

Connecting the West

High Speed Rail for an Evolving Western US

October 23, 2012

Moderator: Matt Sibul, UTA, Salt Lake City

Panelists

Kern Jacobson, InfraConsult, San Francisco

Steve Banta, CEO, Valley Metro, Phoenix

Phil Washington, GM, RTD, Denver



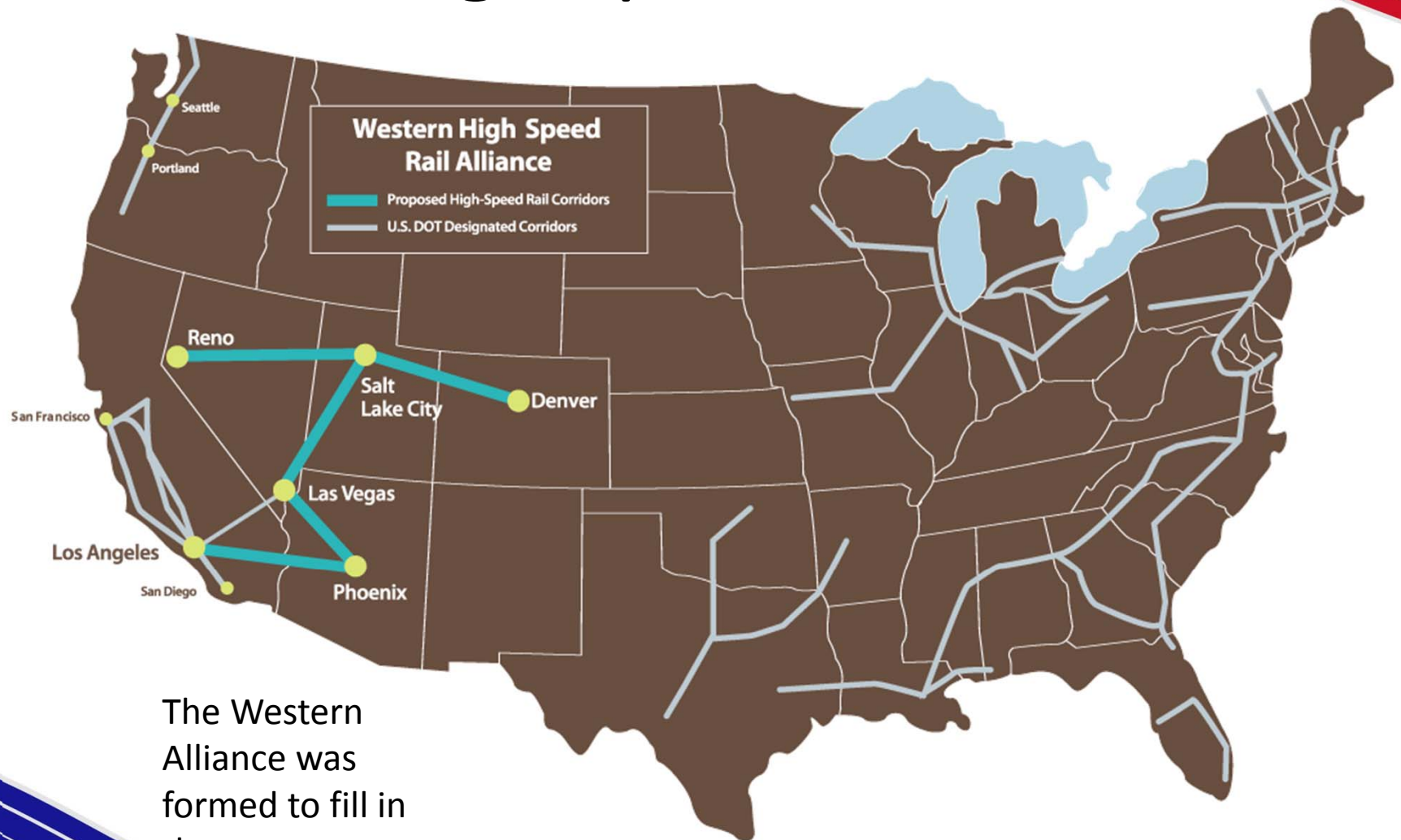
Utah Perspectives on HSR Planning

October 23, 2012

Matt Sibul, Chief Planning Officer
Utah Transit Authority

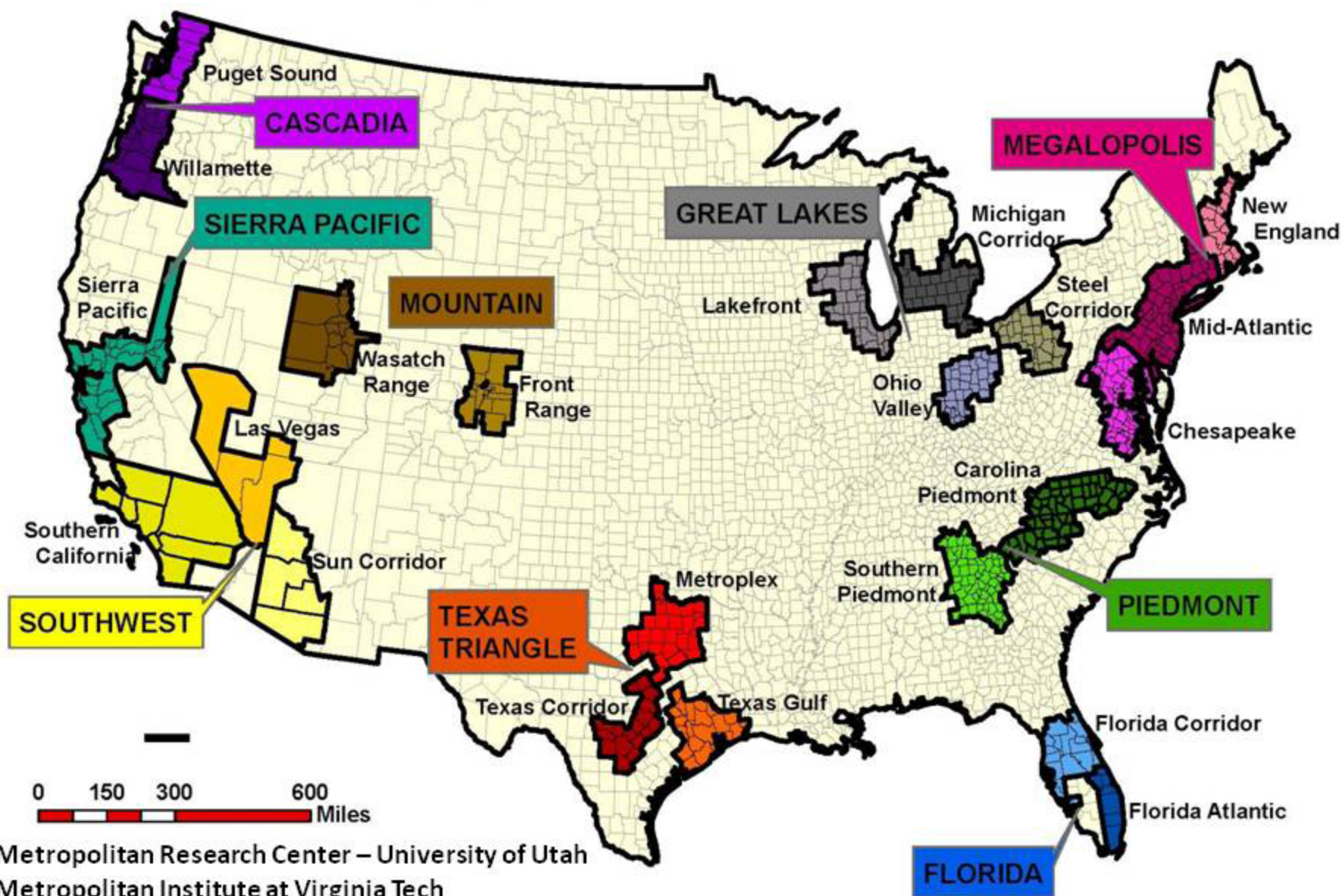


Western High Speed Rail Vision



The Western Alliance was formed to fill in the gap

Megapolitan America 2040



Metropolitan Research Center – University of Utah
Metropolitan Institute at Virginia Tech
August 2009

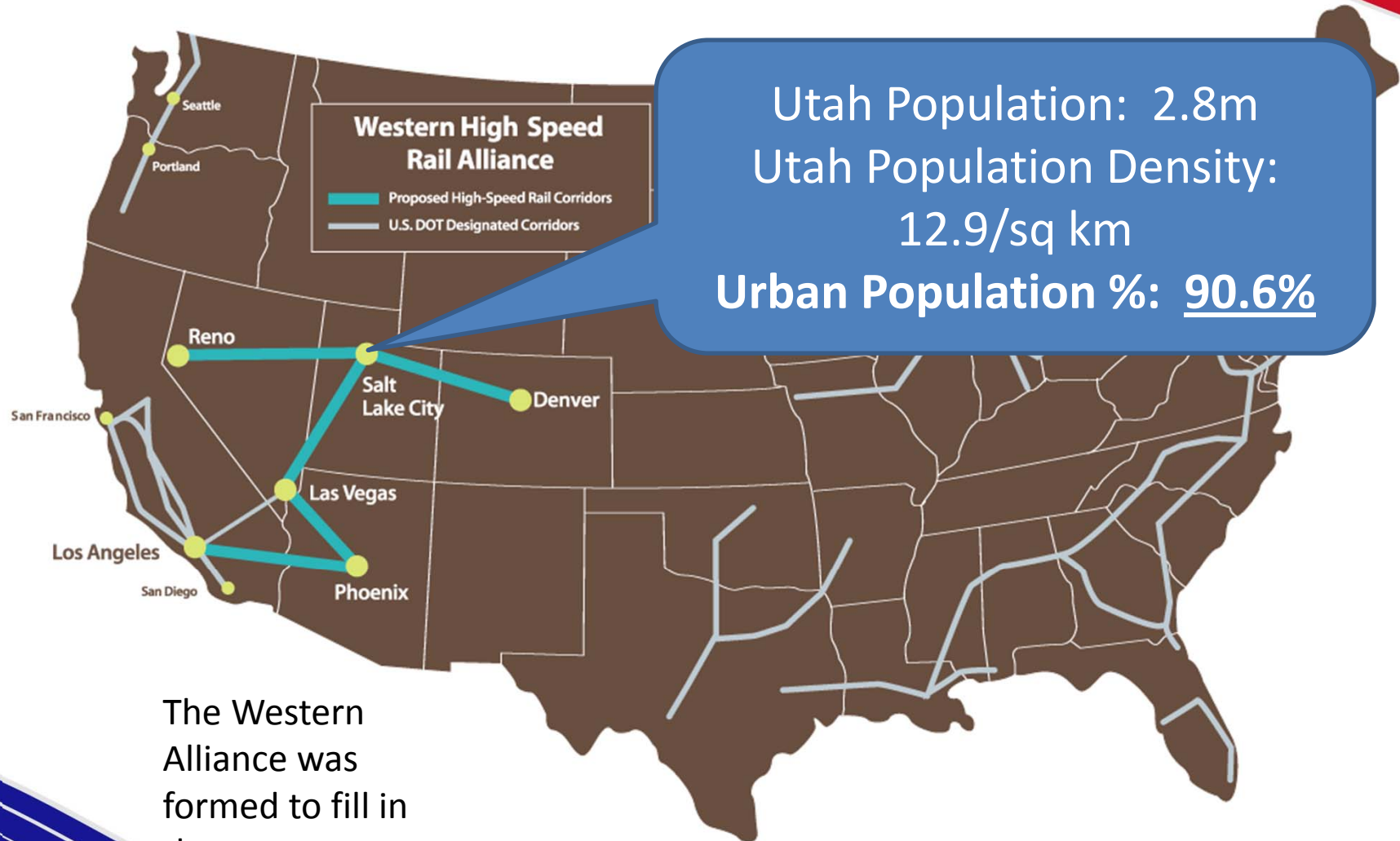
Density and Urban Population

Figure 4: Geographic and Demographic Characteristics of Countries with HSR

Country	Land Area (sq km)	Population	Population Density Per sq km	Urban Population
Belgium	30,278	10,414,336	343.96	97%
China	9,569,901	1,338,612,968	139.88	43%
E.U.	4,324,782	491,582,852	113.67	NA
France	549,970	62,150,775	113.01	77%
Germany	348,672	82,329,758	236.12	74%
Italy	294,140	58,126,212	197.61	68%
Japan	364,485	127,078,679	348.65	66%
Netherlands	33,893	16,715,999	493.20	82%
South Korea	96,920	48,508,972	500.51	81%
Spain	498,980	40,525,002	81.22	77%
Switzerland	39,997	7,604,467	190.13	73%
Taiwan	32,260	22,974,347	712.16	NA
Turkey	769,632	76,805,524	99.80	69%
U.K.	241,930	61,113,205	252.61	90%
U.S.	9,161,966	307,212,123	33.53	82%

Source: CIA World Factbook.

Utah Population Perspectives



The Western Alliance was formed to fill in the gap

- Draper TRAX
- Airport TRAX

- Draper TRAX
- Airport TRAX



One Project / Five Lines

- One \$2.5 Billion Project
- Expecting to Nearly Double Daily Passengers
- 95% Complete



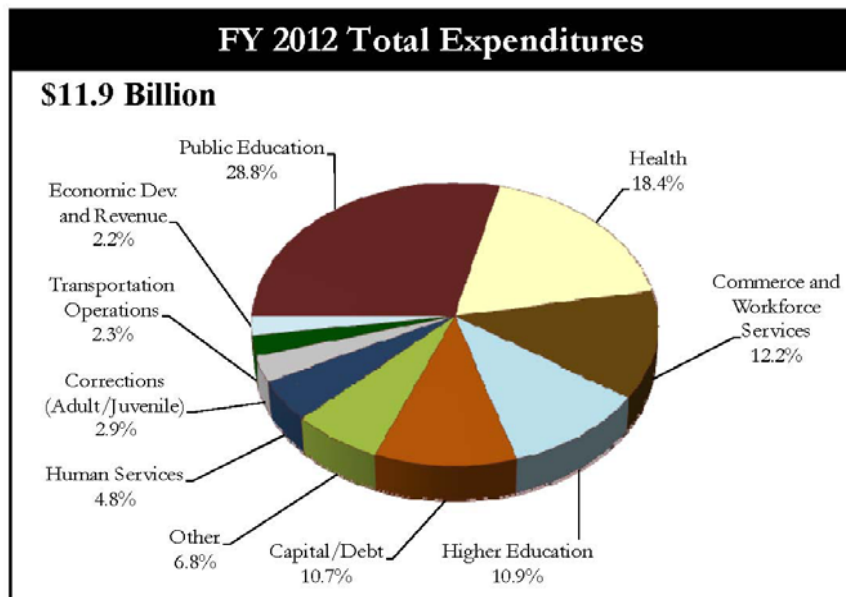
FrontLines 2015 and Regional Connectivity

TRAX to FrontRunner Connection at North Temple



Transportation Spending: Two Different Perspectives

State of Utah

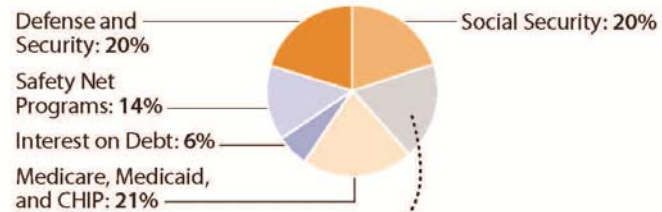


8% of the State of Utah budget is spent on transportation

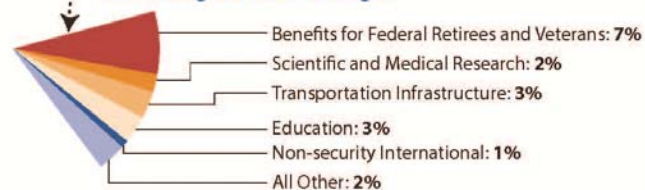
Federal Spending

POLICY BASICS | WHERE DO OUR FEDERAL TAX DOLLARS GO?

Most of Budget Goes Toward Defense, Social Security, and Major Health Programs



Program Areas in the Remaining Fifth of the Budget



Source: 2010 figures from Office of Management and Budget, FY2012 Historical Tables.
Note: Percentages may not total 100 due to rounding.

Center on Budget and Policy Priorities | cbpp.org

3% of the Federal budget is spent on transportation and infrastructure

■ Safety net programs kept approximately 15 million Americans out of poverty in 2005 and reduced the depth of poverty for another 29 million people.

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

Building
The Future We Want

Challenge and Opportunity

What is slowing the fastest growing sector in the nation. Growth brings benefits and challenges.

- Two-thirds of the buildings that will exist in 2040 have not yet been built.
- Total construction is now development will approach \$700 billion.
- More than 900,000 growth-related residential units will be constructed by 2040 (over 180,000 new single-family homes will be required, reduced or increased).
- Nearly 1.9 billion square feet of new and rebuilt space will be needed to accommodate the projected 2.7 million jobs we'll have by 2040.
- If we continue current patterns of development, municipalities will incur far more than \$100 billion in additional expenses, beyond regional revenues.
- The Wisconsin from has limited land available for development, and building more to serve widely dispersed populations will become increasingly impractical.

Source: SmartSource | Nelson/Ackerson/Partners | U.S. Dept. of Agriculture, Housing, Community & Development

Growth Principles for a Bright Future

When you join together—anticipating the best and required regions of our land and transportation—there are critical driving forces: environmental, financial, neighborhood, and a projected population of over 40 million people, diversified through economic public input and supported by research efforts to create a common framework for the future.

Efficient Infrastructure

Planning involves infrastructure and building more compactly and completely creates no green space, less taxpayer dollars and less land use. It is a key to the future of our nation.

Regional Mobility (Transportation Choice)

We need a diversified transportation system, more transportation options, and jobs and services that are accessible to all. It is a key to the future of our nation.

Coordinated Planning

Local land use planning and regional transportation investments are critical to our future. Transportation planning is a coordinated, flexible and committed and long-range effort.

Planning Choice

Transportation planning is a coordinated, flexible and committed and long-range effort. It is a key to the future of our nation.

Growth Principles Come to Life

- We celebrate success and honor the past
- We stay humble, innovative, and creative
- We share ideas to move the clock forward
- Support innovation and entrepreneurship
- We provide more learning options for all students
- We protect our environment
- We protect local food production
- We embrace technology and security

Health and Safety

Other than our schools, restaurants, entertainment, and us, our last frontier has to be helping and taking care of and during this. These events also provide different space for emergency services. Both and access to more primary health care services.

Regional Economic

Strong transportation investment and local businesses are important to our economy. Investment in both sectors puts them on track to be our primary for our families and grow our deficit to our region.

Regional Collaboration

Build trust, relationships, sharing, and mutual respect. Making progress in common interests and encourage positive social change.

Sector of Community

Lead and use transportation resources that preserve our local heritage while embracing diversity and our community. We keep our communities alive, beautiful and together.

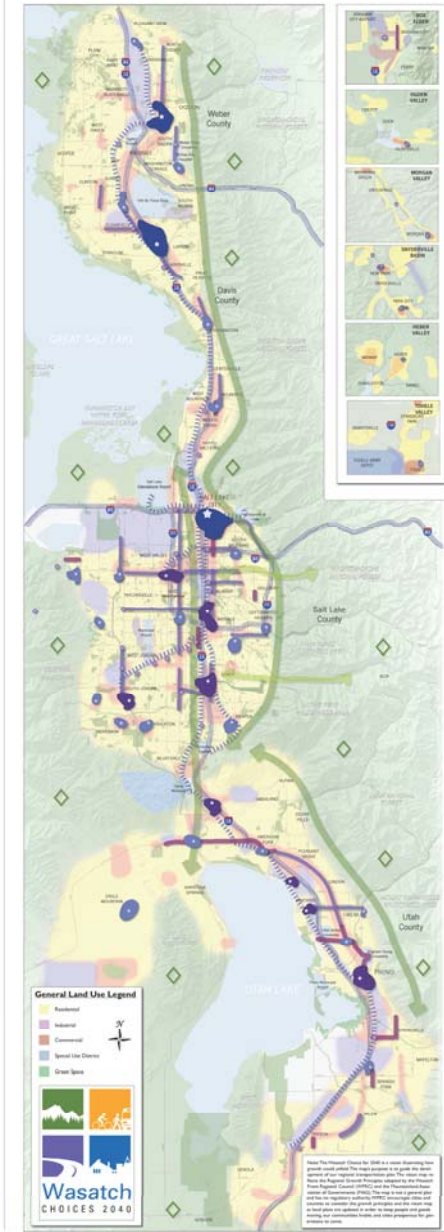
Environment

Preserving and enhancing our natural beauty and quality of our environment helps to grow our health, safety, and quality of life for us and growth. Conserving natural energy and other resources is a goal for the environment and our community.

[illegible]

The Greater Wasatch Region Vision for 2040

The Greater Wasatch area is one region, stretching from Weber County south to Utah County and from Tooele County east to the Wasatch Back. We compete economically with other regions, comprise one job and housing market, and share the same air and water. Where and how we shape tomorrow's neighborhoods, communities, and economic centers within our region will dramatically affect the quality of our lives, including how much time and money we spend getting around, the quality of the air we breathe, and the choices we have available to live, work, shop, and play.



Wasatch
CHOICE for 2040



Highlights

Vision Benefits:

The *Wheaton* Outcome for 2006 is a vision for how growth should unfold in our region (defined as the United States and Canada) as a group of various projects in the future; the *Wheaton* Choice for 2006 outlines immediate benefits:

- 75% more of our growth occurs in markets/communities that we currently have going through economic downturns so that we can plan, shop, stop and learn
- 85% more of our growth occurs through self-made activity than we're currently built, increasing customer commitment and raising the level of selling interaction
- per household event cost could increase by 47% compared to existing marketing programs more affordable and creating increased transportation options
- over the next 10 years, 38 more square miles converted to suburban and urban areas
- average regional growth opportunities with benefits ranging from low-cost activity and more valuable future to more highly produced food and increased opportunities for recreation

[illegible]

1 **Metropolitan Center**
Metropolitan Center is a 100-acre development along the I-405 corridor in the San Fernando Valley. The project includes a new 100,000-sq-ft office building, a 100,000-sq-ft retail building, a 100,000-sq-ft hotel building, a 100,000-sq-ft parking garage, and a 100,000-sq-ft transit station. The project is currently under construction and is expected to be completed in 2015.

2 **Union Center**
Union Center is a 100-acre development in the heart of downtown Los Angeles. The project includes a new 100,000-sq-ft office building, a 100,000-sq-ft retail building, a 100,000-sq-ft hotel building, a 100,000-sq-ft parking garage, and a 100,000-sq-ft transit station. The project is currently under construction and is expected to be completed in 2015.

3 **Trans Center**
Trans Center is a 100-acre development in the heart of downtown Los Angeles. The project includes a new 100,000-sq-ft office building, a 100,000-sq-ft retail building, a 100,000-sq-ft hotel building, a 100,000-sq-ft parking garage, and a 100,000-sq-ft transit station. The project is currently under construction and is expected to be completed in 2015.

4 **Business Community**
Business Community is a 100-acre development in the heart of downtown Los Angeles. The project includes a new 100,000-sq-ft office building, a 100,000-sq-ft retail building, a 100,000-sq-ft hotel building, a 100,000-sq-ft parking garage, and a 100,000-sq-ft transit station. The project is currently under construction and is expected to be completed in 2015.

5 **Plaza Business Community**
Plaza Business Community is a 100-acre development in the heart of downtown Los Angeles. The project includes a new 100,000-sq-ft office building, a 100,000-sq-ft retail building, a 100,000-sq-ft hotel building, a 100,000-sq-ft parking garage, and a 100,000-sq-ft transit station. The project is currently under construction and is expected to be completed in 2015.

6 **Midtown Community**
Midtown Community is a 100-acre development in the heart of downtown Los Angeles. The project includes a new 100,000-sq-ft office building, a 100,000-sq-ft retail building, a 100,000-sq-ft hotel building, a 100,000-sq-ft parking garage, and a 100,000-sq-ft transit station. The project is currently under construction and is expected to be completed in 2015.

[illegible]

Utah's Collaborative Environment



**Envision
Utah** How we grow matters.





Current HSR Planning in Utah

1. State Rail Plan Development
2. Out-state Visioning
 - Partnering with Envision Utah
3. Inclusion of HSR Corridors in Statewide Long Range Transportation Plans
 - Follow up with Corridor/Environmental Studies
4. Continue Focus on FrontRunner

Current HSR Planning in Utah

- **Continue the Multi-State Regional Collaboration**


- Making the Case

- Population Growth...
 - Economic Development...
 - Regional Market Connections...





Population Growth

- US expected to grow to 500 million people by 2050
 - From 2000-2030: Top 5 fastest growing states
 - Nevada, Arizona, Florida, Texas, and Utah.
 - 88% of the nation's growth will occur in the Southern and Western States. (U.S. Census)
 - From 2005-2060
 - Current population of Utah is 2.8 million people.
 - 2060 population of Utah will be 6.84 million people or greater.
 - Utah's population will be more than double.
 - From 2008-2028
 - Current population of Nevada is 2.78 million people.
 - 2028 population of Nevada will be 4.11 million people.
- 

Economic Development

Line	Total Development	Estimated Transit Induced	% Transit Induced
North/South	\$ 3,967,135,572	\$ 2,287,820,272	58%
University Line	\$ 730,050,000	\$ 346,550,000	47%
University Campus	\$ 905,751,289	\$ 314,340,038	35%
West Valley*	\$ 204,400,000	\$ 64,900,000	32%
Frontrunner North	\$ 250,000,000	\$ 250,000,000	100%
Total	\$ 6,057,336,861	\$ 3,263,610,310	54%
To be Built			
Sugarhouse Estimate	\$ 405,000,000	\$ 400,000,000	99%
Analysis In Progress			
Mid-Jordan LRT			
To be Built			
Airport			
Draper			
Frontrunner South			
* Includes constructed and planned			

Economic Development

- Air Quality and Economic Development is becoming a key defining issue in Utah



Regional Market Connections

- Intermountain West: appropriate city to city distances

WHSR City Pair Distances

Departure City	Arrival City	Distance (miles)
Los Angeles	Las Vegas	265
Los Angeles	Phoenix	373
Las Vegas	Salt Lake City	424
Las Vegas	Phoenix	299
Salt Lake City	Denver	536
Salt Lake City	Reno	519



The Market is Right for HSR in Utah and the West!!

- Population growth is coming, we need to plan for it
- HSR can be a tool for economic growth
- Appropriate city pair distance
- Significant freight benefits for HSR



THANK YOU

Matt Sibul, Chief Planning Officer
Utah Transit Authority