

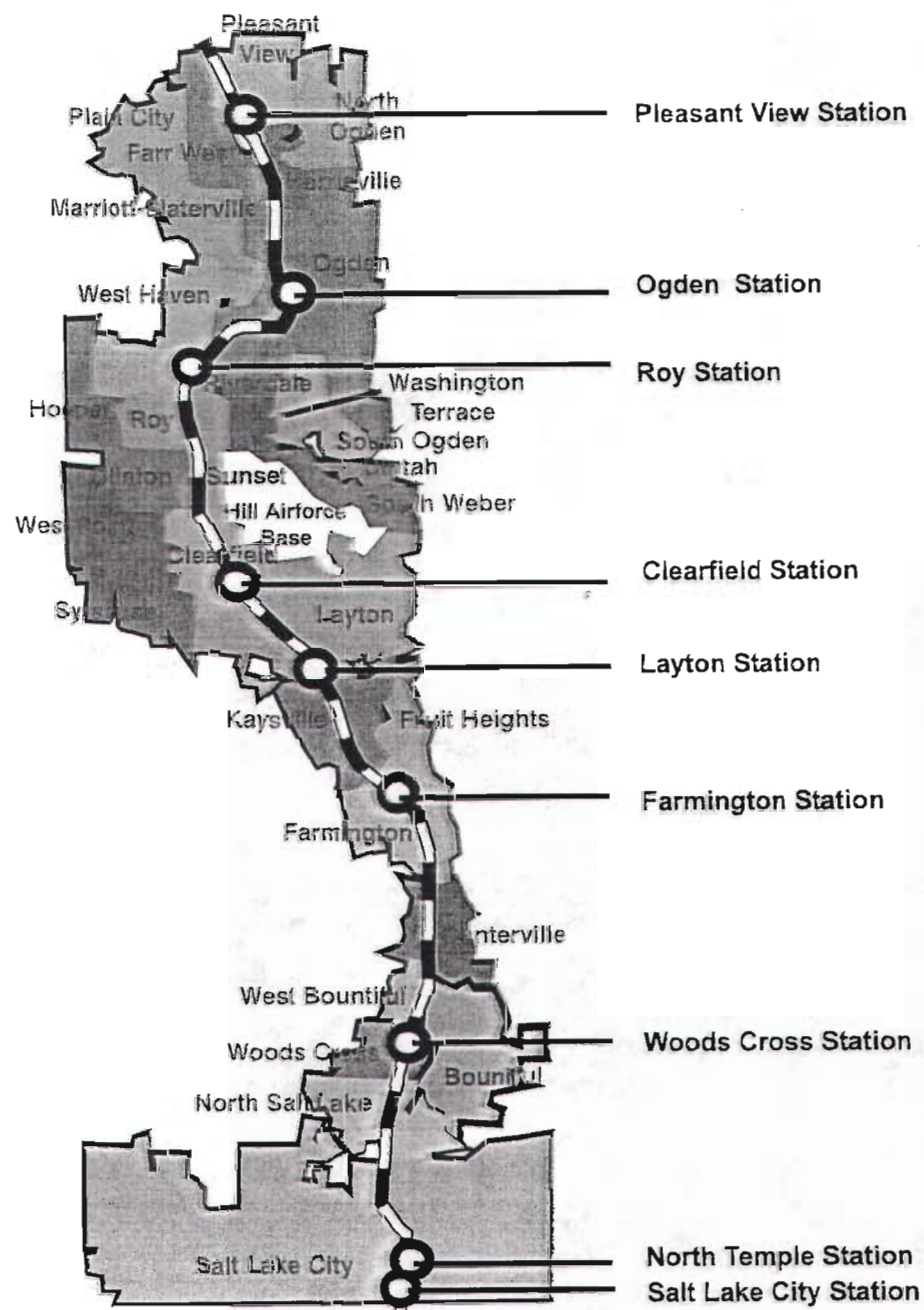
Commuter Rail – Part I: Ogden to Salt Lake City

Commuter rail service will link Pleasant View in Weber County with downtown Salt Lake City at UTA's Gateway Intermodal Terminal. Between Salt Lake City and Ogden, it will operate in a separate right of way purchased from Union Pacific Railroad. Continuing north of Ogden to Pleasant View, it will share track with UP freight operations.

Length	44 miles.
Headway(s)	20 minutes peak, 40 minutes off-peak. Half service on Saturday, no Sunday service.
Stops/stations	8 stations: Pleasant View, Ogden, Roy, Clearfield, Layton, Farmington, Woods Cross and Salt Lake City.
Parking	6700 spaces
Travel time	55 minutes from Pleasant View to downtown Salt Lake City.
Other characteristics	58 round trips per weekday. Bi-level passenger cars with level ADA boarding. System speed is 79 MPH, average speed is approximately 50 MPH.
LRP phase	Phase 1
Timeframe	FEIS is approved. Begin construction mid-2005, complete construction/open for service early 2008.
Project cost	\$541.4 million (\$114.6 local)
Operating cost	\$18 million.
Ridership, opening day	5900
Ridership, 2025	12,500
Status	LONP issued, awaiting FFGA.

# Commuter Rail

## Weber County to Salt Lake City

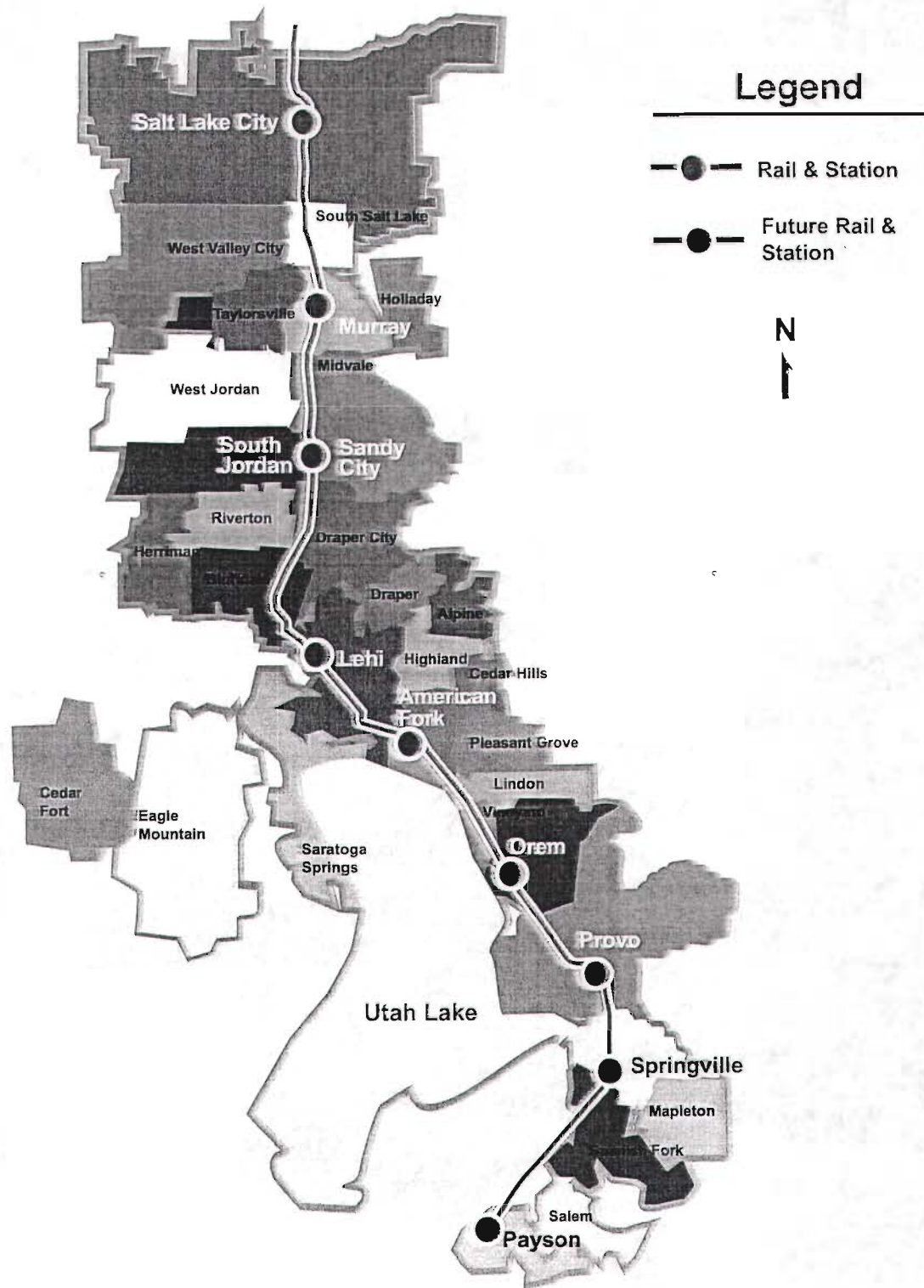


Commuter Rail – Part 2: Salt Lake City to Provo

<p>Commuter rail service will link downtown Salt Lake City at UTA's Gateway Intermodal Terminal with the Utah County Line at approximately 145<sup>th</sup> South and then on to the south end of Utah County at an undetermined location (probably Provo or Springville). It will operate in a separate right of way purchased from Union Pacific Railroad.</p>	
Length	44 miles.
Headway(s)	20 minutes peak, 40 minutes off-peak. Half service on Saturday, no Sunday service.
Stops/stations	7 stations: Murray/Midvale, Sandy/South Jordan, Draper/Bluffdale, Lehi, American Fork, Orem, Provo.
Parking	
Travel time	54 minutes from Salt Lake City to Provo.
Other characteristics	?? round trips per weekday. Bi-level passenger cars with level ADA boarding. System speed is 79 MPH, average speed is approximately ?? MPH.
LRP phase	Phase one.
Timeframe	Begin Construction: 2011. Opening Day: 2014
Project cost	\$293.6 million Salt Lake to Provo
Operating cost	\$12.8 million/yr.
Ridership, opening day	9,000
Ridership, 2025	13,000
Status	Some environmental work is being done in conjunction with Utah County I-15 study.

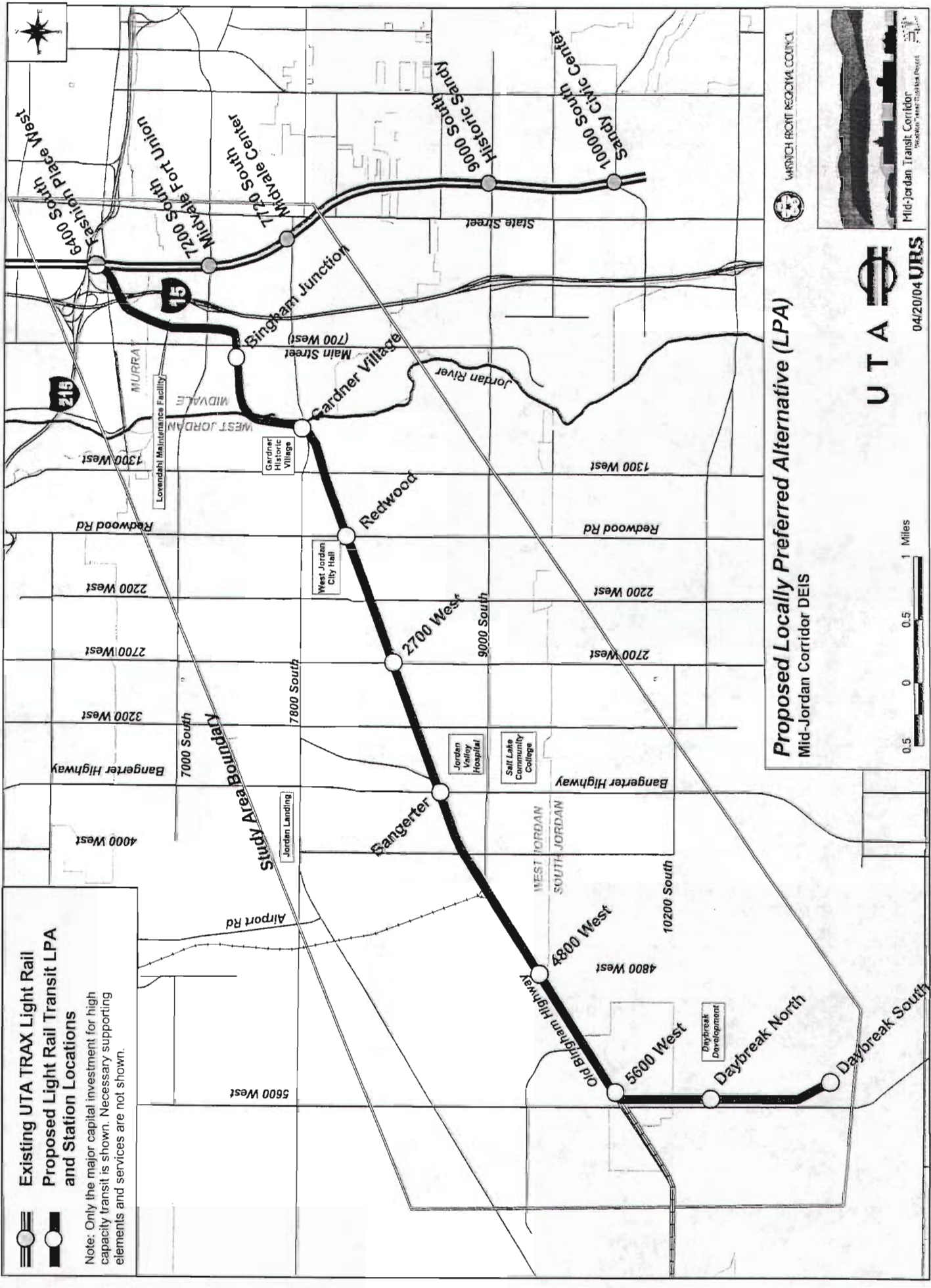
# Commuter Rail South

Salt Lake City to Utah County



### Light Rail – Mid-Jordan Line

<p>Extends East to West from the existing TRAX station at 6400 South and 200 West in Murray City, through the cities of Midvale and West Jordan, terminating near the center of the Kennecott Sunrise Development in South Jordan.</p> <p>Will serve the following types of riders:</p> <ul style="list-style-type: none"> <li>- Traditional suburban commuters (mostly going downtown)</li> <li>- Service jobs in Daybreak's commercial, retail and office developments.</li> <li>- School trips to SLCC's Bangerter Campus.</li> </ul>	
Length	10.1 miles.
Headway(s)	15 minutes. Reduced service on Saturday and Sunday.
Stops/stations	8 stations: (plus Fasion Place West on the North/South TRAX line.
Parking	3350 spaces
Travel time	minutes from end to end
LRP phase	One
Timeframe	Begin construction: 2007. Opening day: 2010.
Project cost	\$370 million
Operating cost	\$8.3 million
Ridership, opening day	6,000
Ridership, 2025	9,600
Status	Currently awaiting approval of FEIS.



WARRICK FRONT REGIONAL COUNCIL



UTA

04/20/04 URS



### Light Rail – West Valley Line

Will link Utah's 2<sup>nd</sup> largest city with the North/South TRAX line at Central Pointe Station (2100 South). The line will terminate at the West Valley City Intermodal center (a significant bus transfer hub).

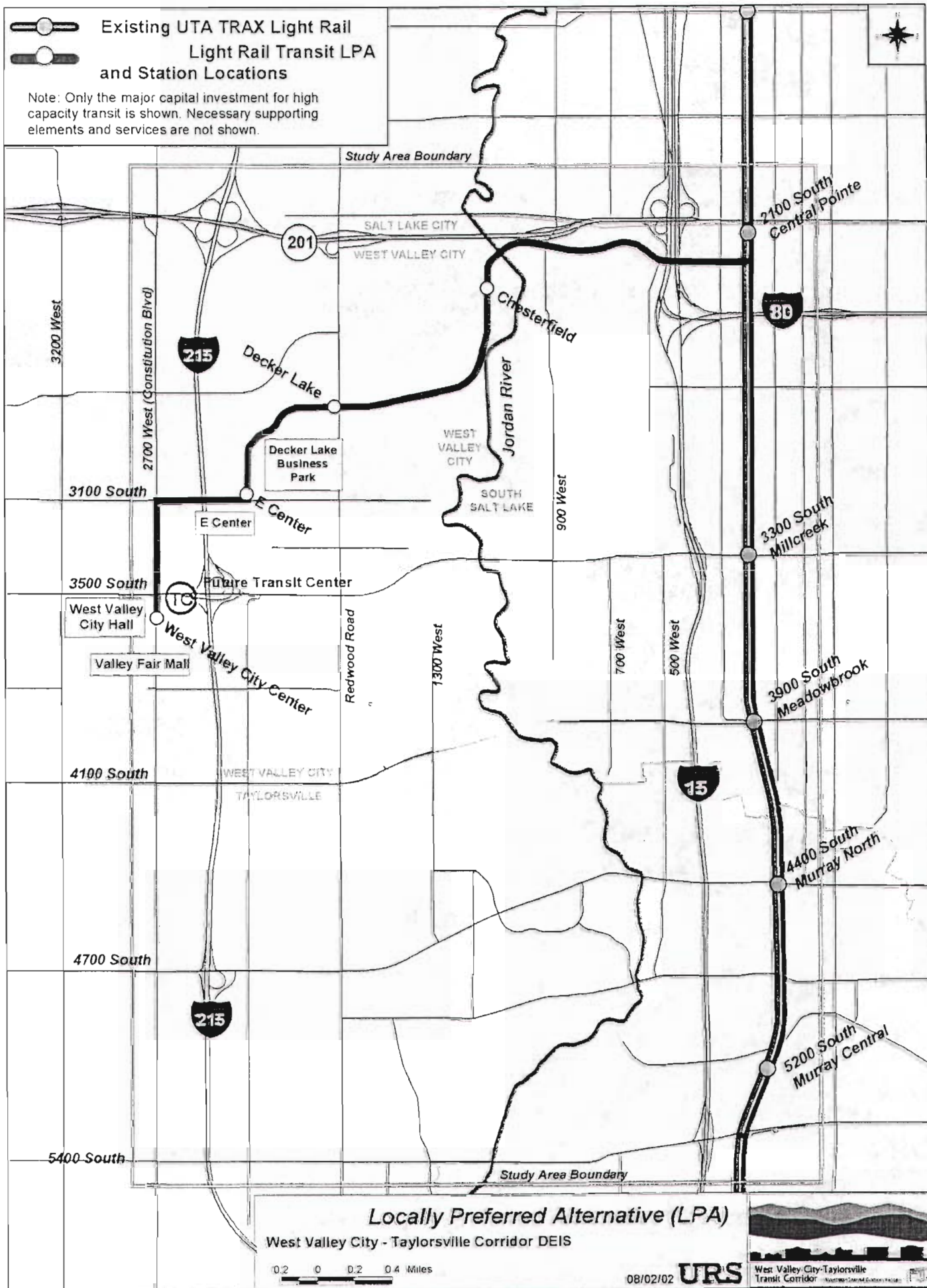
Primarily serves the following kinds of riders:

- Work and school trips to the UofU
- Special Events traffic to the E-Center.
- Work trips to the Decker Lake business park (reverse commuting).
- Traditional downtown commuting.

Length	5.1 miles.
Headway(s)	15 minutes. Reduced service on Saturday and Sunday.
Stops/stations	4 stations: (plus Central Pointe station on the North/South TRAX line).
Parking	1500 spaces
Travel time	minutes from end to end
Other characteristics	Interline with North/South TRAX and continue on to the UofU.
LRP phase	One
Timeframe	Begin construction: 2008. Opening day: 2011.
Project cost	\$250 million. (\$302m FY-2006 req.)
Operating cost	\$7.7 million.
Ridership, opening day	3,500
Ridership, 2025	5,200
Status	Working on FEIS

Existing UTA TRAX Light Rail  
 Light Rail Transit LPA  
 and Station Locations

Note: Only the major capital investment for high capacity transit is shown. Necessary supporting elements and services are not shown.



**Locally Preferred Alternative (LPA)**

West Valley City - Taylorsville Corridor DEIS

0.2 0 0.2 0.4 Miles

08/02/02

**URS**

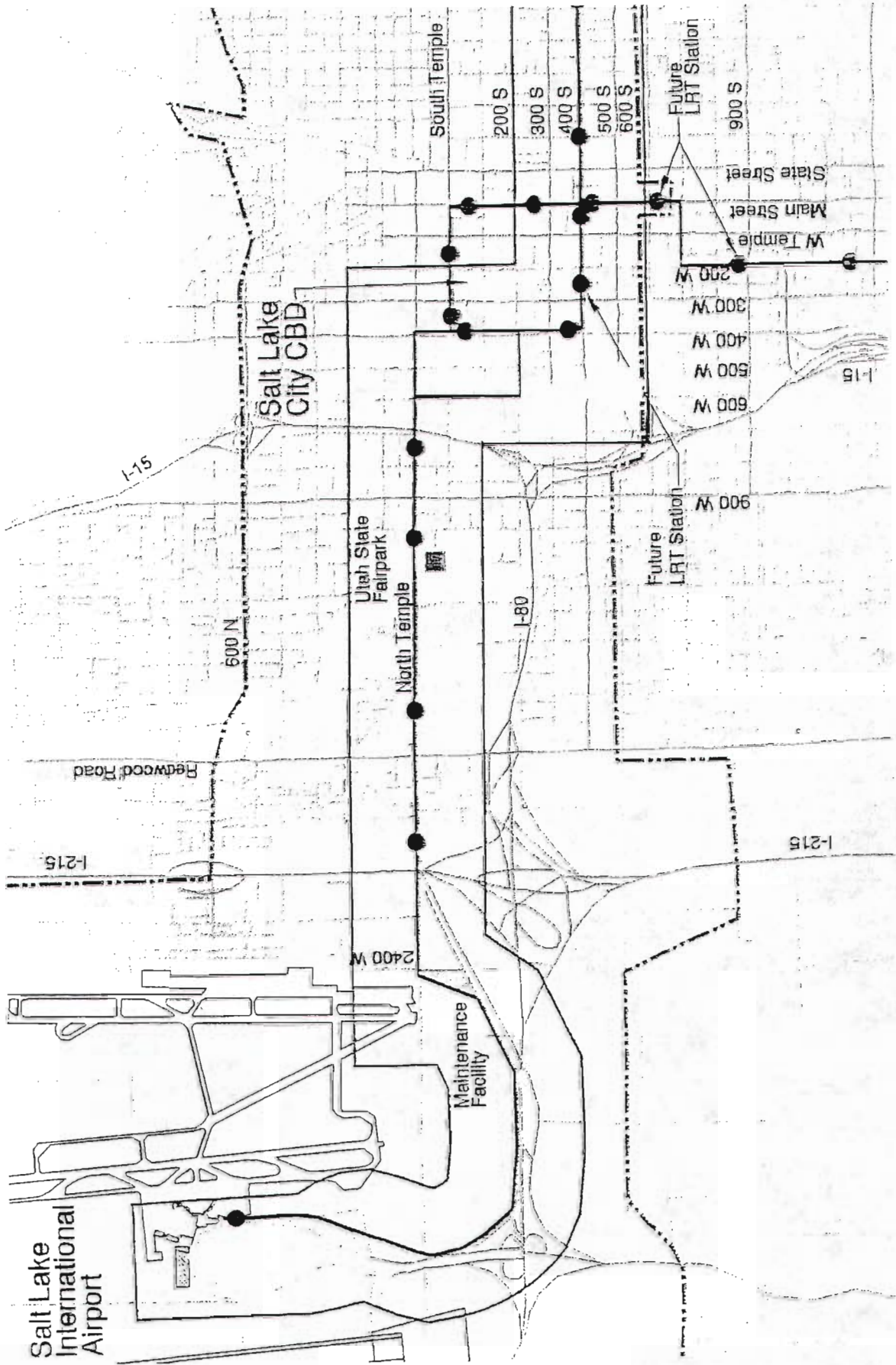
West Valley City-Taylorsville  
 Transit Corridor



Light Rail – Airport Line

The remaining 5.5 mile long Airport Light Rail Transit Line will connect the first and third largest traffic generators in the Salt Lake region, the Salt Lake City Central Business District and the Airport. It will also connect several high density, low income, and minority neighborhoods to the light rail system. Additionally, the Airport Project will provide a seamless transit connection to the airport for regional travelers through its interface with commuter rail. The system will be constructed in right-of-way owned primarily by the State of Utah and Salt Lake City.

Length	5.5 miles.
Headway(s)	? minutes. Reduced service on Saturday and Sunday.
Stops/stations	9 stations: Airport; N. Temple @ Winifred Street (approx. 1850 West); N. Temple @ Cornell (approx. 1450 West); Fairpark (approx. 1050 W.); 400 W. between S. Temple and 100 South; 400 W. between 300 S. and 400 S.; 400 S. between 300W. and 200 W.; 400 S. @ Main Street.
Parking	Shared parking.
Travel time	minutes from end to end
LRP phase	One
Timeframe	Begin construction: 2009. Opening day: 2012.
Project cost	\$250 million.
Operating cost	\$6.1 million.
Ridership, opening day	2000 (w/o 4 <sup>th</sup> South loop)
Ridership, 2025	3500 (w/o 4 <sup>th</sup> South loop)
Status	Re-evaluating the EIS.



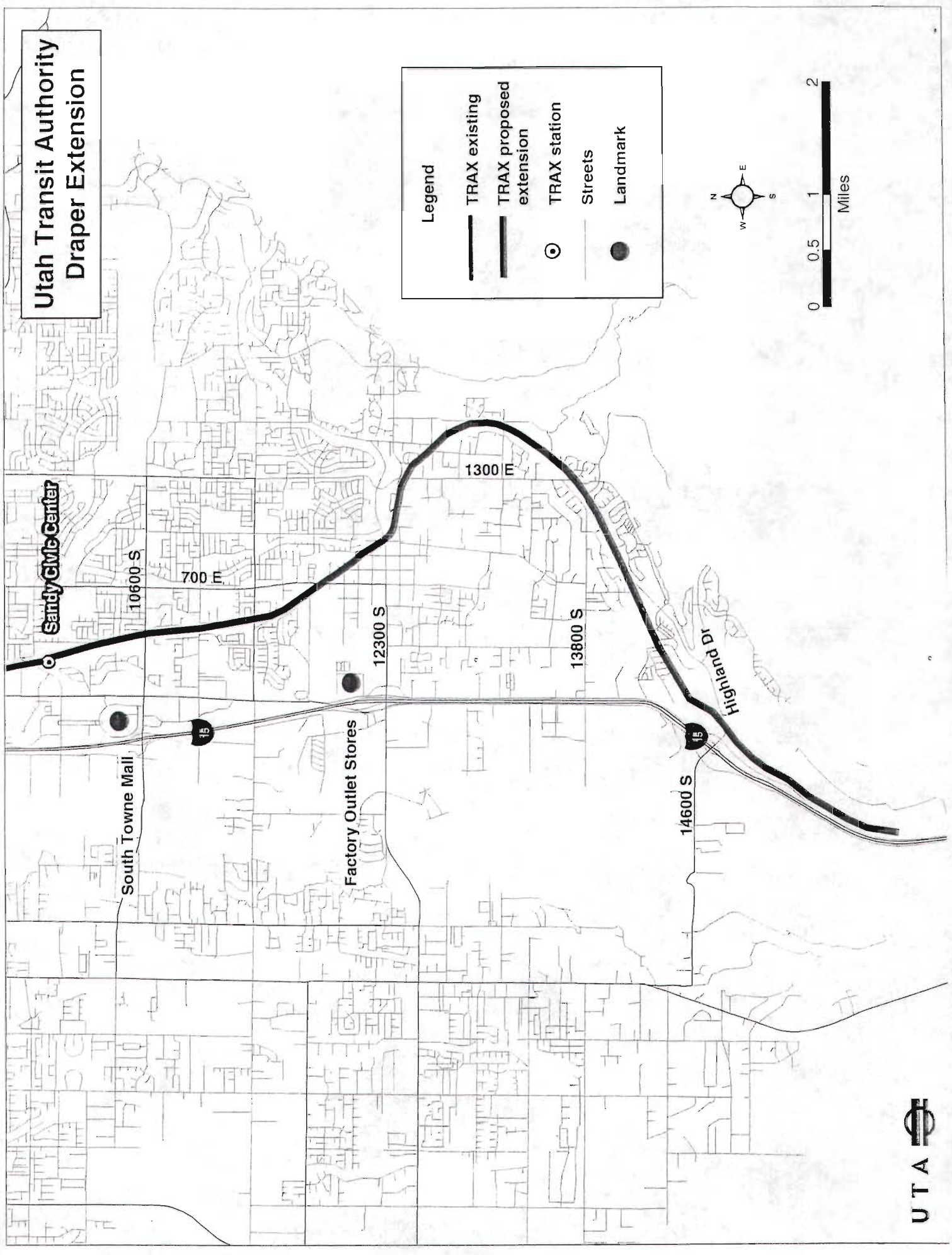
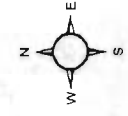
### Light Rail – Draper Extension

<p>The Draper Light Rail Transit Line is a southern extension of the existing North/South Line. The project extends the TRAX light rail system from Sandy to the city of Draper. Utilizing existing UTA-owned rail line, the seven-mile spur will run from the existing 10000 South TRAX station in Sandy to 14600 South.</p>	
Length	7 miles.
Headway(s)	15 minutes. Reduced service on Saturday and Sunday.
Stops/stations	5 stations: 106 <sup>th</sup> South; 118 <sup>th</sup> South; 124 <sup>th</sup> South; 138 <sup>th</sup> South; 146 <sup>th</sup> South.
Parking	2500 spaces.
Travel time	14 minutes from 146 <sup>th</sup> South to 100 <sup>th</sup> South.
LRP phase	One
Timeframe	Begin construction: 2010. Opening day: 2013.
Project cost	\$ 253 million.
Operating cost	\$ 8 million/yr. ???
Ridership, opening day	4000
Ridership, 2030	6000 - 8200
Status	Alternatives Analysis in progress.

**Utah Transit Authority  
Draper Extension**

**Legend**

- TRAX existing
- TRAX proposed extension
- TRAX station
- Streets
- Landmark



# SALT LAKE CITY'S CONTRIBUTION TO UTAH RETAIL SALES

## Salt Lake City Retail Sales (Sales, Services, Purchases 2004)

**Salt Lake City Total : \$4.84 billion**

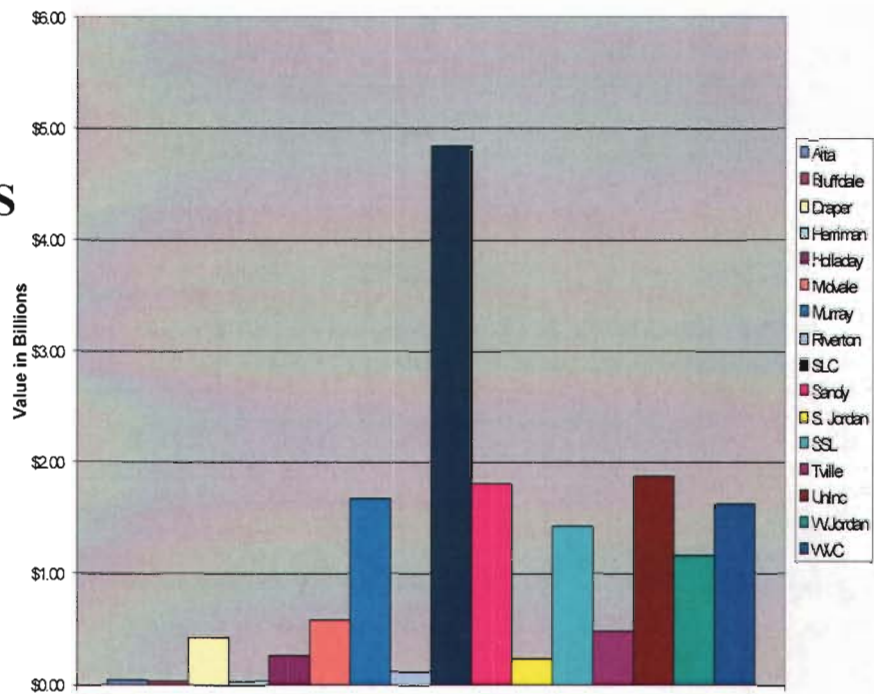
City's sales, services and purchases were 29 percent Salt Lake County's total of \$16.6 billion.

City's sales, services, and purchases were roughly 14 percent of state total of \$35.41 billion.

Salt Lake and Davis counties accounted for 55 percent of state total sales, services, and purchases.

Source: Utah State Tax Commission

2004 Sales, Services, Purchases in Salt Lake County



2004 Sales, Services, Purchases Leaders

