



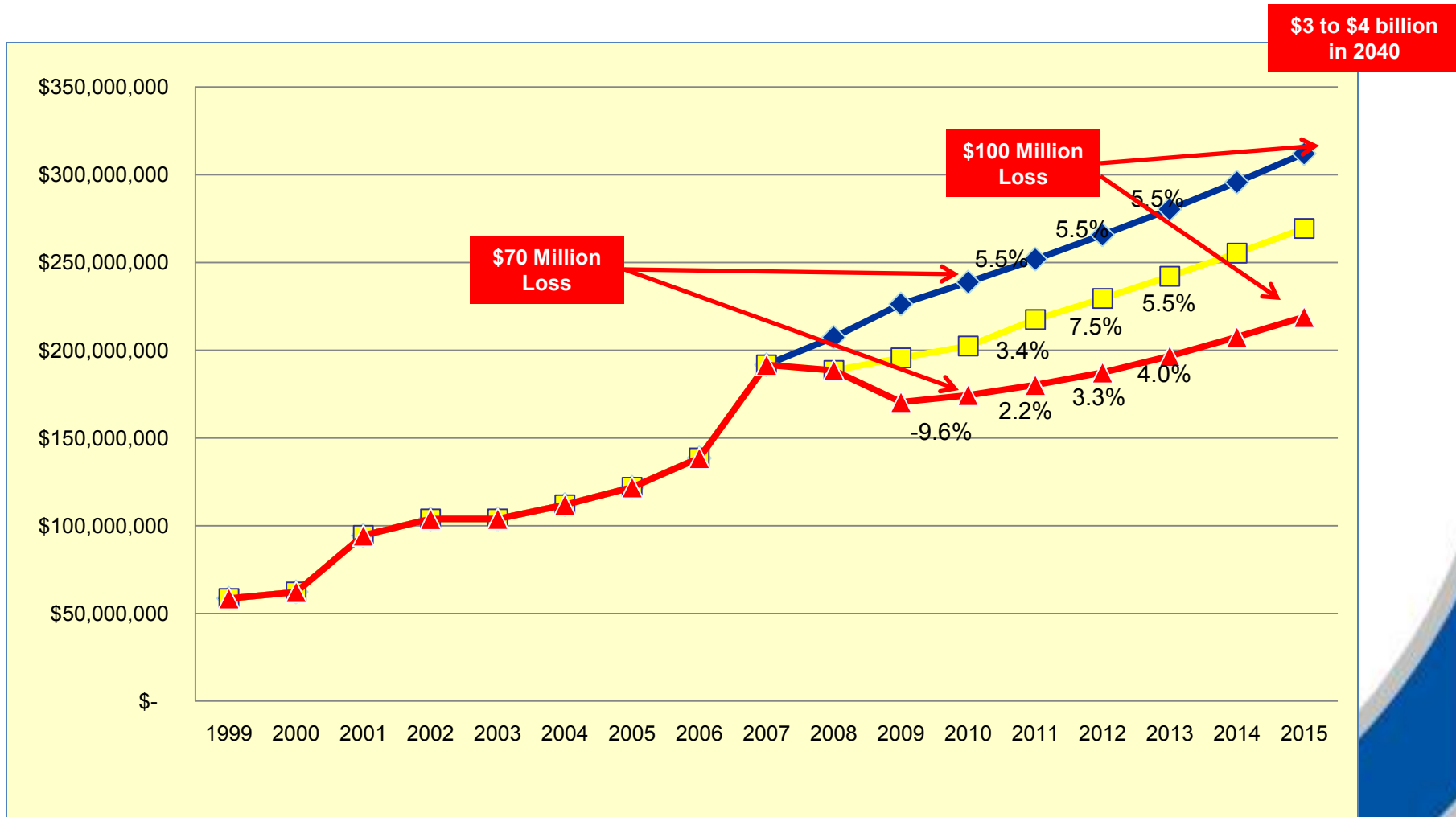
Successful Partnerships **for Building TOD in Utah**

Representative Greg Hughes
Board Chair,
Utah Transit Authority



Finding Opportunity

- Finding opportunity in a down economy requires creativity and partnering



A Time To Be Creative

- **Voters approved FrontLines 2015**
 - One \$2.8 billion project
 - 70 miles of rail in 7 years
 - 45 miles of commuter rail
 - 25 miles of light rail
- **70% of UTA's revenue is generated by retail sales tax**
 - \$100 million is now gone by 2015
 - UTA must diversify its portfolio by increasing non tax revenue



A Sustainable UTA



Operational Excellence

- Increase Safety and Security
- Improve Service and Quality
- Build Public Support and Trust
- Maintain Efficiency



Complete Transit Network

- Complete Transit Infrastructure
- Regional Bike and Pedestrian trail authority
- Increase transit market share for increased mode split



Transit Oriented Development

- Educate, Lead and Influence Land and Transportation Policy and Pricing
- Increase Revenue

- **Regional Growth Principles**

(Developed by local elected officials):

- Efficient and adequately maintained infrastructure
- Regional mobility through transportation choices
- Integrate land-use with transportation
- Provide housing for people in all life stages and incomes
- Ensure public health & safety
- Enhance the regional economy
- Promote regional collaboration
- Strengthen sense of community
- Protect and enhance the environment



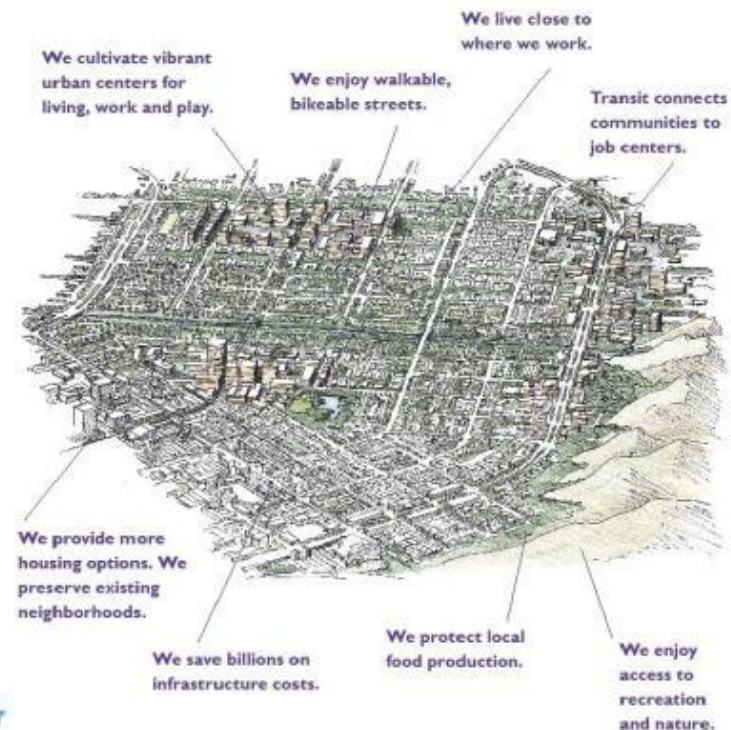
Why A Regional Focus on TOD?

- Increase ridership and non tax operating revenue
- Convert public land into property tax and sales tax revenue generators
- Drive economic growth
- Efficient use of existing infrastructure
- Land usage reduction
- Lower housing and transportation costs:
 - Avg. savings of \$6,251 per year (APTA)
 - Market currently demanding more walkable, mixed use communities
- Reduces congestion
 - Residents of TOD drive 30% less
 - TOD residents use transit 3 to 5 times more
 - TOD produces 43% less emissions than conventional suburban type development (Reconnecting America)

“A growing portion of households want to... live in more accessible, multi-modal communities. Accommodating this demand would provide benefits to users and society, including significant health benefits.”

(Todd Litman, *Evaluating Public Transportation Health Benefits*, Victoria Transport Policy Institute)

Growth Principles Come to Life



Legislature Passes SB272

- Allows the transit authority (UTA) to participate on a limited liability basis in the ownership and development of areas in proximity to stations and rights-of-way
- Requires the participating entities to make an equity contribution equal to or no less than 25% of the appraised value of the property
- Limits the number of developments to no more than five projects
- UTA has no land use or eminent domain authority
- FTA allows UTA to be able to use federally funded land as an equity contribution towards a TOD joint venture
- Development of the land will allow cities to receive revenue and allow UTA to retain the proceeds to offset costs of service and mitigate impact to taxpayers



Criteria for Selecting TOD Sites

- Open and transparent process
 - Follow city zoning, planning and permitting process
 - Involve city staff, planning commission, mayor & council
 - Community / municipal support, compatible land-use zoning and market research
 - Public outreach & input

- Project readiness, availability of property and opportunity
 - Geographic distribution
 - Transit ridership
 - Likelihood of success
 - Tenant interest

- Find viable developer following established procurement codes and policies

- Financing
 - Developer must meet statutory requirement of 25% equity
 - Verification of good public investment



JORDAN VALLEY

- 36 Acres
- 1396 Residential Units
- 10,160 Sq F Restaurant and Retail
- 83,200 Sq F Office



Retail at Transit Plaza



View from Transit Platform



**JORDAN VALLEY
RENDERINGS**



Thank You

