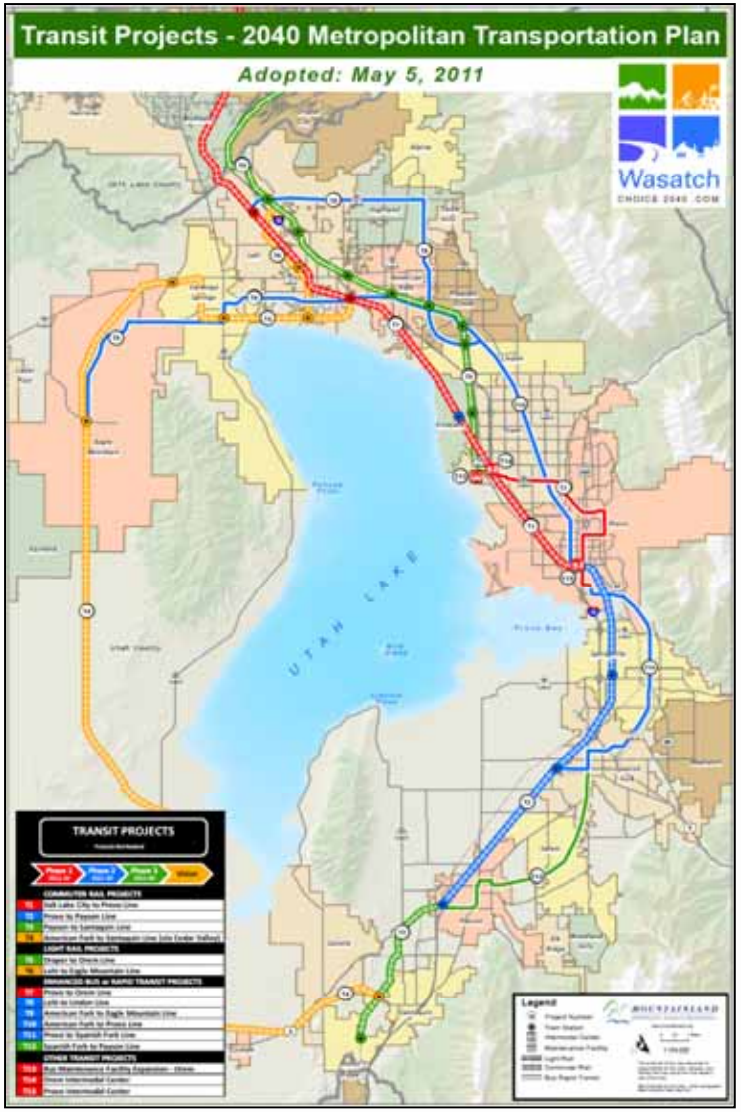



Transit Success



WFRC and MAG RTP: $15B in Future Transit





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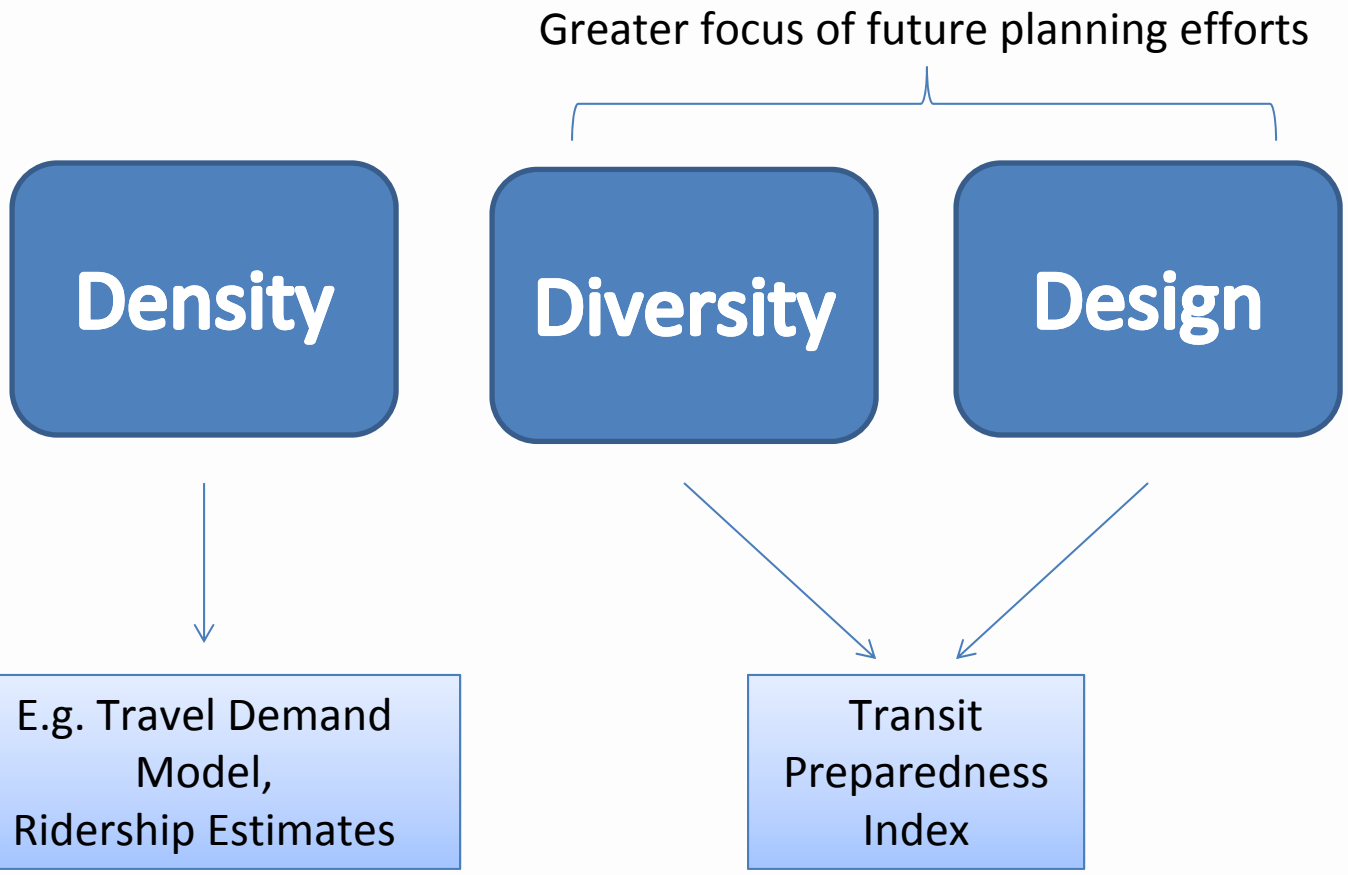
Goals of the Network Planning Study

- Determine long range plan capital projects to advance
- Identify operating and lower cost capital investments
- Roadmap for projects that under perform
- Inform the next RTPs
- Link planning and NEPA

Network Needs

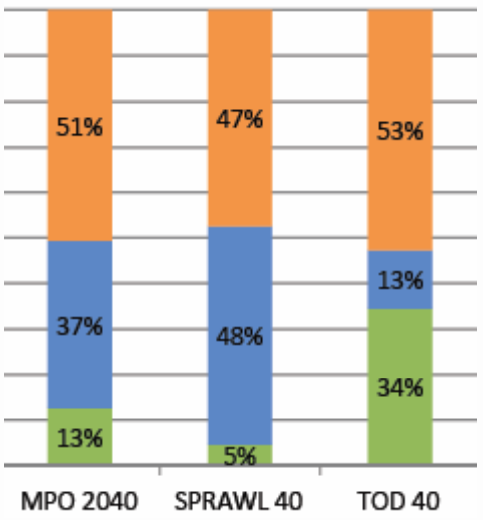
- Create network of reliable, high-frequency, high-quality service
- Increase ridership
- Improve cost-effectiveness per trip
- Increase connectivity
- Wasatch Choice for 2040 Nodes
- Walk/bike access
- Improve travel times to/within downtown

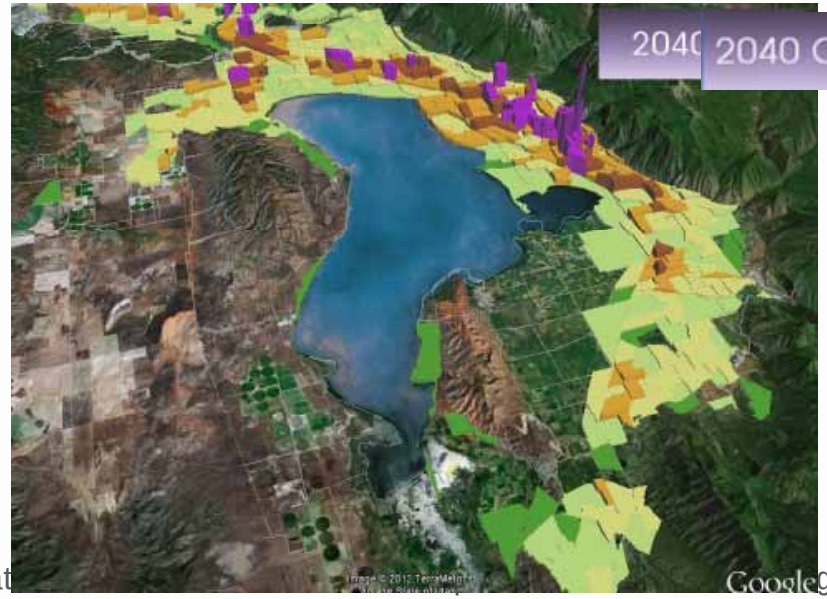
Building Communities for Transit



Density Scenarios – Utah County

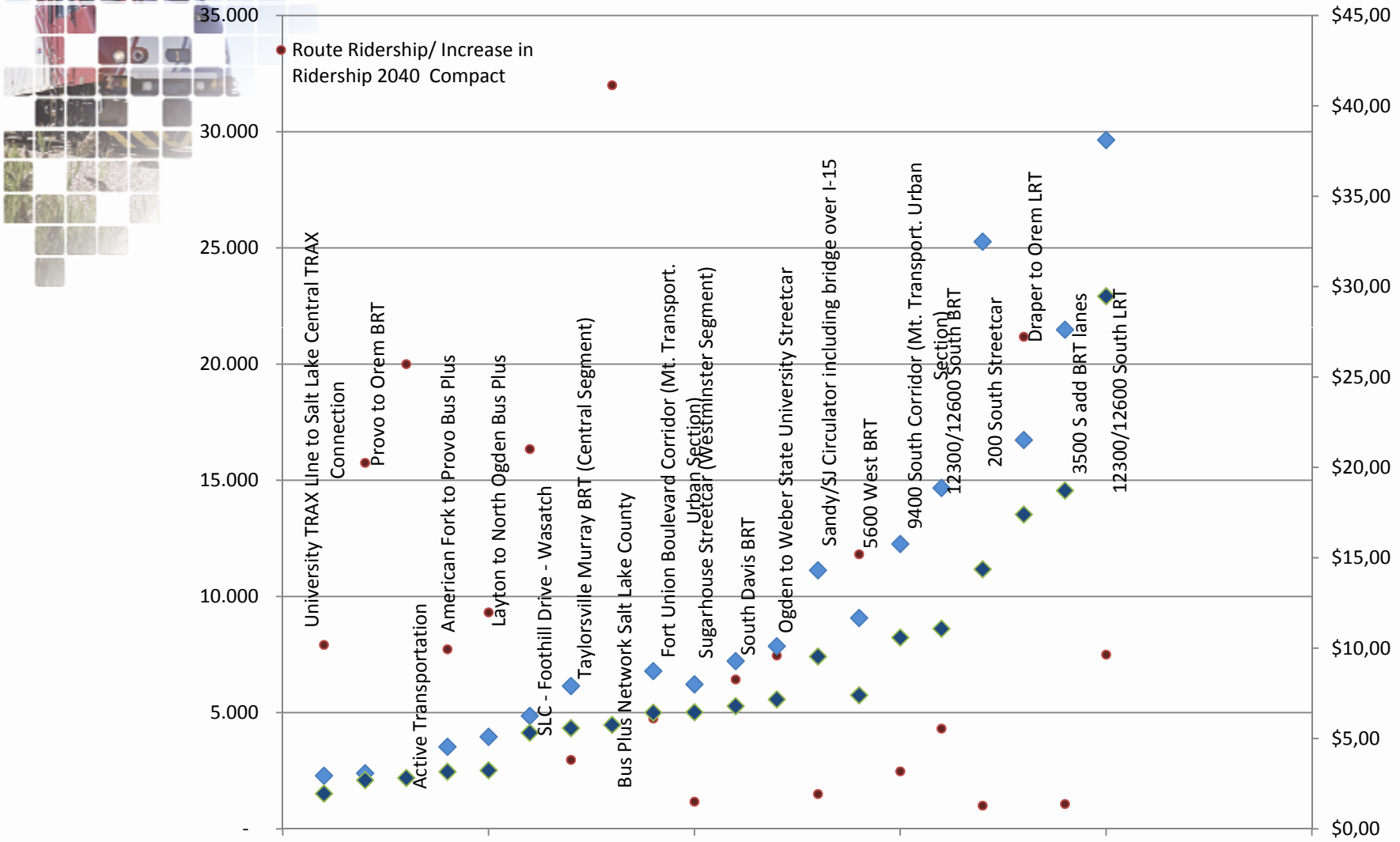
Population Growth





Fringe Zones
Suburbs
Vision Zones

Network Study



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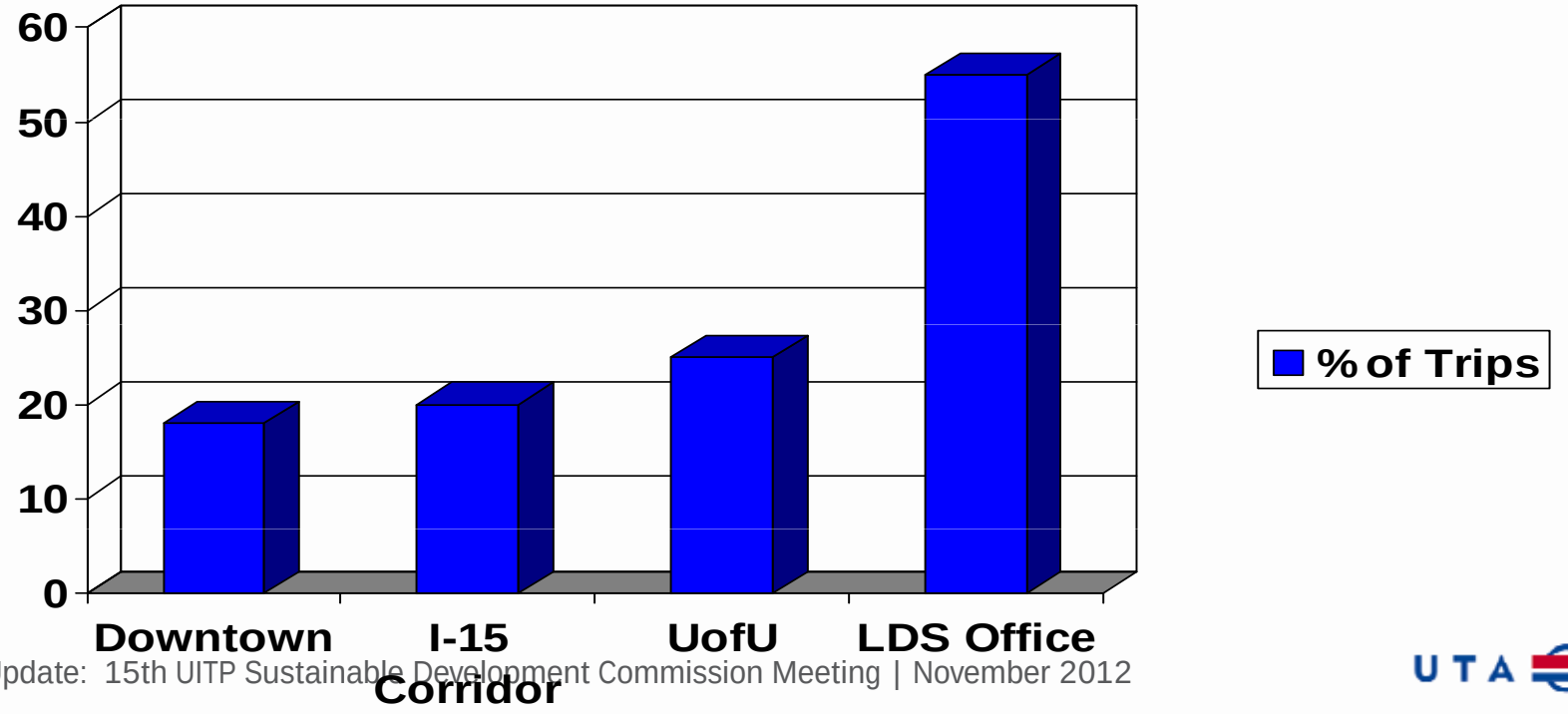
Next Steps

- Evaluate cost-effectiveness
- Finalize capital and operating scenario for each county
- Determine LRP capital projects to advance for each County (20 Projects)
- Package scenarios for different funding levels
- Link Planning and NEPA
- Final Recommendations December 2012

Transit Success

Transit is making a difference

- The equivalent of one lane on I-15 during peak hours
- 25% of students going to the University of Utah
- 50% of employees at the LDS Church Office Building



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Partners in Transportation

WASATCH FRONT REGIONAL COUNCIL

MOUNTAINLAND
ASSOCIATION OF GOVERNMENTS
Serving Summit, Utah and Wasatch Cities & Counties

UDOT
GOING THE EXTRA MILE

ENVISION UTAH
SPONSORED BY THE COALITION FOR UTAH'S FUTURE
a public/private partnership for quality growth

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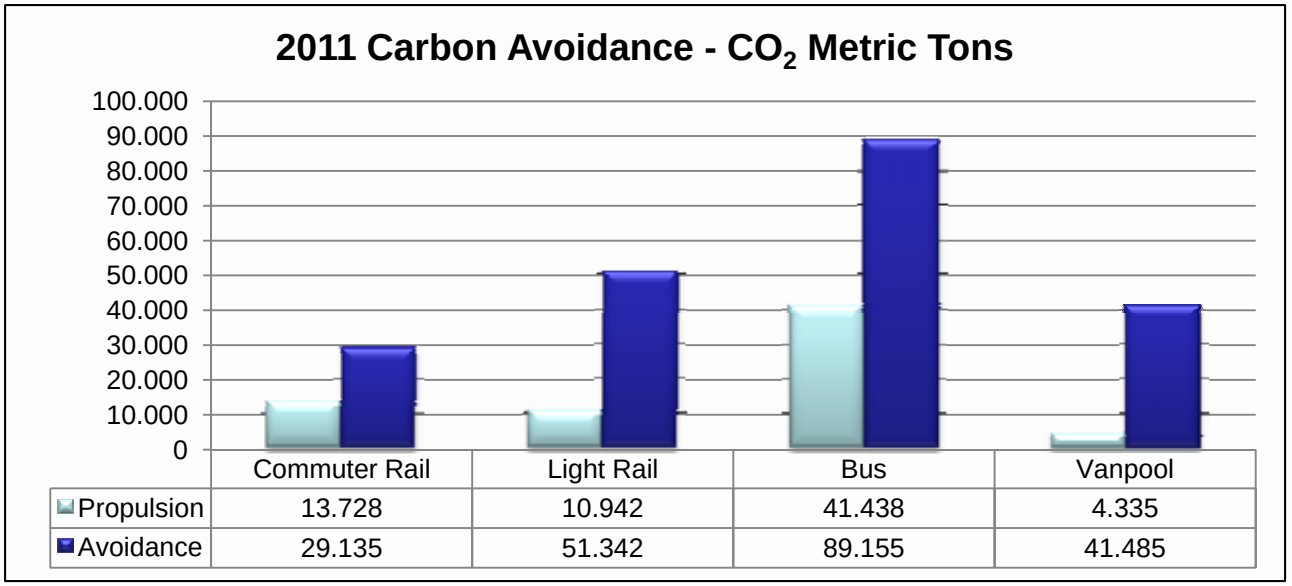
Greenhouse Gas Reduction

- Emissions displaced by transit or “carbon avoidance” are the mobile combustion emissions from single occupied vehicles.
- Mode shift to transit, congestion relief, and compact land-use leads to displaced emissions as the use of private vehicles is reduced.

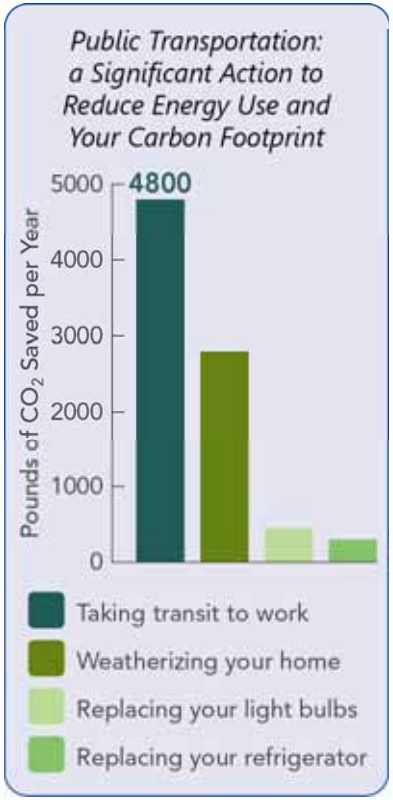


	Commuter Rail	Light Rail	Bus	Vanpool
Propulsion	13.728	10.942	41.438	4.335
Avoidance	29.135	51.342	89.155	41.485

Transit-oriented Development

- UTA is engaged in two well-established projects in creating sustainable land-use planning.
  - » City Creek Center (owned by City Creek Reserve, Inc., division of the business arm of the LDS Church) in Salt Lake City
  - » Daybreak (owned by Kennecott Land, division of Rio Tinto) in South Jordan
- Transit-oriented development will play a major role to ensure that Utah will continue to be inviting for business and enjoy a thriving, sustainable economy.

Transit Reduces Your Carbon Footprint



Public transportation offers an immediate alternative for individuals seeking to reduce their energy use and carbon footprints. Taking public transportation far exceeds the combined benefits of using energy-efficient light bulbs, adjusting thermostats, weatherizing one's home, and replacing a refrigerator.

Source: "Public Transportation's Contribution to US Greenhouse Gas Reduction" via www.apta.com.

Transit Reduces Congestion

- Americans living in areas served by public transportation save 785 million hours in travel time and 640 million gallons of fuel annually in congestion reduction alone.

  Source: www.apta.com

- Transit-related congestion relief saves the nation nearly $20 billion annually.

  Source: www.sierraclub.org

Transit Saves Money

The increasing cost of fuel makes driving private vehicles even more prohibitive for many. Public transportation households save an average of $6,251 every year – even more as the price of fuel rises.

Source: "Public Transportation and Petroleum Savings Report" via www.apta.com.

Transit Reduces Gas Consumption

- Public transportation's overall effects save the United States:
  - » 4.2 billion gallons of gasoline annually, representing 11.5 million gallons of gasoline per day;
  - » more than three times the amount of gasoline refined from the oil imported from Kuwait;
  - » the equivalent of 102 supertankers of oil, or a supertanker leaving the Middle East every four days;
  - » the equivalent of 420,000 fewer service station tanker trucks clogging our streets each year; and
  - » the equivalent of 900,000 fewer automobile fill-ups each day.

Source: www.publictransportation.org

What is Bus Plus?

May include:

- 15-minute or better headways
- Stations/shelters
- Schedule/next bus information
- Bus rapid transit without the exclusive lanes
- Pre-board ticketing
- TSP/far-side stops/fewer stops
- Integrated bus/rail schedule
- Branding