

Transit Development- Economic Sustainability and the Quality of Life

Lessons from the Wasatch Front &
Beyond

Rail~Volution
Salt Lake City-2005

Goal: A Strong & Sustainable Regional Economy & Healthy Environment

Must Have:

- Strong and growing property values
- A balanced and efficient transportation system-
- Rail Transit is critical to this balance
- Quality of life
- Good recreation and accessible open space
- Collaborative governance

Salt Lake City-

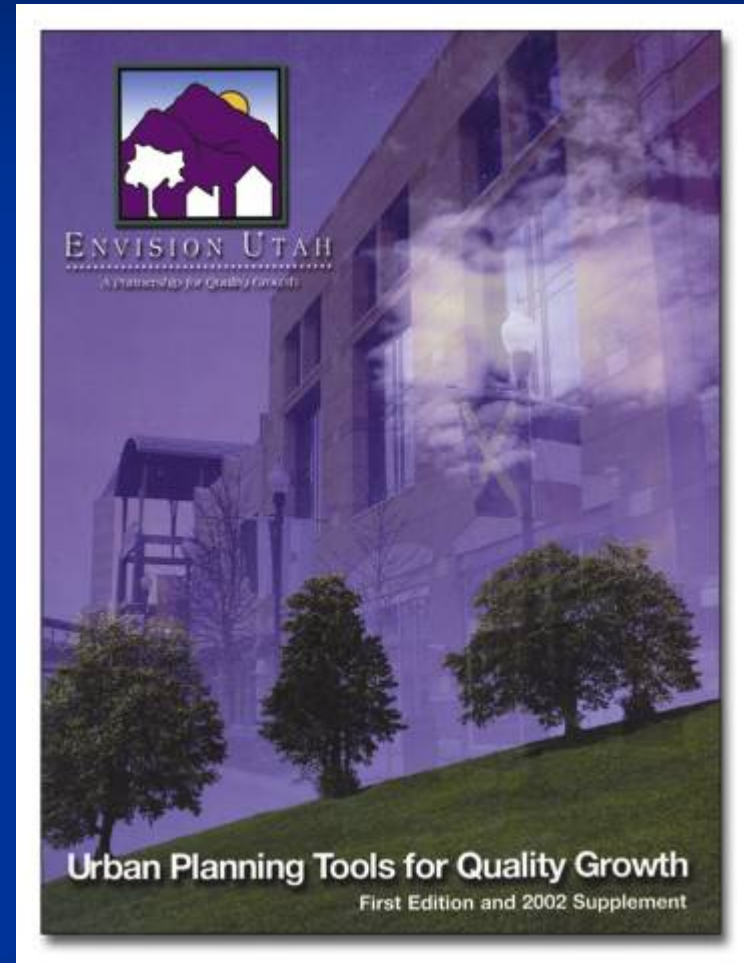
Number 1 Dream Town

Outside Magazine-August 2005

- Progressive-Focused on sustainability-wriggling itself into environmental forefront.
- Perfect Location for outdoor Adventure
- Light Rail Lines-44,000 per day into downtown
- Glowing reviews from dog lovers, microbrew guzzlers and especially recreationalists
- Powder stashes- Provo River thick with trout
- Air quality potentially problematic
- Good job opportunities and affordable housing

Envision Utah-collaborative problem solving

- Collaborative
- Results oriented
- All trade-offs considered
- Truly Markets before mandates
- Solutions spanned political boundaries
- Stakeholder respect



Quality Growth Strategy

- Enhance Air Quality
- Promote Mobility & Transportation Choices
- Preserve Critical Lands
- Conserve Water Resources
- Provide Housing Opportunities for a range of income & family types
- Maximize Efficiency in Public Infrastructure Investments
- Address Tax Structure Barriers to Quality Growth

ENVISION UTAH QUALITY GROWTH STRATEGY

November 1999



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

Keeping Utah Beautiful, Prosperous,
and Neighborly for Future Generations

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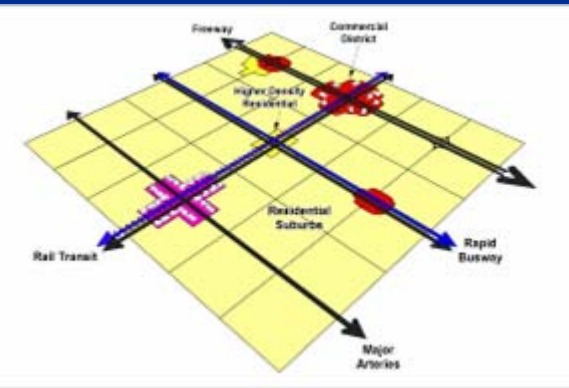
Wasatch Choices 2040

- **Collaboration between Envision Utah-Wasatch Front Regional Council and Mountainlands Association of Government**
- **Scenarios**
- **Voluntary shared vision**
- **Principles to act upon**

A – Major Themes

TRANSPORTATION EMPHASIS

- Transportation fits trend growth



CENTER EMPHASIS:

- Typical Commercial Districts



SUBURBAN EMPHASIS

- Based on current plans, approx 80% single family

B – Major Themes

TRANSPORTATION EMPHASIS

- Rail Transit



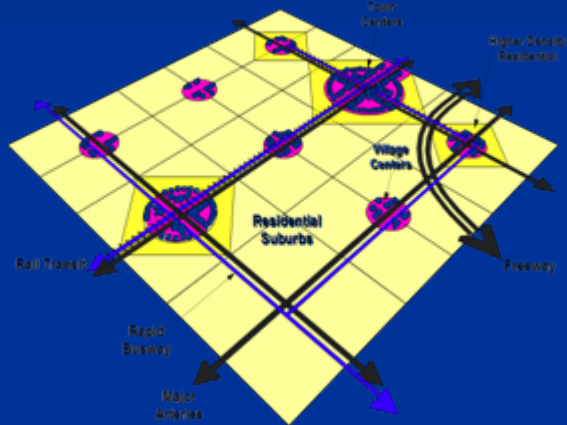
CENTER EMPHASIS:

- Transit Oriented
Development



SUBURBAN EMPHASIS

- Neighborhood Villages



C – Major Themes

TRANSPORTATION EMPHASIS

- Emphasis on a network of multi-modal streets



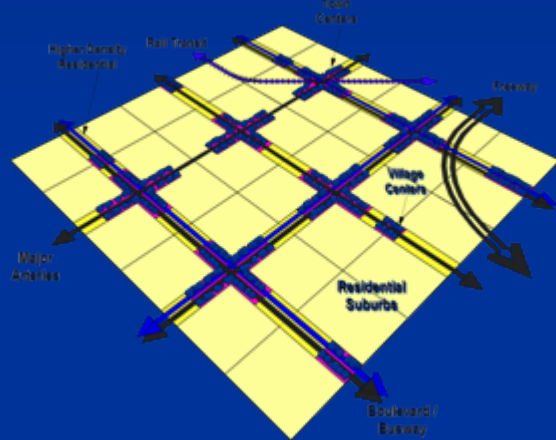
CENTER EMPHASIS:

- Linear mixed-use centers



SUBURBAN EMPHASIS

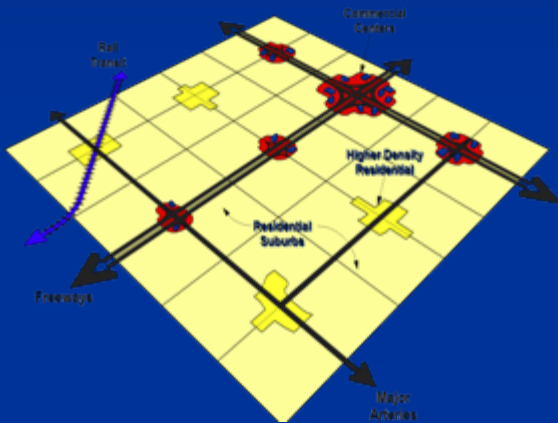
- No change from current general plans



D – Major Themes

TRANSPORTATION EMPHASIS

- Freeway Expansion



CENTER EMPHASIS:

- Decentralized employment centers



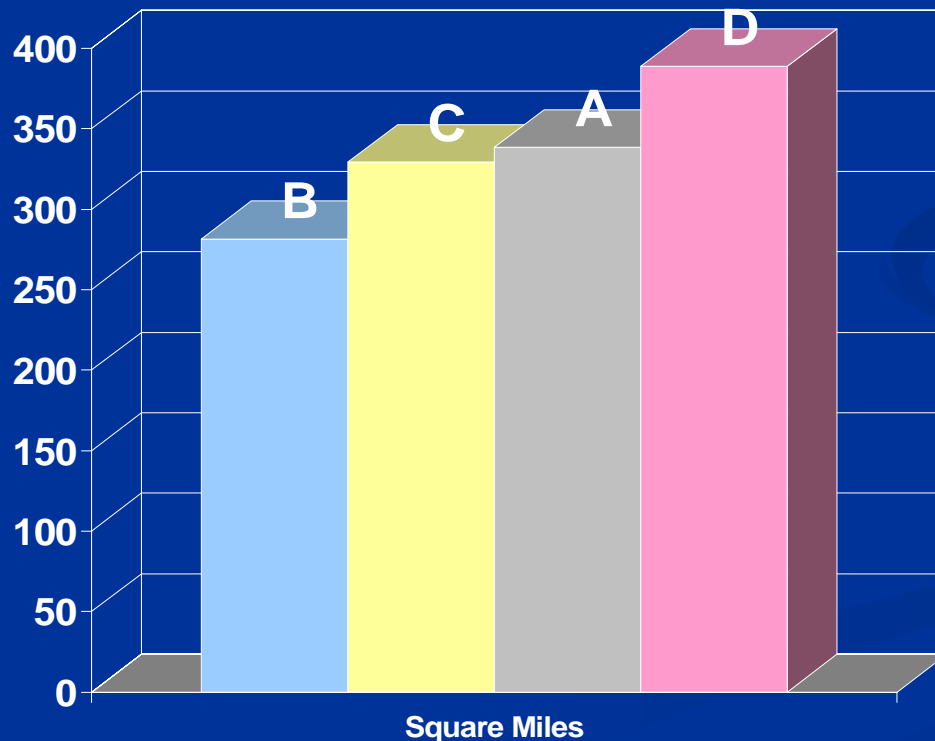
SUBURBAN EMPHASIS

- Increase in the availability of smaller lot sizes in new subdivisions



Vacant Land Consumption

Expansion of Developed Land Area, now to 2040



This refers to the increase in size of the region's development footprint.

Growth Impact on Highly Sensitive Lands

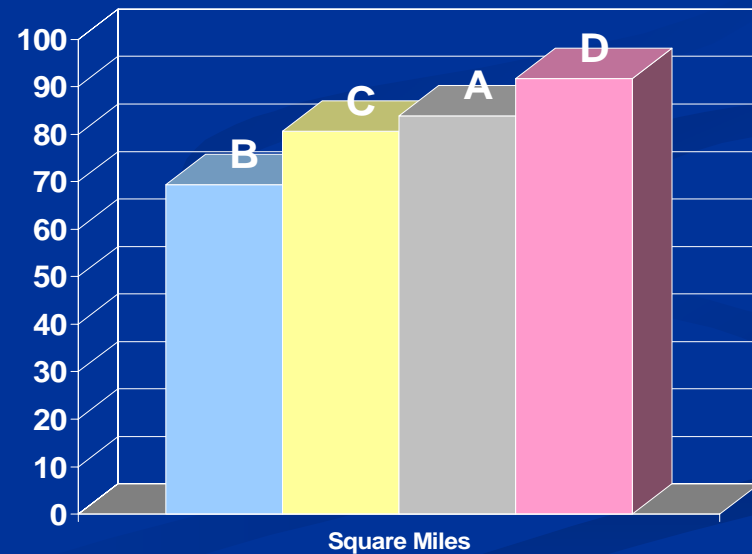


This is an estimate for scenarios of growth's impact from now to 2040 on highly sensitive lands – areas that exhibit at least two of the following characteristics:

- Steep slopes
- Wildlife Habitat
- Prime Agricultural Soils
- Wetlands, Streams and Lakeshores

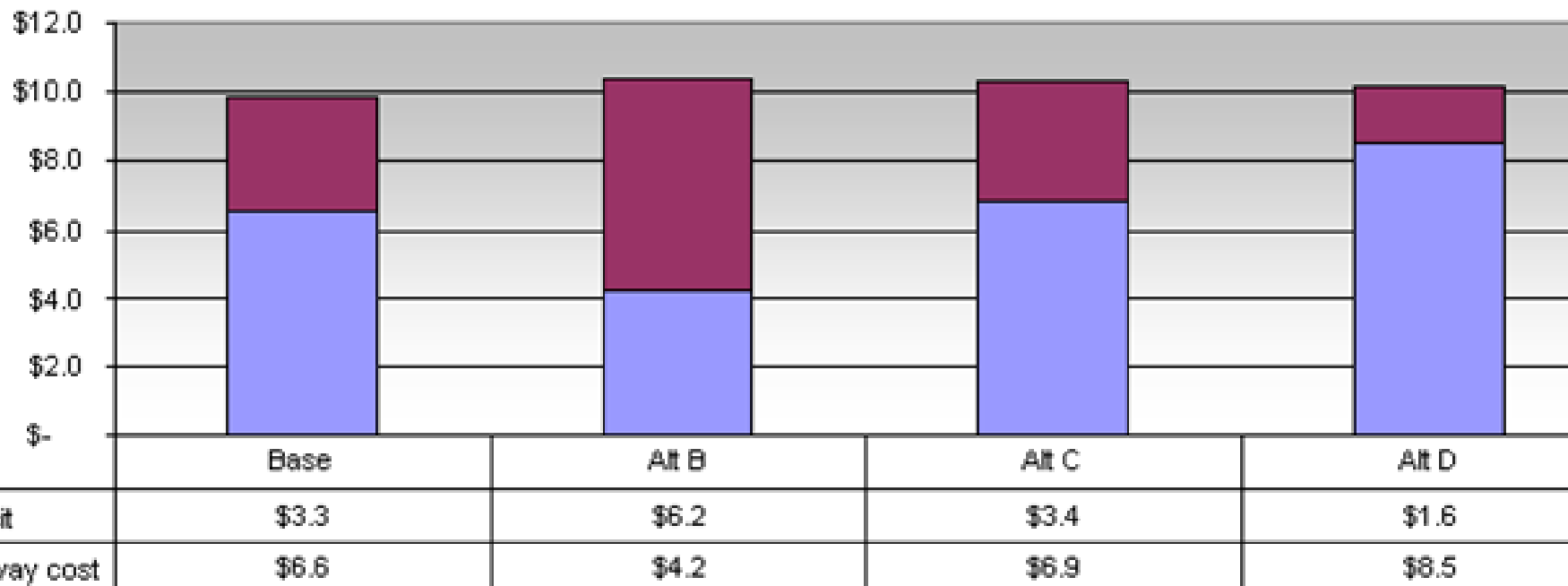
See the Sensitive Lands Study Poster for more detail

New Development Impact on Highly Sensitive Lands (Now to 2040)



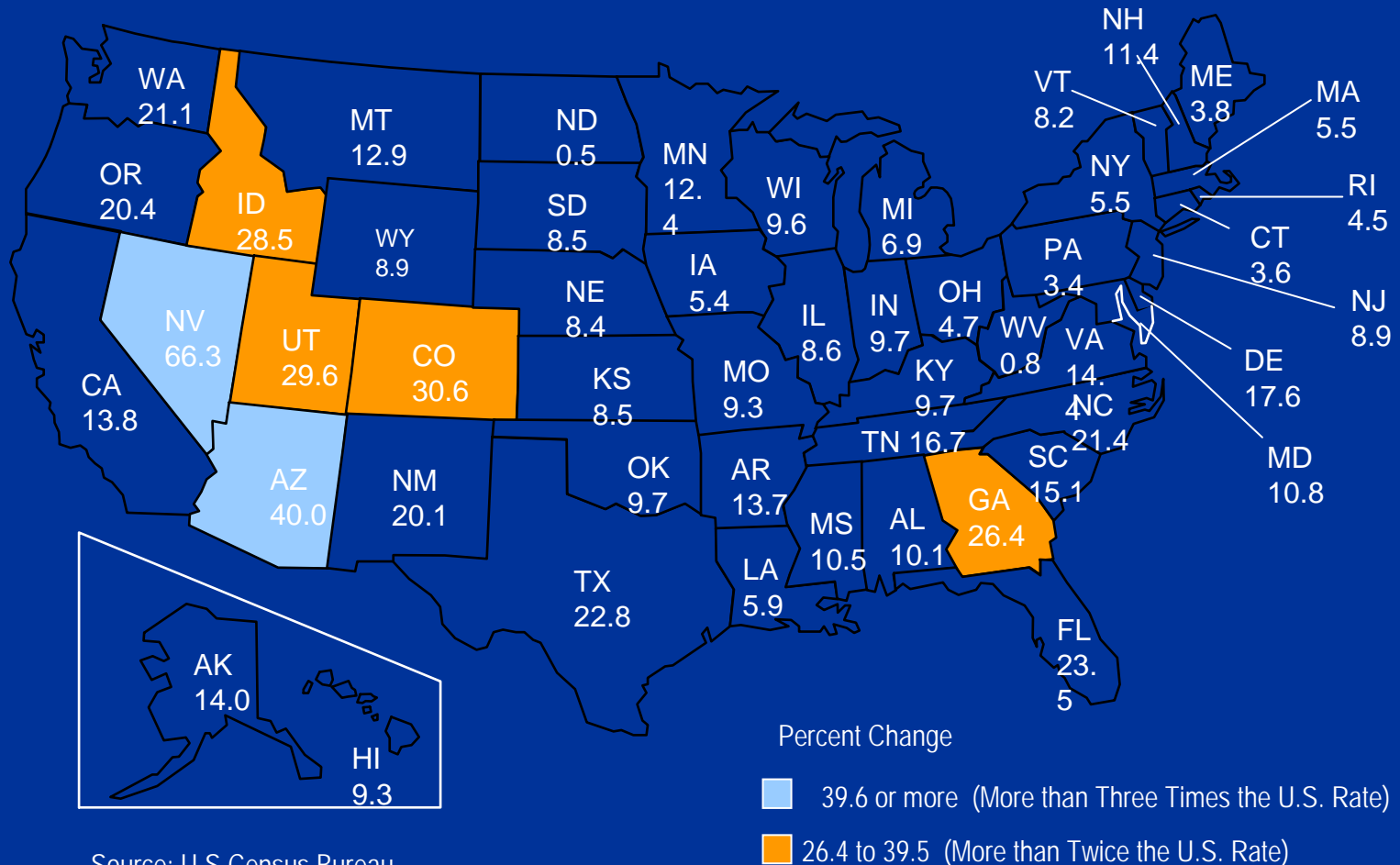
Transportation Costs

Total cost attributed to highway and transit capacity (not O&M), 2003-2040, in present dollars (billions)



Utah is in the Center of the Fastest Growing Area in the Country

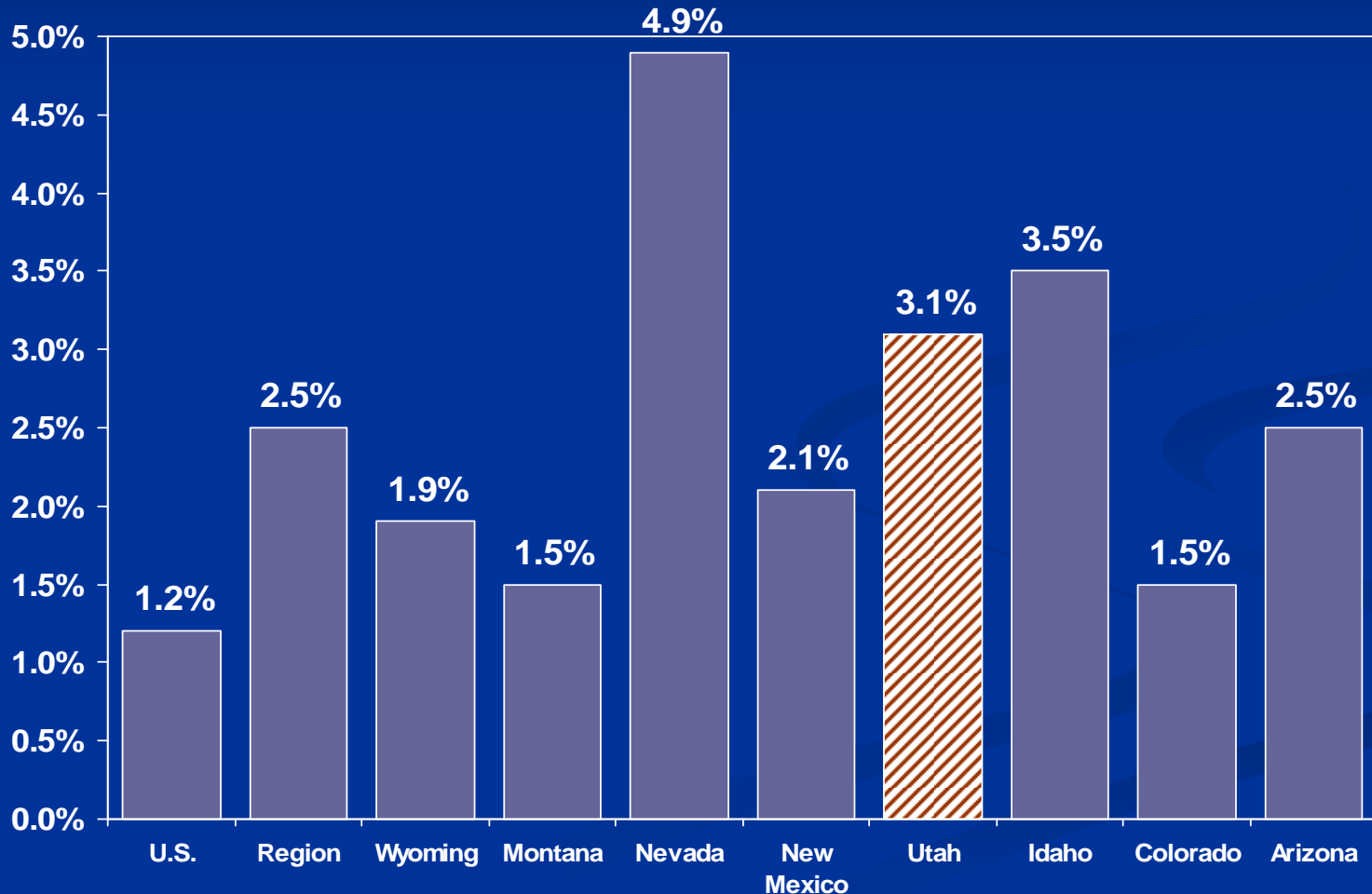
Percent Change in Population for States: 1990 to 2000
 U.S. Rate = 13.2%



Source: U.S. Census Bureau

Utah and the Mountain States are Out-Performing the Nation

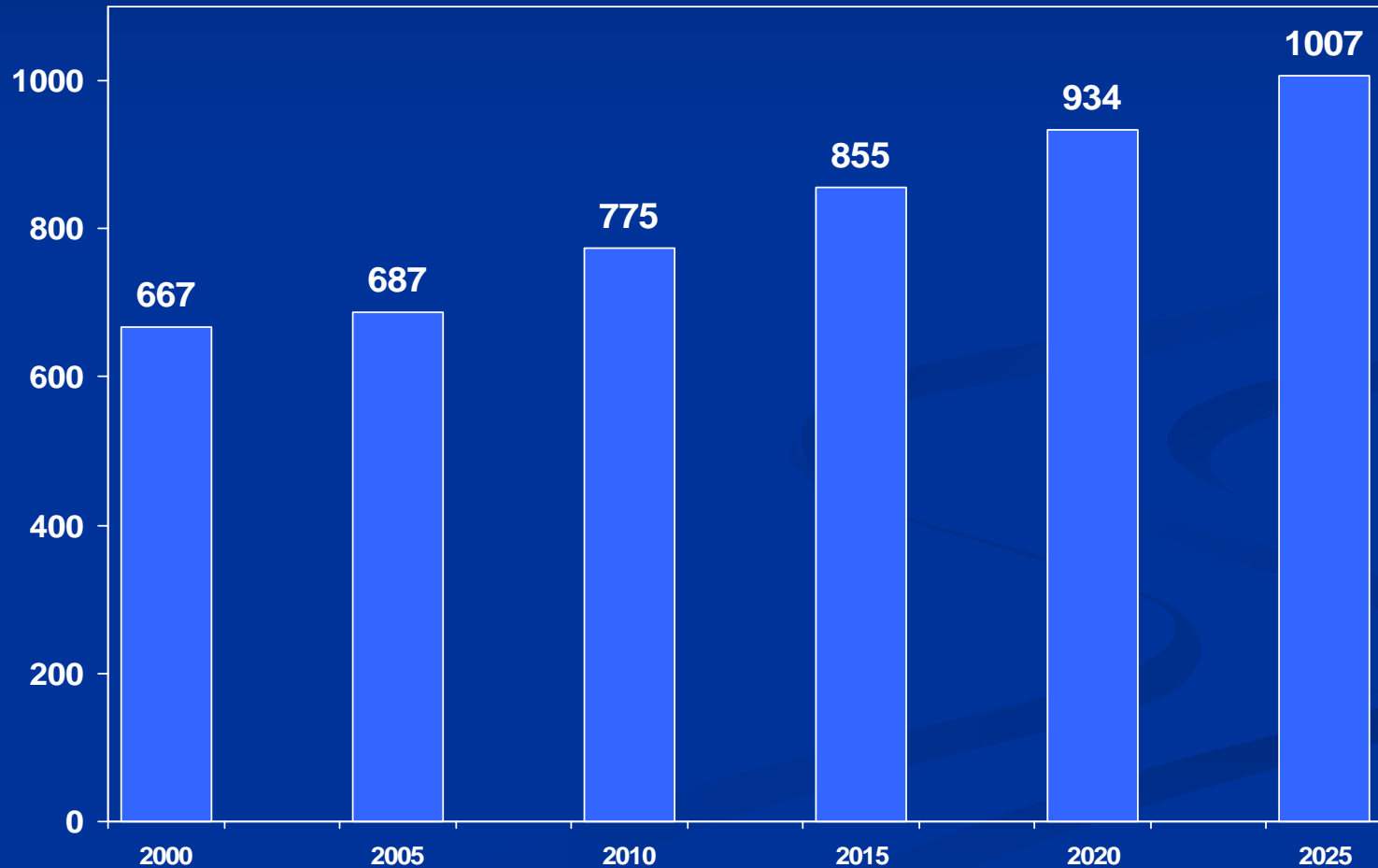
Mountain States Employment Growth:
October 2003 to October 2004



Source: U.S. Bureau of Labor Statistics

Salt Lake County Economy Doing Well

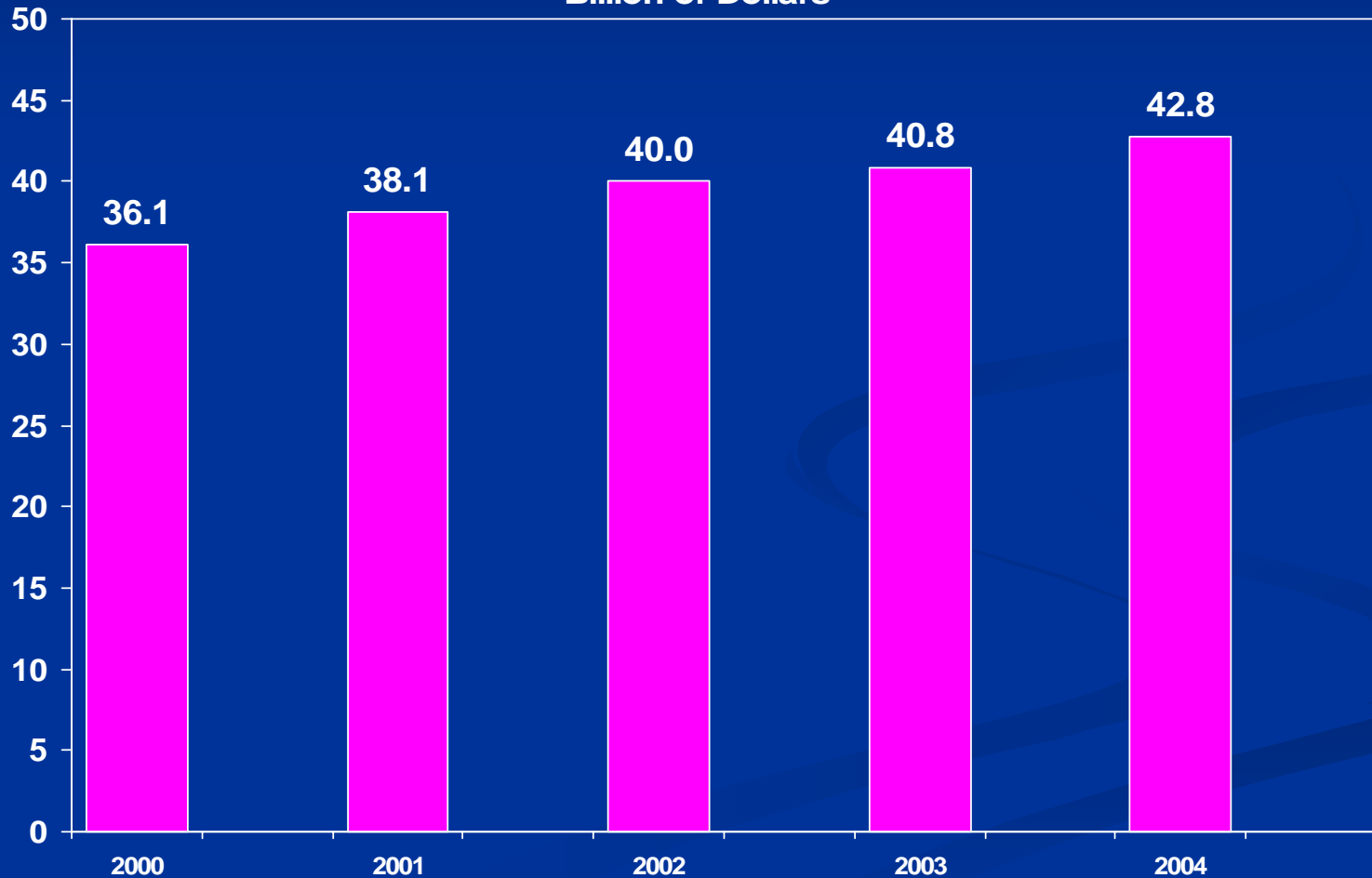
Salt Lake County Job Growth 2000-2025-
Thousands of Jobs



Source: U.S. Bureau of Labor Statistics

Salt Lake County Property Values Doing Well

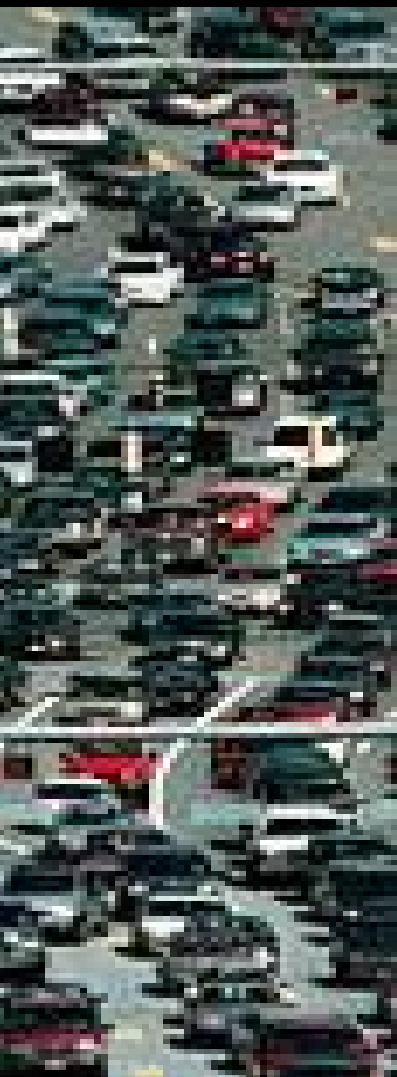
Real Property Taxable Values-
Residential, Commercial & Industrial
Billion of Dollars



Source: U.S. Bureau of Labor Statistics

Quality Growth Commission

- Created by the Quality Growth Act of 1999
- 13 member board appointed by Governor
- Includes developers, farmers, real estate, city, county, state officials, citizens at-large
- Three statewide responsibilities:
 - Assist local governments with planning
 - Preserve critical lands
 - Advise Legislature & Governor on growth issues



McAllister Fund

- Makes grants to State and Local governments
And 501(c)3 Organizations
- Available funds: \$3,000,000 FY 2006
- Preserve or restore open and agricultural lands
- Requires a match of at least 50% of total project cost.



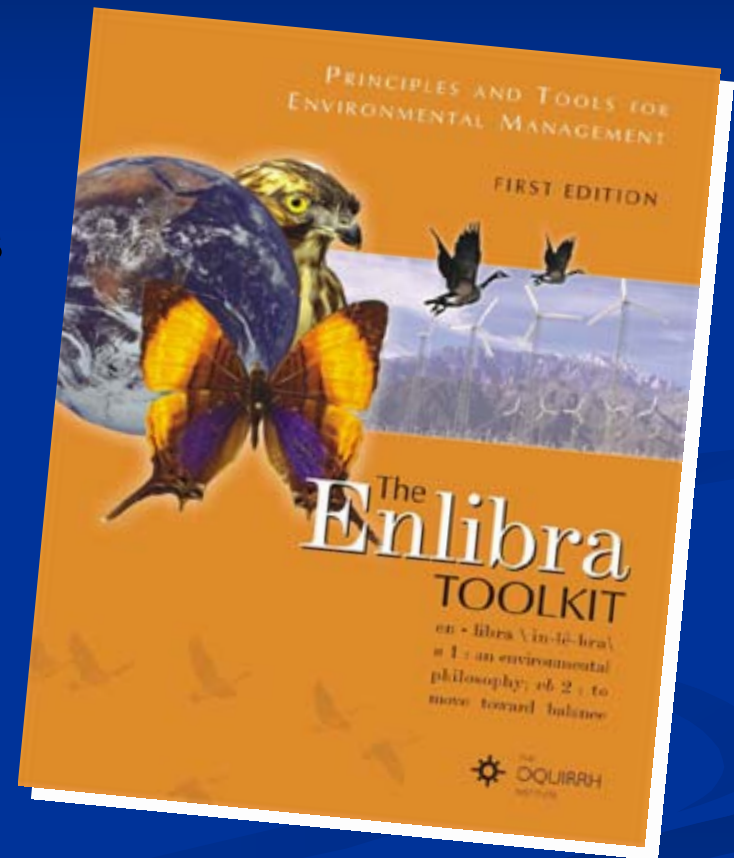
McAllister Fund

- Over 40 Projects Funded
- Over 33,000 Acres Preserved
- 13 Counties
- Over \$11 Million Spent over 6 Years
- \$49 Million Leveraged
- FY06-23 Applications-\$12 M



Enlibra Toolkit

- A summary of the eight Enlibra principles and how they apply
- National and local case studies illustrate principles
- Tools, advice, illustrations, techniques and tips for implementing the principles
- Sources of data, maps, laws regulations and agreements



Enlibra....

- Offers an approach that can be politically sustainable
- Political solutions to environmental problems, based on power politics are not sustainable
- Enlibra offers an alternative to power politics on environmental issues

Enlibra does not....

- Reject federal or state environmental laws
- Reject legal rights
- Reject court access and outcomes
- End conflict but conflict can lead to collaboration and cooperation

Enlibra....

- Offers an approach to the environment that recognizes complexities
- Empowers the public, local government, property owners and business to do the right thing
 - Adds “carrots” to the “stick” of regulation
- Provides a model of environmental progress based on citizen participation and commitment

The Enlibra Principles

- Reward Results, Not Programs
- National Standards, Neighborhood Solutions
- Solutions Transcend Political Boundaries
- Collaboration, Not Polarization
- Science for Facts, Process for Priorities
- Recognition of Benefits and Costs
- Markets Before Mandates
- Change a Heart, Change a Nation

Toolkit Compendium- Innovative Tools & strategies in Transportation

- Case Studies
- Tools & Strategies
- Lessons Learned To achieve of our goals and to address the environmental gridlock challenges

Collaboration, Not Polarization

- Use collaborative processes to break down barriers and find solutions
 - Assess – Convene – Discuss - Implement

*Maine DOT
Integrated
Transportation
Decision
Making*



Collaboration....

Is central to Enlibra's root values of balance and stewardship

Generates a sense of ownership in the problem and in the solution

Encourages innovation that goes beyond regulatory approaches

Process

- Assessment
- Convening
- Substantive discussions
- Implementation

Political Leadership

- The most senior public officials must be willing to be actively involved
- A well-informed political leader can play a critical role in minimizing misperceptions about the value to the public
- There should be a statutory foundation for the implementation of each partnership

Public Private Partnerships

- Have flourished as a means to implement transportation projects
- Are contractual agreements formed between public and private sector partners.
- Allows more private sector participation than is traditional.
- Usually involve a government agency contracting with a private company to renovate, construct, operate, maintain, and/or manage a facility or system.

Environmental Tools and Strategies

- In developing Transportation Plans thought must be given to land preservation and in reducing the environmental impacts of the systems
- Mitigation banking –permit trading systems to mitigate impacts on habitats-should be expanded to include other lands impacted
- Green highways –more efficient-less impact

Comprehensive Planning & Corridor Planning

- Transportation Planning can no longer be done in isolation
- Transportation Planning should consider the broader implications on land use in the entire corridor over the long term.
- The end result should be a transportation, land use and economic development plan for the entire corridor or region as the case may be.

Whom to Contact

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