

Mid-Jordan LRT

Salt Lake City, Utah

(November 2009)

The Mid-Jordan LRT is a 10.6-mile southwestern extension of the Utah Transit Authority's (UTA) TRAX light rail transit (LRT) system. The project will operate largely on existing Bingham Branch Line rail right-of-way (ROW) purchased from the Union Pacific Railroad in September 2002. The Mid-Jordan LRT alignment would serve the growing suburban communities of Midvale and West Jordan, as well as the planned Kennecott Daybreak Development near the project terminus at South Jordan. The project scope includes nine new stations, 3,035 park-and-ride spaces, and 28 low-floor light rail vehicles. Service would operate daily between 5:00 a.m. and 12:00 a.m. with 15-minute headways during both peak and off-peak periods, and one additional train will be deployed during the peak hour. Mid-Jordan LRT service would interline with UTA's existing Sandy/Salt Lake TRAX Line at the existing Fashion Place West station, providing a direct connection to the Salt Lake City central business district and the University of Utah. The project is expected to serve 9,500 average weekday boardings in 2030.

The total project cost under the Full Funding Grant Agreement (FFGA) is \$535.37 million. The Section 5309 New Starts funding share is \$428.29 million.

Status

The proposed project is consistent with previous studies and plans prepared by the Wasatch Front Regional Council, the region's metropolitan planning organization, and UTA. The Mid-Jordan Corridor was identified in the December 2000 South Salt Lake County Transit Corridors Analysis as a prime candidate for improved transit service. A Draft Environmental Impact Statement (EIS) was completed in July 2005. FTA approved the Mid-Jordan LRT project into preliminary engineering in May 2007. The Final EIS was signed in July 2007, and the environmental Record of Decision was issued in September 2007. The project was approved into final design in April 2008. Under a Letter of No Prejudice (LONP), UTA began construction in August 2008. A second LONP was provided in October 2008. The two LONPs granted authority to expend up to \$35.89 million while maintaining eligibility of the expenses for later reimbursement, and were liquidated upon FFGA execution. UTA and FTA entered into an FFGA in January 2009, with revenue operations scheduled for December 2011. Construction began May 15, 2008. All elements of construction are ongoing including track and systems installation and the project is progressing satisfactorily.

SAFETEA-LU Section 3043(c)(214) authorized the West Jordan LRT Extension (now known as Mid-Jordan LRT Extension) for final design and construction. Through FY 2010, Congress has appropriated \$228.78 million for the project. This includes \$90.89 million in ARRA allocations.

Reported in Year of Expenditure Dollars

<u>Source of Funds</u>	<u>Total Funding (\$million)</u>	<u>Appropriations to Date</u>
Federal: Section 5309 New Starts FFGA Commitment	\$428.29	\$228.78 million in total appropriations through FY 2010 million. This includes \$90.89 million in ARRA funds.
Local: Sales Tax Revenues Right-of-Way purchased by UTA	\$80.10 \$26.98	
TOTAL	\$535.37	

NOTES: The sum of the figures may differ from the total as listed due to rounding.

Mid - Jordan LRT

Salt Lake City, Utah



