



# Transit-Oriented Development (“TOD”)

Utah Transit Authority – Paul Drake

# What is TOD?



# Characteristics of TOD



- **Walkable**
- **Compact**
- **Mixed-Use**
- **Frequent Transit Service**



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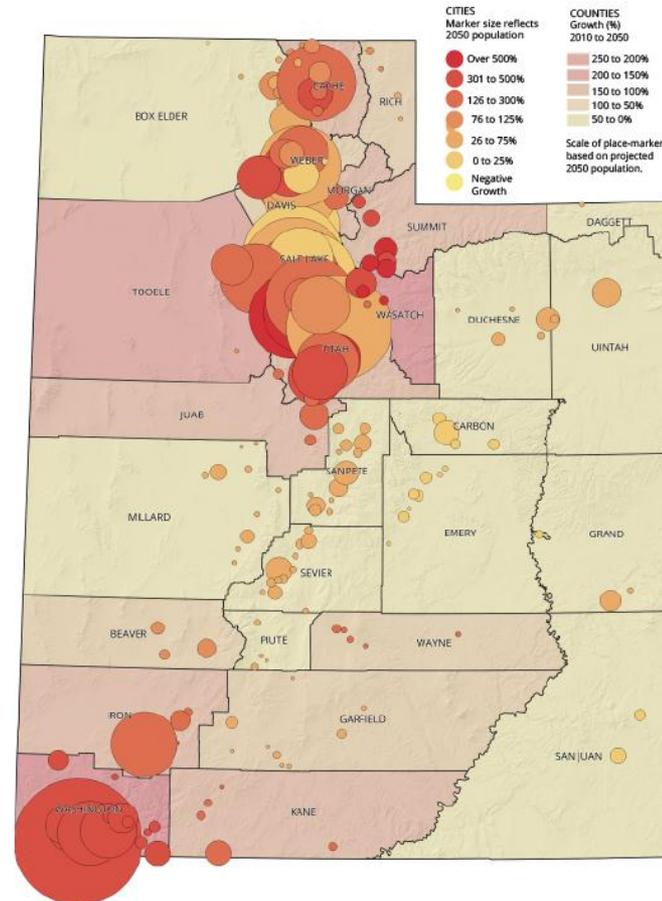
# What does TOD mean for Utah?

# TOD in Utah



- Utah is one of the fastest growing states in the nation
- We will nearly double our population by 2050.

Figure 5: Heat Map of Population Growth Through 2050



Source: Utah AGRC, GOME, Utah Foundation analysis.

# TOD in Utah



## Wasatch Choice for 2050

- **3% Strategy**
  - 33% of growth on 3% of the developable land

# State of Utah Legislative TOD Efforts



## 2010 – SB 272

- Enabled UTA to enter into joint venture partnerships with private developers
- Developer contributes 25%+ of UTA land value



# UTA's TOD Goals



- **Increase Ridership**
- Support the regional vision
- Support local communities by:
  - returning property to tax rolls
  - spurring economic development
- Reduce traffic congestion
- Improve air quality
- Generate revenue

# TOD Process



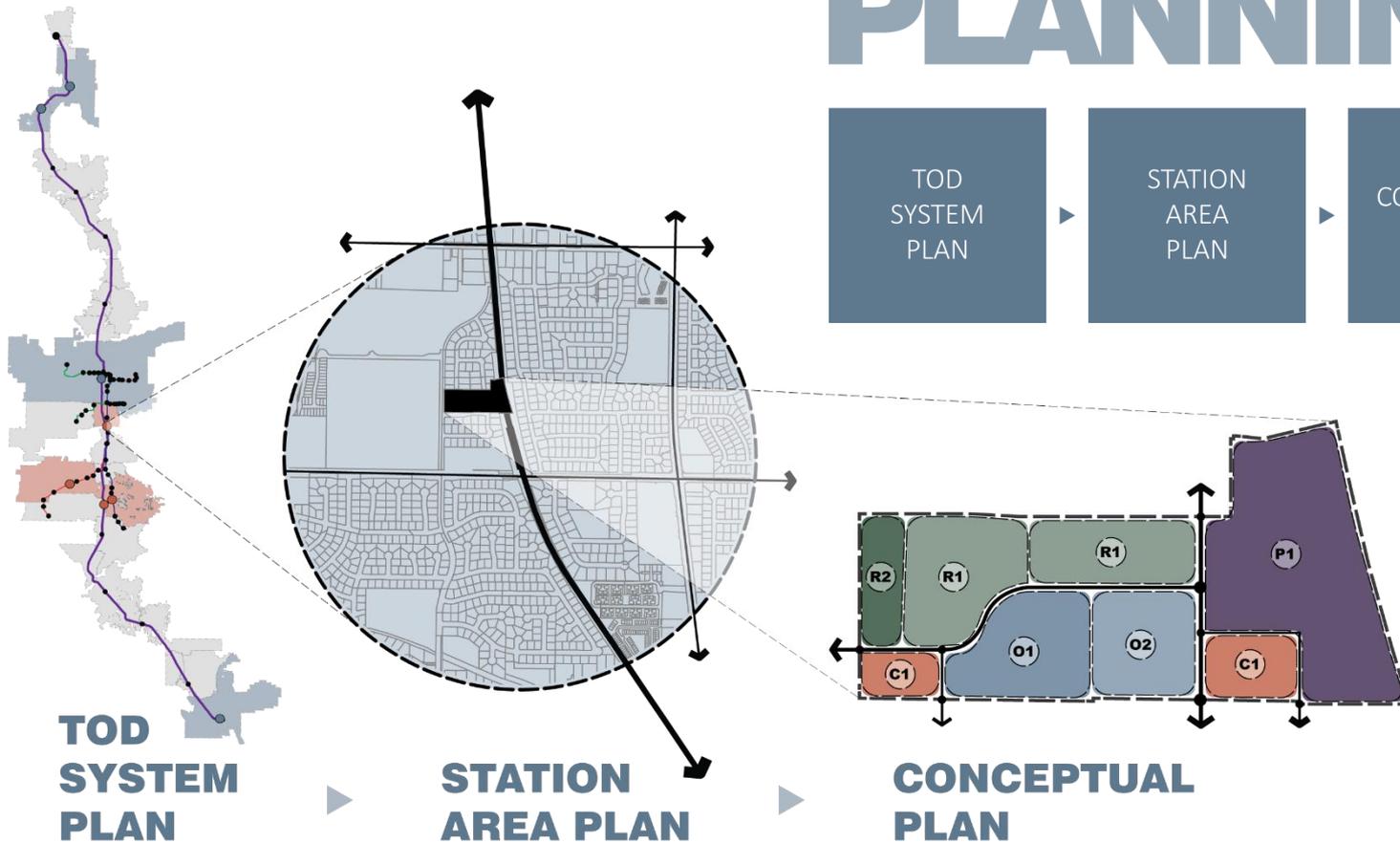
## PLANNING IMPLEMENTATION MGMT



# TOD Planning



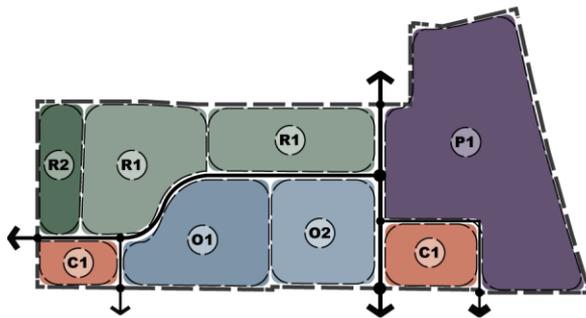
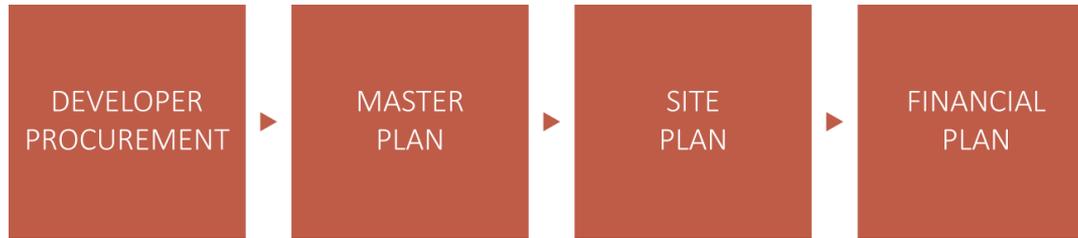
## PLANNING



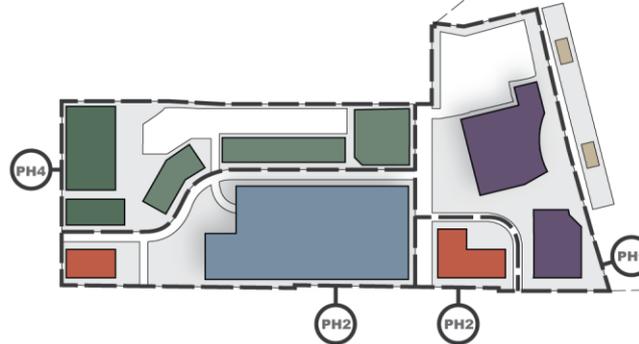
# TOD Implementation



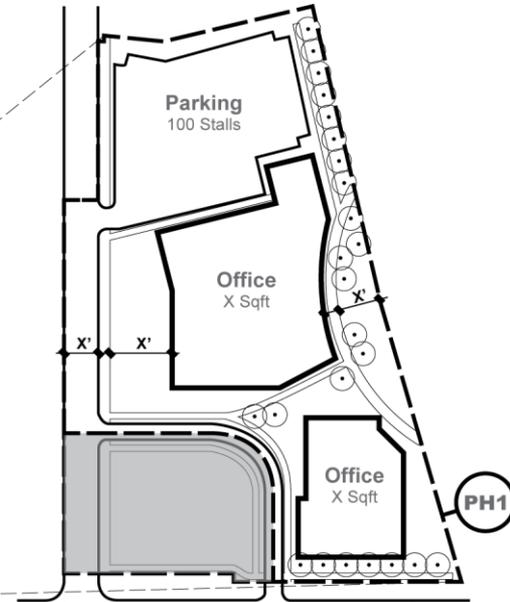
## IMPLEMENTATION



**DEVELOPER  
PROCUREMENT**



**MASTER PLAN**



**SITE PLAN**

# TOD Management



# MGMT

CONSTRUCTION  
MANAGEMENT

PROPERTY  
MANAGEMENT



# Active UTA TOD Projects



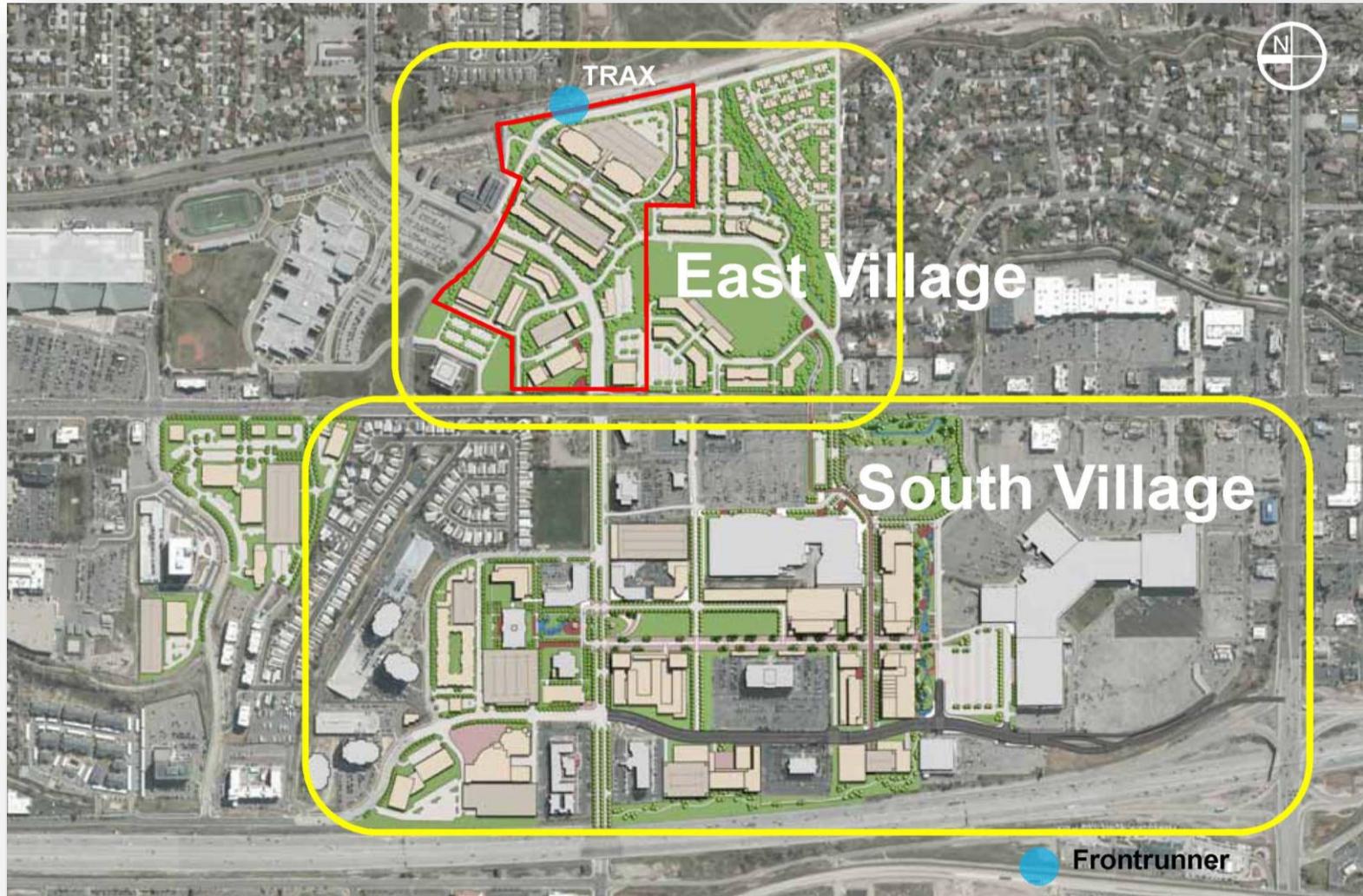
- 1) **Sandy Civic Center Station (“East Village”)**
- 2) **Jordan Valley Station (“Novi”)**
- 3) **South Jordan FrontRunner Station (“SoJo Station”)**
- 4) **3900 South Meadowbrook TRAX Station**
- 5) **Provo Intermodal Center**

# Active UTA TOD Projects



<b>Residential</b>	<b>800 units</b>
<b>Office</b>	<b>600,000 sf</b>
<b>Retail</b>	<b>50,000 sf</b>
<b>Hotel</b>	<b>192 rooms</b>

# THE CAIRNS - Sandy City 30-yr Plan



# The East Village – Sandy Civic Ctr



# The East Village – Phase I



# The East Village – Phase II



# The East Village – Phase IV



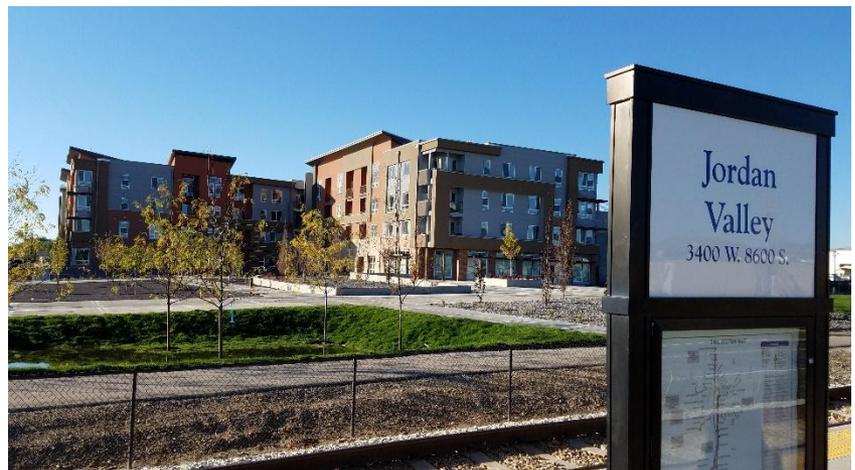
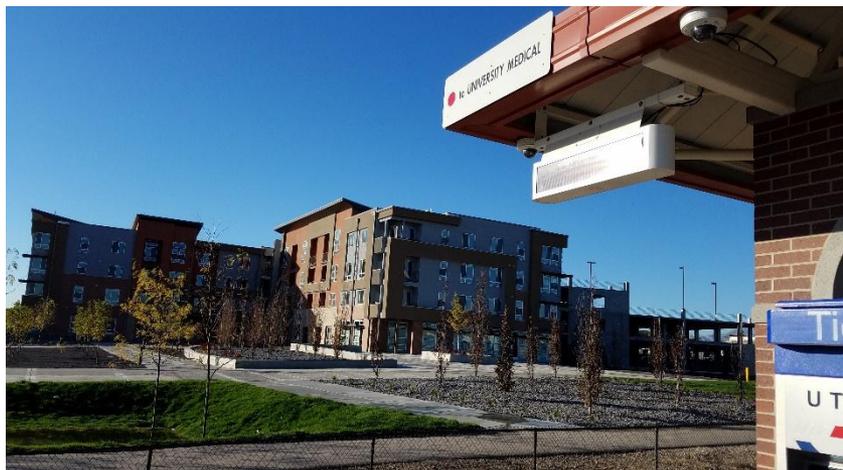
# The East Village



# Jordan Valley TOD



# Jordan Valley TOD



# South Jordan Station TOD



- **OFFICE: 360,000 sf**
- **HOTEL: 192 rooms**



# South Jordan Station - Office



# South Jordan Station - Hotel



# South Jordan Station TOD





## Paul Drake (TOD Department Manager)

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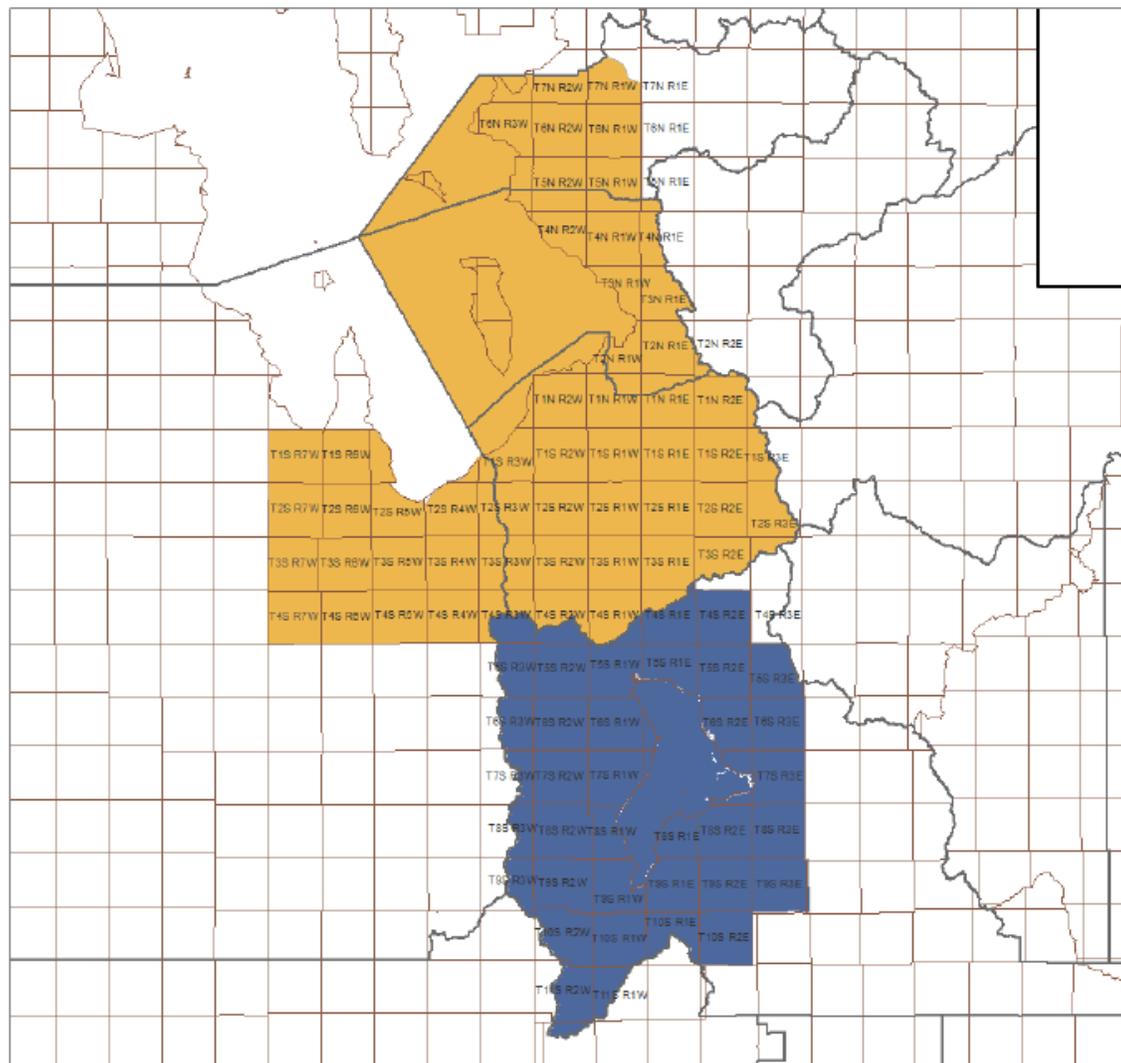
# Air Quality Committee – DAQ Update

- Ozone area designation recommendations submitted September 29, 2016
- PM2.5 “serious” reclassification and new deadline for SIP anticipated in December
- VW settlement finalized September 30, 2016

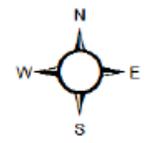
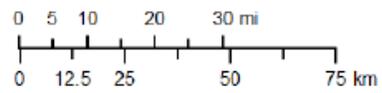


# 2015 8-hour ozone standard area designation recommendations

- Northern Wasatch Front nonattainment area:
  - All of Salt Lake County
  - All of Davis County
  - Portions of Weber County (west of Wasatch Mountains)
  - Portions of Tooele County
- Southern Wasatch Front nonattainment area:
  - Portions of Utah County
- Uinta Basin nonattainment area:
  - Portions of Duchesne and Uintah counties under state jurisdiction (not under EPA or tribal jurisdiction) and below 6,000 feet in elevation
- More information: <http://deq.utah.gov/Pollutants/O/ozone/docs/2016-10-Utah-Ozone-Designation-Recommendation-Staff-Analysis.pdf?v=2>

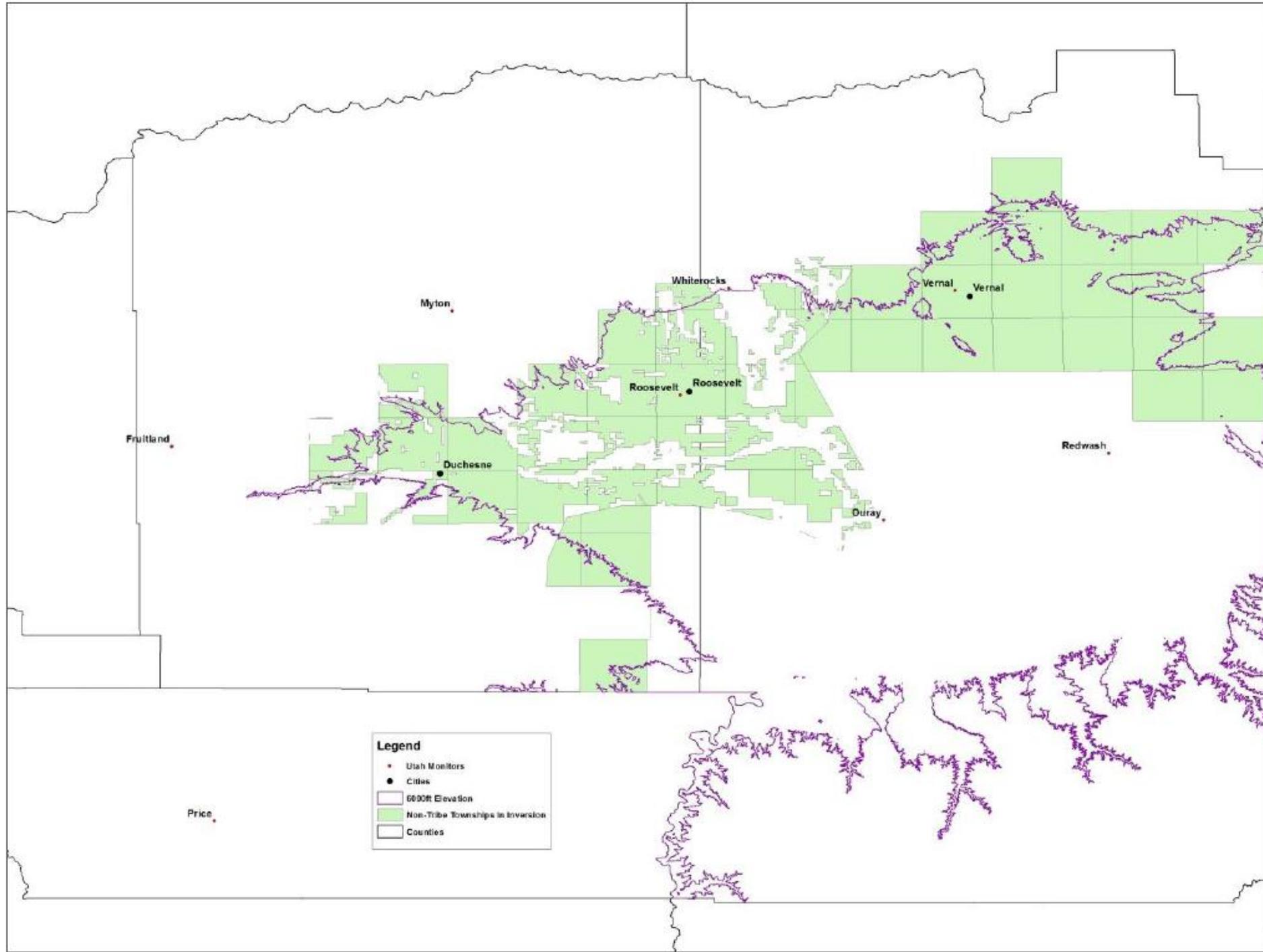


-  State Boundaries
-  County Boundaries
-  Township & Range



**Proposed Ozone Nonattainment Areas**

-  Northern Wasatch Front
-  Southern Wasatch Front



# PM 2.5 reclassification

- No violations in 2015, but violations in early-2016; abandoned our petition for a one-year extension of “moderate” status
- EPA was required to reclassify by July 1
  - Missed deadline because they hadn’t finalized implementation rule
  - Implementation rule finalized in August
- Reclassification to “serious” and new SIP deadlines anticipated in December

# VW Partial Consent Decree



- DOJ has proposed a settlement with VW – lodged in the U.S. District Court for the Northern District of California on June 28, 2016
  - Published in Federal Register July 6, 2016
  - 30-day public comment period before final approval by the court
  - Comments were due August 5, 2016
  - Finalized September 30, 2016
- Proposed settlement *partially* resolves alleged violations of the Clean Air Act by the sale of approximately 500,000 model year 2009-2015 2.0 liter Diesel engines equipped with "defeat devices"(software designed to cheat on federal emissions tests)
  - Allegations were set forth in a complaint filed by the U.S. on January 4, 2016 on behalf of EPA
  - "Partial" settlement because it only addresses 2.0 liter cars; other larger vehicles still to be addressed
  - The major pollutant at issue is NOx: up to 40 times EPA-compliant levels during normal on-road driving conditions

# Under the proposed settlement, VW must:

- Remove from commerce or perform emissions modification on 85% of affected 2.0 liter vehicles
- Offer every owner/lessee the option of a buyback or lease termination
- Offer owners the option of the modification (if VW submits a proposal for modifying the vehicles)
  - VW estimates the cost of accomplishing these actions plus two related settlements (FTC and class action) to be up to \$10.033 billion
- Invest an additional \$2 billion to promote zero emission vehicles (ZEVs)
- Pay \$2.7 billion into a mitigation fund to fully remediate the excess NOx emissions

# Eligible Mitigation Fund

- \$2.7 billion mitigation fund to reduce emissions of NOX where 2.0 liter diesel VWs were, are, or will be operated
- Beneficiaries to be states, territories, and tribes
- Under the proposal, Utah will receive \$32,356, 471 to be used for eligible mitigation actions
- Timeline and requirements:
  - Final settlement anticipated this fall
  - Trustee selection anticipated by mid-2017; trust established thereafter
  - Governor in each state must appoint a lead agency: DEQ in Utah
  - Must be spent or obligated within 10 years of the trust effective date
  - Remainder will be reallocated among beneficiaries who have spent/obligated 80%



# Eligible Mitigation Actions

- Class 8 local freight trucks and port drayage trucks (large trucks)
- Class 4-8 school bus, shuttle bus, or transit bus
- Freight switchers
- Ferries/Tugs
- Ocean going vessels (OGV) shorepower
- Class 4-7 local freight trucks (medium trucks)
- Airport ground support equipment
- Forklifts **and port cargo handling equipment**
- Light-duty zero emission vehicle supply equipment (e.g., electric vehicle charging stations)
- Diesel Emission Reduction Act (DERA) program non-federal **voluntary match**



# Utah Comments:

- Generally supportive of DOJ's approach and mitigation fund eligible actions
- Recommended two modifications to eligible actions:
  - Adding direct support for commuter locomotive repower or replacement
    - Current locomotives emit 6 times more NOx and 8 times more PM than Tier 4
  - Eliminating or expanding 15% cap for light-duty zero emission vehicle supply equipment (again, EV charging stations)



# Mitigation Plan:

- UDEQ will have 30 days after Trust Beneficiary designation to make public a Mitigation Plan to include:
  - Overall goal for use of funds;
  - Categories of Eligible Mitigation Actions (EMA) that will be targeted;
  - Preliminary breakdown of funding for each type of EMA;
  - Impact of selected EMAs on air quality in areas with a disproportionate share of the air pollution burden within jurisdiction;
  - Expected emissions reductions
- July/August of 2017 is anticipated date for submittal by UDEQ

# Availability of Funds:

- No more than one-third of allocation will be available during the first year and two-thirds during the first two years
- Beneficiaries may submit funding requests at any time
- Funding request requirements include:
  - Project management plan including detailed budget and an implementation and expenditures timeline
  - NOx reductions
  - Impacts of NOx reductions on communities
  - Certification that all vendors will be selected in accordance with state procurement laws;
  - Detailed cost information from vendors on expenditures exceeding \$25,000
- Trustee has 60 days to act on the request



# UDEQ Approach:

- Evaluate inventory of EMAs to determine projects that will result in highest NOx reductions in the most cost-effective way
- Develop multiple potential scenarios
- Determine stakeholder/public input process

