

**A JOINT RESOLUTION OF THE SALT LAKE CITY COUNCIL AND MAYOR
ADOPTING A LOCALLY PREFERRED ALTERNATIVE FOR THE UTAH
TRANSIT AUTHORITY (UTA) TO EXTEND TRANSIT OPTIONS WITHIN
THE SUGAR HOUSE TRANSIT CORRIDOR**

WHEREAS, the Utah Transit Authority (“UTA”) is a public transit district, which presently owns and operates a high capacity rail fixed guideway system serving portions of the Salt Lake Valley; and

WHEREAS, this rail fixed guideway system has been a major success with ridership substantially exceeding pre-construction projections and public sentiment strongly supporting rapid expansion of high capacity fixed guideway systems; and

WHEREAS, UTA proposes to expand fixed guideway systems to include, among other things, a 3-mile rail fixed guideway system from the Sugar House community of Salt Lake City to the City of South Salt Lake, as more particularly described herein (the “Sugar House Transit Corridor”); and

WHEREAS, UTA purchased an existing railroad right of way within the Sugar House Transit Corridor from Union Pacific in 2002, anticipating the future need for light rail transit expansion within Salt Lake City; and

WHEREAS, Salt Lake City’s Sugar House Community Master Plan (adopted December 13, 2005, Ordinance 89 of 2005) explicitly identifies in its ‘Business District Goals and Objectives’ the theme of “directing development to be transit and pedestrian oriented”; and

WHEREAS, the Sugar House Community Master Plan explicitly states in its ‘Multi-modal Priorities’ that future land use patterns in Sugar House should support the implementation of mass transit throughout the community; and

WHEREAS, the Sugar House Community Master Plan explicitly states support for the construction of “rail along the Sugar House rail corridor and determine locations for future transit stations and park and ride facilities within the Sugar House Business District”; and

WHEREAS, current planning efforts within the Sugar House Transit Corridor such as the Market Station Development (South Salt Lake) and the Granite Block (Salt Lake City) development area have anticipated the extension of rail transit along the existing UTA owned right of way; and

WHEREAS, the Sugar House residential and business communities have demonstrated interest and grass roots support for a surface rail alternative to improve mobility and enhance economic opportunities within the area; and

WHEREAS, the expansion of transit alternatives via the UTA right of way in the Sugar House Transit Corridor has been reviewed and approved as part of the Wasatch Front Regional Council 2007-2030 Transportation Master Plan, (May 2007); and

WHEREAS, construction and operation of a fixed guideway transit system in the Sugar House Transit Corridor will reduce reliance on the private automobile, improve air quality, reduce the growth of vehicle miles traveled, and support the objectives of the Wasatch Front Regional Council's Regional Transportation Plan; and

WHEREAS, Salt Lake City and the City of South Salt Lake (the "City Sponsors") along with UTA, commissioned a study of public transportation alternatives within the Sugar House Transit Corridor (the "Alternatives Analysis"); and

WHEREAS, prior to conducting the Alternatives Analysis, the City Sponsors agreed upon a list of criteria to be considered to help guide the decision to determine the proper public transportation alternative to operate within the Sugar House Transit Corridor; and

WHEREAS, the criteria include: (1) the public transit conveyance operating within the corridor should serve the needs of citizens living and working along the corridor by promoting "walkable neighborhoods" where citizens can conveniently use public transit; (2) *it should provide stations or boarding platforms at a maximum spacing of two blocks*; (3) *it should provide a low-speed system in which vehicles travel at speeds not to exceed 25 to 30 miles per hour*; (4) *it should utilize conventional signals at street and highway crossings that can also accommodate pedestrian crossings*; (5) it should use noise reducing technology; and (6) *it should include a landscaped, multi-use trail at least 15-foot-wide throughout the entire corridor to serve as a parkway that increases beauty, enhances socialization and contributes to the walkable nature of the surrounding neighborhoods*; (7) *it should make a complete transit-to-transit connection from the 200 West Station on the North-South TRAX line to other mass transit options, including high-frequency buses and future transit modes along the 1100 East/Highland Drive and 1300 East Street traffic corridors*; and

WHEREAS, the federally required Alternatives Analysis is now complete, and Salt Lake City has reviewed the Sugar House Transit Corridor Alternatives Study Final Report, dated January 2008, and finds that it complies with the criteria established by the City Sponsors and accepts its analysis of impacts, costs, environmental constraints, and ridership; and

WHEREAS, Salt Lake City Transportation Master Plan Rail Transit Corridors Map updated in July 2006 identifies the Sugar House area as a potential transit corridor; and

WHEREAS, the Sugar House line will be a community level streetcar line and would better serve the transit-friendly Sugar House District, parallel a portion of one of UTA's best performing bus routes, and provide an east-west connection with the West Valley Line and a direct connection to the main north-south light rail line; and

WHEREAS, Salt Lake City understands that more specific environmental issues will be reviewed, evaluated, and addressed during subsequent design and engineering phases of the project as well as the final terminus of the line and at that time more specific mitigation measures related to specific impacts will be determined; and

WHEREAS, Salt Lake City believes that this proposed project best meets the needs of the City as a whole, and is in the best interest of the public health, safety, and welfare of the City; and

WHEREAS, at its meeting on Monday 3 December 2007, the Salt Lake City Transportation Advisory Board approved a motion supporting the findings and recommendations of the Sugar House Transit Corridor Alternatives Analysis for a modern rail streetcar along the existing UTA-owned right of way within Salt Lake City and South Salt Lake City, and

WHEREAS, at its meeting on Wednesday 13 February 2008, the Salt Lake City Planning Commission approved a motion supporting the findings and recommendations of the Sugar House Transit Corridor Alternatives Analysis for a modern rail streetcar along the existing UTA-owned right of way within Salt Lake City and South Salt Lake City; and

WHEREAS, at its meeting on January 23, 2008, the City Council of South Salt Lake City approved a motion supporting the findings and recommendations of the Sugar House Transit Corridor Alternatives Analysis for a modern rail streetcar along the existing UTA owned right of way within Salt Lake City and South Salt Lake City.

THEREFORE, BE IT RESOLVED by the Salt Lake City Council and Mayor as follows:

1. **Locally Preferred Alternative.** That the proposed construction of the rail fixed guideway system for purposes of operating a modern rail streetcar along the existing UTA owned right of way within Salt Lake City and South Salt Lake City, identified in the Sugar House Transit Corridor Alternatives Study Final Report, dated January 2008, is endorsed and approved by the Salt Lake City Council and Mayor as the Locally Preferred Alternative.
2. **Effective Date.** This Resolution shall become effective immediately upon its passage.

