

The Depot District Clean Fuels Tech Center has been identified by both the Wasatch Front Regional Council (WFRC) and Utah Transit Authority (UTA) as a critical need to:

- significantly expand public transportation services in Salt Lake and Davis Counties
- allow UTA to increase its fleet of clean fuel buses

Without the new facility, service increases and clean fuels bus fleet expansion in the most densely populated part of the Salt Lake Valley are not possible due to capacity and infrastructure constraints of existing facilities. Our vision for this property not only includes the relocation of an outdated and over capacity bus garage, but also the creation of a robust interconnected campus that defines transit-oriented-development (TOD), provides office jobs and high-tech job training, promotes mixed-use residential, and catalyzes innovative economic development.



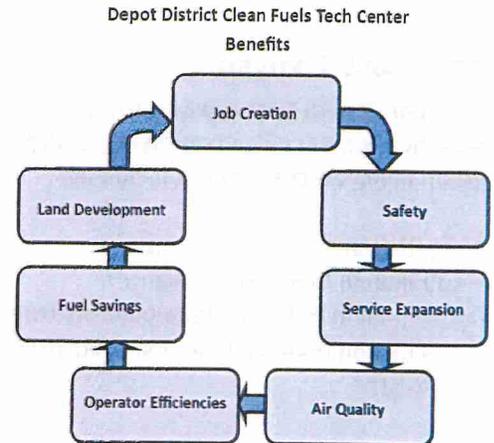
Introduction

The Depot District Clean Fuels Tech Center is necessary to meet service needs as identified by the Regional Transportation Plan (RTP) and expand UTA's fleet of clean fuels buses using locally obtained alternative fuels such as Compressed Natural Gas (CNG) and electric power.

Additionally, UTA is the largest single land holder in Salt Lake City's Depot District, with about 25 acres of developable land on parcels adjacent to the Salt Lake Central intermodal hub. This land is the most transit-rich served part of our entire public transit district, with FrontRunner commuter rail, TRAX light rail, 15 bus routes, and GreenBike connections. Transportation services also include Greyhound bus and Amtrak, connecting the area to regional and national destinations. The Depot District Clean Fuels Tech Center will not only spur job creation and stimulate transit-oriented and economic development in the surrounding area, but also improve regional air quality and promote public health by providing more sustainable transit options.

Project Benefits

- Replaces the existing aging and undersized bus maintenance facility
- Saves over \$500,000 annually through increased O & M efficiencies and reduced utility costs
- Provides the ability to expand bus service by immediately increasing capacity to house 150 alternative and standard fuel buses to meet short-term and 2040 needs
- Reduces air pollution and traffic congestion through increased public transportation ridership
- Speeds UTA bus fleet transition to alternative fuel technologies utilizing locally produced compressed natural gas and electricity
- Adds the potential for creating a public CNG fueling facility in downtown SLC
- Supports Salt Lake City's Depot District redevelopment plan by promoting neighborhood revitalization and economic development in tandem with adjacent parcels, including the current bus facility site, which are transit oriented development (TOD) supportive
- Creates long- and short-term jobs, including more than 600 full time job-years* during design and construction, as well as job training and mechanic apprenticeship possibilities



Project Outline

- Repurposes a historic rail facility
- Frees up the existing and obsolete 45-year old Central Bus Garage site for mixed-use, transit-oriented development, contributing to a more comprehensive urban renewal effort
- Utilizes green infrastructure such as solar photovoltaics to charge electric buses
- Produces a LEED certified bus facility
- Brands and catalyzes the Depot District towards sustainable development
- Becomes an integral element of Salt Lake City's master planned Depot District
- Provides classroom space for job training opportunities



UTA CNG Bus

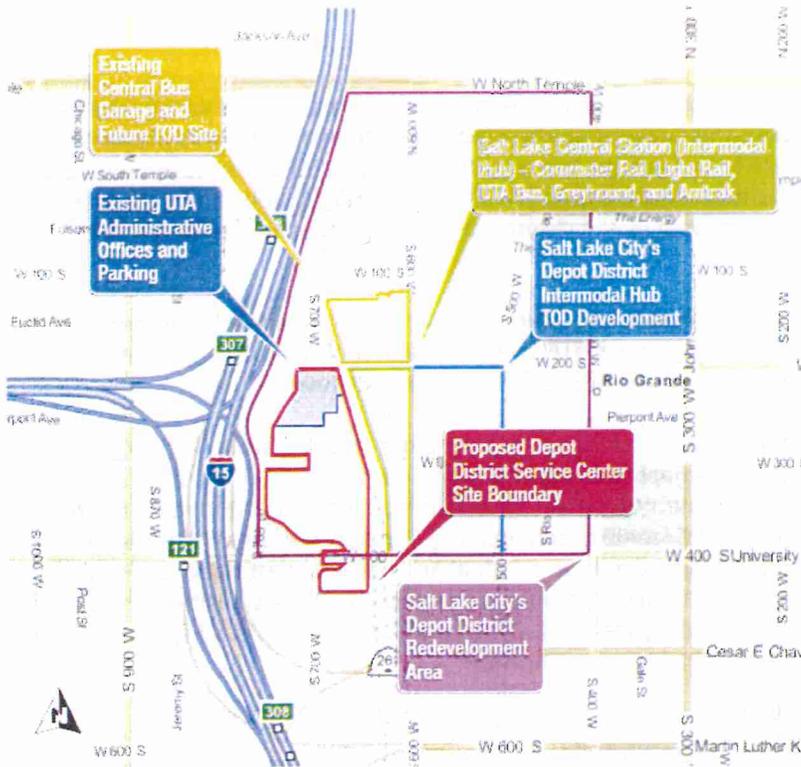
* The Executive Office of the President's Council of Economic Advisers estimates that one job-year is created for every \$76,923 of government spending (Notice of Funding Availability for the Department of Transportation's National Infrastructure Investments under the Consolidated and Further Continuing Appropriations Act, 2013).

Future North Elevation

Future South



Regional Setting



Project Budget

- A combination of local, state, federal, and private funds totaling \$52.5 million is needed to construct this innovative state-of-the-art clean fuels facility
- The Tech Center will leverage the federal State of Good Repair Fiscal Year 2010 Grant, reprogrammed STP funds, and local investments

Dollars in Millions (2017 \$'s)

| | |
|-----------------------------|----------|
| Construction | \$ 40.2 |
| Soft Costs, Permits & Fees | \$ 2.4 |
| Environmental, LEED & Solar | \$ 7.9 |
| Equipment, Admin, Misc. | \$ 9.0 |
| Contingency | \$ 2.0 |
| <hr/> | |
| UTA Land Sale | \$ (5.0) |
| Awarded CMAQ and STP Funds | \$ (4.0) |
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| TOTAL | \$ 52.5 |

Benefit-Cost Analysis

The 40-year Benefit Cost Analysis (BCA) conducted by Zions Public Finance Inc. shows a net present value benefit of **\$1.88 for every \$1.00 in cost**. The benefit is based on life-cycle cost savings including:

Through CNG bus fleet expansion:

- \$42 million in fuel cost savings
- \$5.7 million in reduced emission costs from CO₂
- \$13 million in reduced emission costs from Criteria Air Pollutants (NO_x, PM, VOC, SO₂)

Through increased transit ridership from expanded bus service:

- \$74 million in auto fuel savings
- \$12 million in CO₂, NO_x, VOCs, PMs, and SO₂ emission cost savings
- \$97 million in increased safety (reduced auto crashes, injuries, and deaths)



Project Status

- To date, \$17 million has been invested in the development of the Depot District Clean Fuels Tech Center which includes the purchase of an 18 acre site for the facility and the construction of a CNG fueling station
- Utah Congressional members, Governor Herbert, Salt Lake City, Salt Lake and Davis Counties, WFRC, and many other local and regional stakeholders have provided written support for the project
- Environmental clearance is complete and FTA signed the Finding of No Significant Impact in June of 2012.

