

## Appendix I: Envision Utah Rail Transit

According to a special report published in 2006 by the Urban Land Institute, “Since Envision Utah began its regional visioning exercise in the late 1990s, the region has built two light-rail lines, broken ground for 44 miles of commuter rail, and planned approximately 250 miles of additional rapid transit. The average size of new lots is declining, resulting in decreased land consumption, and transit-oriented developments are well underway near several light rail stations.”<sup>1</sup> Specifically, Kennecott Land has begun developing one of the largest smart growth projects on its 93,000 acres property of which a portion was used for mining. The Envision Utah’s efforts are credited for paving the way for such an “unprecedented” development.

In 2004, the Wasatch Front Regional Council (WFRC) and elected officials recommended advancement of the 2030 Long-Range Transportation Plan – an initiative by the Utah Transit Authority (UTA) aimed at developing traffic infrastructure for future needs.<sup>2</sup> In 2006 Utah County residents voted to increase their sales tax by a quarter-cent in order to accelerate the work, which was originally in the Wasatch Front Regional Council’s 2030 plan.

Population is expected to grow by one million more inhabitants by the year 2030 with the majority of growth occurring along the 80-mile long Wasatch Front. In August of 2008 the groundbreaking ceremony for the FrontRunner South commuter rail line commenced. The ground breaking occurred before the funding was in-place by the federal government. However, the UTA’s ambitious plans to pursue five separate projects in one time period in order to capitalize on efficiency were an unprecedented approach. The FrontRunner South project is included in the FrontLines 2015 project, which also includes; the Mid-Jordan and West Valley TRAX lines currently under construction, as well as the Draper and Airport TRAX lines.<sup>3</sup>

The FrontLines 2015 program is a group of five UTA rail projects that will all be in operation by the year 2015 and will add 70 miles to UTA’s existing 64-mile rail network. The rail construction project is estimated to cost \$2.85 billion.<sup>4</sup> Light rail or TRAX is preferred for shorter distances and can accommodate a greater number of stops. It runs on electricity and reaches maximum speeds of close to 65mph. Commuter rail runs on diesel, has two-level passenger coaches and attains speeds close to 79mph. All the stations will have passenger platforms, parks, ride lots and bus bays.<sup>5</sup> An accelerated delivery of the project required additional funding and in August 2007, UTA signed a Memorandum of Understanding (MoU) with the Federal Transit Administration (FTA), under which the FTA agreed to give \$570m of funding for extension of the Mid-Jordan and Draper lines. The general public was approached to fund the other rail lines. The proposal was put for public opinion in Utah and Salt Lake counties, where people accepted a quarter-cent increase in sales tax to speed up construction.<sup>6</sup> Below is a summary of the five lines in the project.

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<sup>1</sup> Robert J. Grow and Alan Matheson. April 2006. *Envision Utah: Laying the Foundation for Quality Development*. ULI—the Urban Land Institute.

<sup>2</sup> FrontLines 2015 Railway Lines Project, Utah, USA. Railway-technology.com. Available at <http://www.railway-technology.com/projects/frontlines-2015/>. Accessed in January 2009.

<sup>3</sup> Thomas, Ethan. Deseret News Archives Article. *Ground Broken for Utah Co. FrontRunner*. Originally published: Tuesday, August 12, 2008. Available online at: <http://www.deseretnews.com/article/1,5143,700250384,00.html?linkTrack=rotator-cvr-7006>.

<sup>4</sup> FrontLines 2015 Railway Lines Project, Utah, USA. Railway-technology.com. Available at <http://www.railway-technology.com/projects/frontlines-2015/>. Accessed in January 2009.

<sup>5</sup> FrontLines 2015 Railway Lines Project, Utah, USA. Railway-technology.com. Available at <http://www.railway-technology.com/projects/frontlines-2015/>. Accessed in January 2009.

<sup>6</sup> FrontLines 2015 Railway Lines Project, Utah, USA. Railway-technology.com. Available at <http://www.railway-technology.com/projects/frontlines-2015/>. Accessed in January 2009.

1. Front Runner commuter rail
2. Airport light rail line
3. Draper light rail line
4. Mid-Jordan light rail line
5. West Valley light rail line.

<b>Rail Lines</b>	<b>Construction Begins</b>	<b>Anticipated Completion</b>	<b>Type</b>	<b>Length and Location</b>
Front Runner commuter rail	August 2008	2015	Commuter	44 miles from Provo in Utah County to the Salt Lake Central Station in the capital Salt Lake City
Airport light rail line	October 2008	2012/2013	light rail line	6 miles from downtown Salt Lake City to North Temple to the Salt Lake City International Airport with six or more stations
Draper light rail line	Anticipated late 2009/early 2010	2014	passes through Murray, Midvale, West Jordan and South Jordan	26.5 square-mile beginning from the current terminus of the Sandy/Salt Lake TRAX Line at 10000 South and extending up to 14600 South
Mid-Jordan light rail line	May 2008	2014	Light rail	10.6 mile passes through Murray, Midvale, West Jordan and South Jordan 6-mile
West Valley light rail line	June 2008	2015	light rail line	5.1-mile long begins from the existing 2100 South Trax Station in South Salt Lake and moves towards southwest up to West Valley City Hall's future intermodal centre