

**RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH TRANSIT  
AUTHORITY ADOPTING THE CAPITAL PROJECT PLAN FOR THE S-LINE  
STREETCAR EXTENSION AND DOUBLE TRACKING PROJECT**

R2024-09-05

September 25, 2024

WHEREAS, the Utah Transit Authority (the “Authority”) is a large public transit district organized under the laws of the State of Utah and created to transact and exercise all of the powers provided for in the Utah Limited Purpose Local Government Entities - Special Districts Act and the Utah Public Transit District Act (collectively referred to as “the Act”); and

WHEREAS, the Act empowers the Board of Trustees (“Board”) of the Authority to create and pursue funding opportunities for transit capital projects; and

WHEREAS, Board Policy 3.3, requires the Board of the Authority to approve and adopt Capital Project Plans, which include the Locally Preferred Alternative (“LPA”), project impacts, benefits, costs, and a funding plan with funding partners; and

WHEREAS, the Authority and Salt Lake City worked collaboratively to prepare plans to extend the S-Line Streetcar from the existing end of line at Fairmont Station (1040 East) to the heart of the Sugar House business district at Highland Drive; and

WHEREAS, this project also includes new double track on the S-Line from 500 East to 700 East, which will support increased service reliability; and

WHEREAS, this project has secured funding through a state Legislative appropriation, and through the Transit Transportation Investment Fund; and

WHEREAS, as defined in the Act, this project is a fixed guideway capital development project under the authority of the Utah Department of Transportation; and

WHEREAS, the Board desires to adopt the Capital Project Plan for the S Line Streetcar Extension and Double Tracking Project.

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Utah Transit Authority:

1. That the Board hereby approves and adopts the Capital Project Plan for the S-Line Streetcar Extension and Double Tracking Project, in substantially the same form as attached as “Exhibit A” to this resolution.
2. That the Board hereby ratifies any and all actions taken by the Authority, including those taken by the Executive Director, staff, and counsel that are necessary to give effect to this Resolution.
3. That the corporate seal be attached hereto.

R2024-09-05

Approved and Adopted this 25th day of September, 2024.

DocuSigned by:  
*Carlton Christensen*  
86E38485ACBE4D0...

\_\_\_\_\_  
Carlton Christensen, Chair  
Board of Trustees

ATTEST:

DocuSigned by:  
*[Signature]*  
8D8A6B67F3AA459...

\_\_\_\_\_  
Secretary of the Authority

(Corporate Seal)

Approved As To Form:

Signed by:  
*David Wilkins*  
CA25CE8E60E344B

\_\_\_\_\_  
Legal Counsel



## Exhibit A

(Capital Project Plan for the S-Line Streetcar Extension and Double Tracking Project)

# S-Line Extension to Highland Dr and Double Tracking from 500-700 East

## Capital Project Plan September 2024



# Capital Project Plan

<b>Project Type:</b>	Expand transit service through the construction of an extension of the streetcar line				
<b>Project Name:</b>	S-Line Extension to Highland Drive and Double Tracking from 500-700 East				
<b>Project Description:</b>	<p>This project is being developed in partnership with Salt Lake City. The S-Line will extend the existing westbound single-track east from the end of line Fairmont Station up to Highland Drive. The trackway will cross McClelland Street and then continue side running along the north side of the 1100 East and Simpson Avenue travel lanes as it extends approximately 820 feet up to a new side platform station just west of Highland Dr. A crossover switch is planned to be installed to facilitate future double tracking of the line. The trackway would be exclusive for streetcar operations to allow the streetcars to reverse directions.</p> <p>Additionally, double tracking will be added between 500 East and 700 East to allow for operational reliability. This will extend the existing double tracking, which runs between 300 East and 500 East. A new switch will be added at 500 East to create a crossover, and a new switch will be added on the existing track just west of the 700 East station. Preliminary analysis has identified the need for an additional streetcar vehicle to support the reliability of the service. Additional modeling will be completed to analyze this need further.</p>				
<b>Capital Cost Estimate (YOE\$):</b> (Board Policy 3.3 Section III(A)(3)(c))	\$15.9 million plus \$6 million for a new streetcar vehicle. (Costs to be finalized after final engineering.)				
<b>Annual Operating and Maintenance Cost:</b>	\$110,000 (2023 Cost)				
<b>Funding Sources:</b> (Board Policy 3.3 Section III(A)(3)(c))	(\$ millions)	2023	2024	2025	Total
	Legislative Appropriation	\$12.0			\$12.0
	TTIF (committed)		\$9.9		\$9.9
	<b>Total</b>	<b>\$12.0</b>	<b>\$9.9</b>		<b>\$21.9</b>
<b>Daily Ridership Forecast:</b>	<p>Current S-line average daily ridership is approximately 1,000 to 1,200. Increased visibility of the S-Line can potentially boost ridership. Additionally, as the Redevelopment Agency of Salt Lake City advances plans to develop the property directly adjacent to the new station, we may see ridership increase further.</p> <p>Generally speaking, ridership forecasting tools are not designed to predict ridership improvements on projects like this. The project team avoids using ridership projections to communicate the value of the project.</p>				
<b>Service Frequency:</b>	Existing headways will be maintained. The service runs every 15 minutes on Weekdays and Saturdays from 5:00 a.m. to 12:00 p.m., and on Sundays, it operates on 30-minute headways.				

<p><b>Purpose, Need and Benefits:</b> (Board Policy 3.3 Section III(A)(3)(c))</p>	<ul style="list-style-type: none"> <li>• Improve the visibility of the S-Line service.</li> <li>• Support economic development and serve the growing Sugar House neighborhood.</li> <li>• Enhance reliable transportation to the Sugar House business district.</li> <li>• Provide an alternative to vehicle traffic.</li> <li>• Improved connection to Sugar House.</li> </ul>
<p><b>Key Project Impacts and Mitigations:</b> (Board Policy 3.3 Section III(A)(3)(c))</p>	<ul style="list-style-type: none"> <li>• Construction impacts will be mitigated with standard practices, with particular emphasis on communications and efforts to minimize impacts on the traveling public and on business access.</li> <li>• Construction could cause temporary impacts to traffic, business access, and utilities although utility service would be maintained through most construction activities.</li> <li>• Construction could require temporary closure or partial closure of Simson Avenue, McClelland Street, 1100 East, and 600 East. Detour routes will be provided in close collaboration with roadway owners (UDOT, SLC).</li> <li>• Other short-term impacts could include construction noise and vibration depending on the construction activity and type of equipment used.</li> <li>• The City plans to lease the public right of way for the extension to UTA at no cost to the project. The lease agreement is pending. No other property is required for the project.</li> <li>• SHPO has been consulted with and has determined that there is no effect under Section 106 to historic places or properties.</li> <li>• The RDA is scheduled to demolish and remove all buildings from the area to be leased to UTA. FTA and SHPO were consulted and determined that no historic properties are affected under Section 106 of the National Historic Preservation Act.</li> <li>• The one-way segment of Sugarmont Drive will be closed where it crosses the alignment. This closure is reflected in SLC planning documents, and will be approved according to city processes.</li> <li>• McClelland Street will have an at-grade crossing that will be signalized</li> </ul>
<p><b>Applicable Planning Documents:</b></p>	<ul style="list-style-type: none"> <li>• <a href="#">Regional Transportation Plan (WFRC)</a></li> <li>• <a href="#">UTA Moves 2050 Plan (UTA)</a></li> <li>• <a href="#">Draft 2025-2029 Five-Year Service Plan (UTA)</a></li> <li>• <a href="#">2024-2029 Five-Year Capital Plan (UTA)</a></li> <li>• S-Line Design Charrette 2 (Attached)</li> </ul>
<p><b>Partners and Roles:</b> (Board Policy 3.3 Section III(A)(3)(c))</p>	<ul style="list-style-type: none"> <li>• <u>UTA</u>: Regional transit agency, design oversight, environmental preparer, builder, and operator</li> <li>• <u>UDOT</u>: Funding partner (TTIF) and project oversight</li> <li>• <u>Salt Lake City</u>: Owner of public right of way for the extension, advocate/collaborator on funding allocations</li> <li>• <u>Redevelopment Agency of Salt Lake</u>: Owner of property transferring to Salt Lake City for the extension</li> <li>• <u>Wasatch Front Regional Council</u>: Federal and state regional planning agency and programming/oversight</li> <li>• <u>Utah State Legislature</u>: Funding partner</li> </ul>
<p><b>Key Community</b></p>	<p>Written and in-person outreach activities were conducted with the community</p>

<b>and Stakeholder Input:</b>	councils, city council, and adjacent property owners. Additional community engagement is planned
<b>Environmental Review Type:</b>	Environmental Categorical Exclusion (CE) – completed one for the extension and another for the double tracking. Both were approved by Patti Garver, UTA Manager of Environmental Compliance and Sustainability, on February 26, 2024.
<b>Process Summary:</b>	<p>The Sugar House Transit Corridor Alternatives Analysis, completed in 2008, originally identified the streetcar as the preferred alternative to connect the TRAX system to Sugarhouse. This study showed the line terminating at the end of the railroad corridor at McClelland Street. However, the study did express interest in extending the service to to Highland Drive. The Environmental Assessment was completed in 2010, and then the S-Line opened for operations in December of 2013. Double tracking was added between 300 East and 500 East in 2018.</p> <p>In 2021, study work was advanced in conjunction with the Local Link Alternatives Analysis lead by Salt Lake City. Several different options were considered for the extension, but ultimately, after completing a design charrette, the decision was made to terminate the project at Highland Drive. Additional analysis was done to determine if the line should end on the East or West side of Highland Drive. Given the additional cost and complexity required to cross Highland Drive, the project team determine the end of line would be on the westside of the road. This option also preserved the ability to extend the project to the north, east, or south in the future.</p>
<b>Construction Start Date Forecast:</b>	The project is being procured as a Progressive Design-Build project. Construction is scheduled to begin in May 2025.
<b>Opening Date Forecast:</b>	Pre-revenue operations testing is scheduled for April 2026, and final completion in May 2026.
<b>Advisory Council Recommendation and Date:</b>	Not required for this project pursuant to Utah Code 17B-2a-808.2.
<b>Board of Trustees Action and Date:</b>	<i>Resolution pending 9/25/24</i>
<b>Congressional Representative:</b>	<ul style="list-style-type: none"> <li>• Celest Maloy, Representative</li> <li>• Mike Lee, Senator</li> <li>• Mitt Romney, Senator</li> </ul>
<b>State Representative:</b>	<ul style="list-style-type: none"> <li>• Brian S. King, House District 23</li> <li>• Joel K. Briscoe, House District 24</li> </ul>
<b>State Senator:</b>	<ul style="list-style-type: none"> <li>• Nate Blouin, Senate District 13</li> </ul>
<b>Project Map and illustrations</b>	<ul style="list-style-type: none"> <li>• Map of Locally Preferred Alternative</li> <li>• Proposed Project Schedule</li> </ul>
<b>MPO LPA Approvals</b> (Board Policy 3.3 Section III(A)(3)(b))	<p>WFRC has incorporated the S-Line Extension into the RTP:</p> <ul style="list-style-type: none"> <li>• <a href="#">Regional Transportation Plan (WFRC)</a> <ul style="list-style-type: none"> <li>○ Appendix H, T-S-53, T-S-54</li> <li>○ Web Map, Transit, Phase 1</li> </ul> </li> </ul>

<p><b>City Council Presentations</b> (Board Policy 3.3 Section III(A)(3)(b))</p>	<p>The project has been presented to the SLC RDA Board, which has the same members SLC Council. It was presented for information, in preparation for property agreements between the RDA, City and UTA.</p> <p>Future Presentations to the SLC Council are required for the property agreements pending for the extension portion of the project.</p>
<p><b>Federal Funding and Capital Project Plan Approvals</b> (Board Policy 3.3 Section III(A)(3)(c))</p>	<p>None</p>





# S-Line Design Charrette 2

*July 30, 2021*



# S-LINE ALTERNATIVES EVALUATED MAP



**Legend**

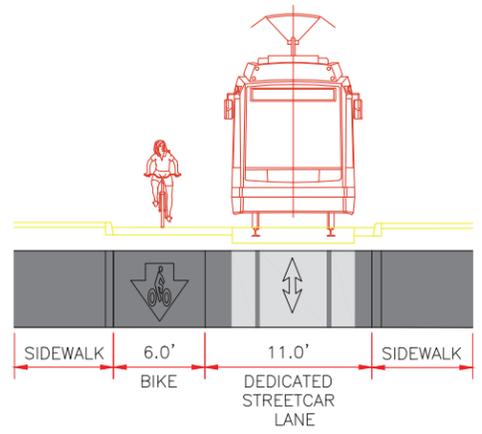
- Existing S-Line Route
- Existing S-Line Stations
- Alignment Options
- Terminus Options
- Potential Plaza Area

**AECOM**

## S-LINE ALTERNATIVES EVALUATION MATRIX

EVALUATION CRITERIA	Sugarmont - McClelland to Highland	1100 E - Simpson to Highland North	Sugarmont to Highland South	1100 E - Simpson to Highland*	1100 E - Simpson to U of U Clinic
 <b>Capital Cost</b>	\$4.8M-\$5.6M No additional vehicles, single track	\$8.6M-\$10.0M No additional vehicles, single track	\$7.5M-\$8.8M No additional vehicles, single track	\$5.9M-\$6.9M No additional vehicles, single track	\$32.0M-\$36.5M 1 additional vehicle, double track
 <b>Property Acquisition</b> <i>no building takes anticipated</i>	N/A	N/A	N/A	2 McClelland and SE corner of Simpson and Highland ± 7,730 sq. ft.	2 McClelland and Simpson at U of U access street ± 435 sq. ft.
 <b>Traffic Impacts</b>	Bidirectional train operation closes Sugarmont to Auto's 1 new signal	Center bidirectional on 1100 E, south side exclusive on Simpson, east side exclusive on Highland 3 new signals	Bidirectional on Sugarmont. Closes Sugarmont, east lane on Highland 3 new signals	Center lane bidirectional retains same auto capacity 3 new signals	Double track with traffic - no traffic modifications 4 new signals
 <b>Property Access Impacts</b>	3 driveway closures Alternatives currently exist	6 driveways impacted No accesses closed	4 driveways impacted No accesses closed 3 with alternative accesses	7 driveways impacted 1 closed, alternative access exists	12 driveways impacted 2 modified and no accesses closed
 <b>Lost Parking</b>	No public or private parking lost	No public or private parking lost	No public or private parking lost	20 private spaces lost from 1 property owner	5 private spaces lost from 1 property owner
 <b>East of Highland</b>	Terminus at Highland	Terminus at Highland	Terminus at Highland	Terminus east of Highland	Terminus at U of U Clinic
 <b>Extending North/South on Highland</b>	Feasible but operationally limited by single track on Sugarmont	Potential but with limitations of single track	Not aligned for north/south extension	Potential but limited by single track and angle east of Highland	Configured best for north/south connections
 <b>Ease of Transit Connections</b>	Bus stops on Highland No crosswalk to access Northbound bus	No current bus stop in close proximity	Bus stops are about 500' away but accessible via protected pedestrian crossing at Simpson/Highland	Bus stops are about 500' away but accessible via protected pedestrian crossing at Simpson/Highland	No connection unless a stop added at Highland
 <b>Bike and Pedestrian Interface</b>	Connects to multiple Parley's Trail extension concepts Crossing Highland Drive is only accessible to the north or south at Wilmington or Simpson	Best positioned for connection to any of Parley's Trail extension concepts Street crossings accessible via protected crossing adjacent to the terminus at Wilmington	Parley's Trail connections a block or more to the north, accessible via recommended bike lanes on Highland and existing sidewalk Street crossings accessible nearby via protected crossing at Simpson	Parley's Trail connections a block or more to the north, accessible via recommended bike lanes on Highland and existing sidewalk Street crossings accessible nearby via protected crossings at Simpson	Poor connectivity to Parley's Trail extension concepts Multimodal connectivity available to shopping areas, but connectivity to other nearby locations is lacking as this alternative runs through a parking lot
<b>RESULTS</b>	<b>Eliminated:</b> Would require new intersection at Sugarmont/Highland, which is in close proximity to Wilmington/Highland intersection; this is a fatal flaw to the City and would be problematic for operations along Highland Drive.	<b>Eliminated:</b> Would require dedicated lane; property unavailable for this station; not supported by property owner.	<b>Eliminated:</b> Would require new intersection at Sugarmont/Highland, which is in close proximity to Wilmington/Highland intersection; this is a fatal flaw to the City and would be problematic for operations along Highland Drive; will likely have traffic impacts (e.g., will need its own signal phase turning onto/off Highland).	<b>Retained as preferred, with refinements (including 2 design options):</b> Would not require new intersection; sufficient existing ROW to double track along Simpson and would use the existing signal at Simpson/Highland; favorable opportunities for both City RDA and private property owner.	<b>Eliminated:</b> Length of track equates to notable cost

\* As indicated in the results, the Light Blue option was selected as the preferred option, with refinements. The data shown within the Light Blue column is indicative of the alternative prior to refinements, during the evaluation and screening process. The modified Light Blue alternative moving forward will include double-tracking, mixed-traffic operations, and no additional streetcars. The modified Light Blue alternative includes Option 1A, which will terminate west of Highland Drive, and Option 1B, which will terminate east of Highland Drive. Light Blue Option 1A can move forward independently of Option 1B.



SECTION C-C  
SUGARMONT DR

No.	DATE	BY	REVISION

JOB No.	DESIGNED:	PROJ. ENGINEER:
SCALE:	DRAWN BY:	APPROVED BY:
	CHECKED BY:	DATE:

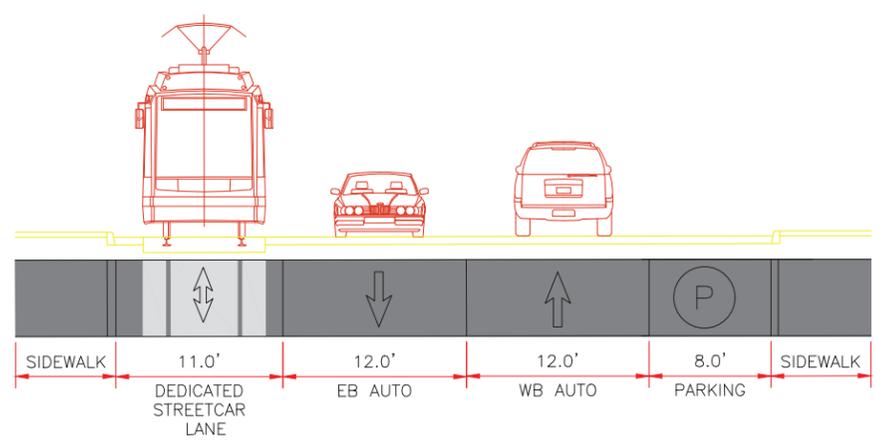
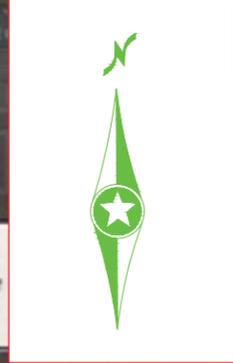
WARNING  
  
 IF BAR DOES NOT MEASURE 1" AT FULL SIZE, THEN SCALES ON DRAWING NOT TO SCALE.



111 SW Columbia, Suite 1500  
 Portland, Oregon 97201-5814  
 (tel) 503-222-7200  
 (fax) 503-222-4292  
 www.aecom.com

SALT LAKE CITY STREETCAR  
 S-LINE ALTERNATIVES ANALYSIS  
 OPTION AQUA

DRAWING NUMBER:	
CAD FILE NUMBER:	
SHEET: OF	REV.



SECTION A-A  
SIMPSON AVE

No.	DATE	BY	REVISION

JOB No.	DESIGNED:	PROJ. ENGINEER:
SCALE:	DRAWN BY:	APPROVED BY:
	CHECKED BY:	DATE:

WARNING

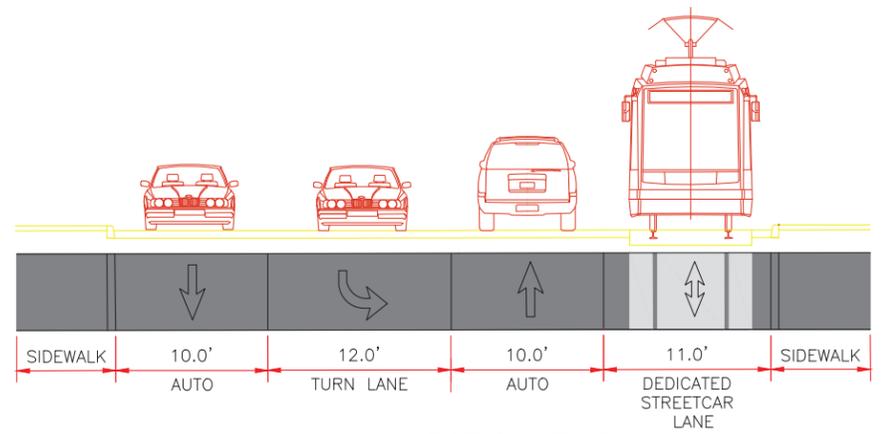
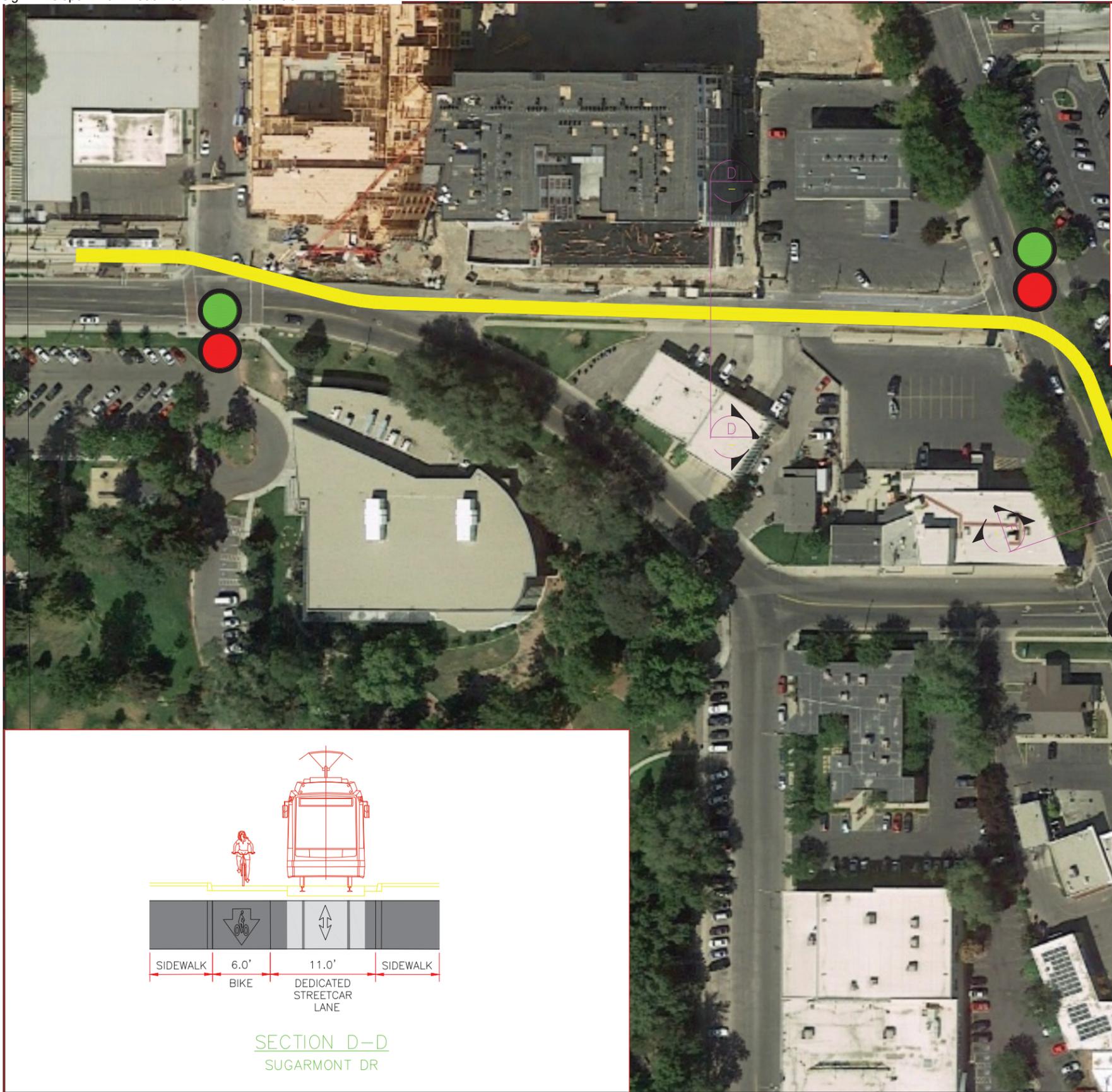
IF BAR DOES NOT MEASURE 1" AT FULL SIZE, THEN SCALES ON DRAWING NOT TO SCALE.



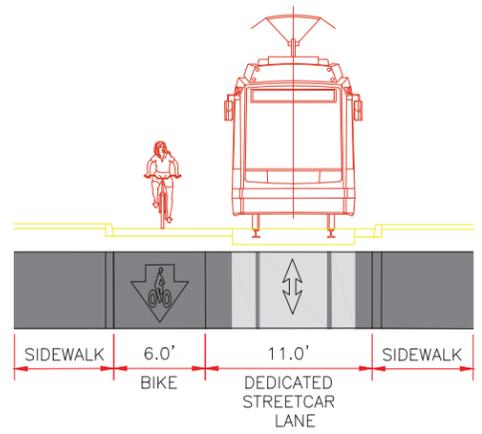
111 SW Columbia, Suite 1500  
Portland, Oregon 97201-5814  
(tel) 503-222-7200  
(fax) 503-222-4292  
www.aecom.com

SALT LAKE CITY STREETCAR  
S-LINE ALTERNATIVES ANALYSIS  
OPTION ORANGE

DRAWING NUMBER:	
CAD FILE NUMBER:	
SHEET: OF	REV. 



SECTION F-F  
HIGHLAND DR



SECTION D-D  
SUGARMONT DR

No.	DATE	BY	REVISION

JOB No.	DESIGNED:	PROJ. ENGINEER:
SCALE:	DRAWN BY:	APPROVED BY:
	CHECKED BY:	DATE:

WARNING

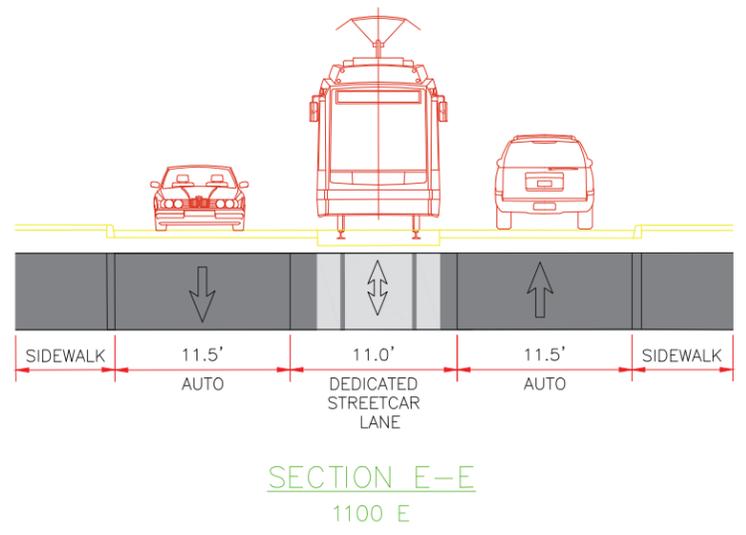
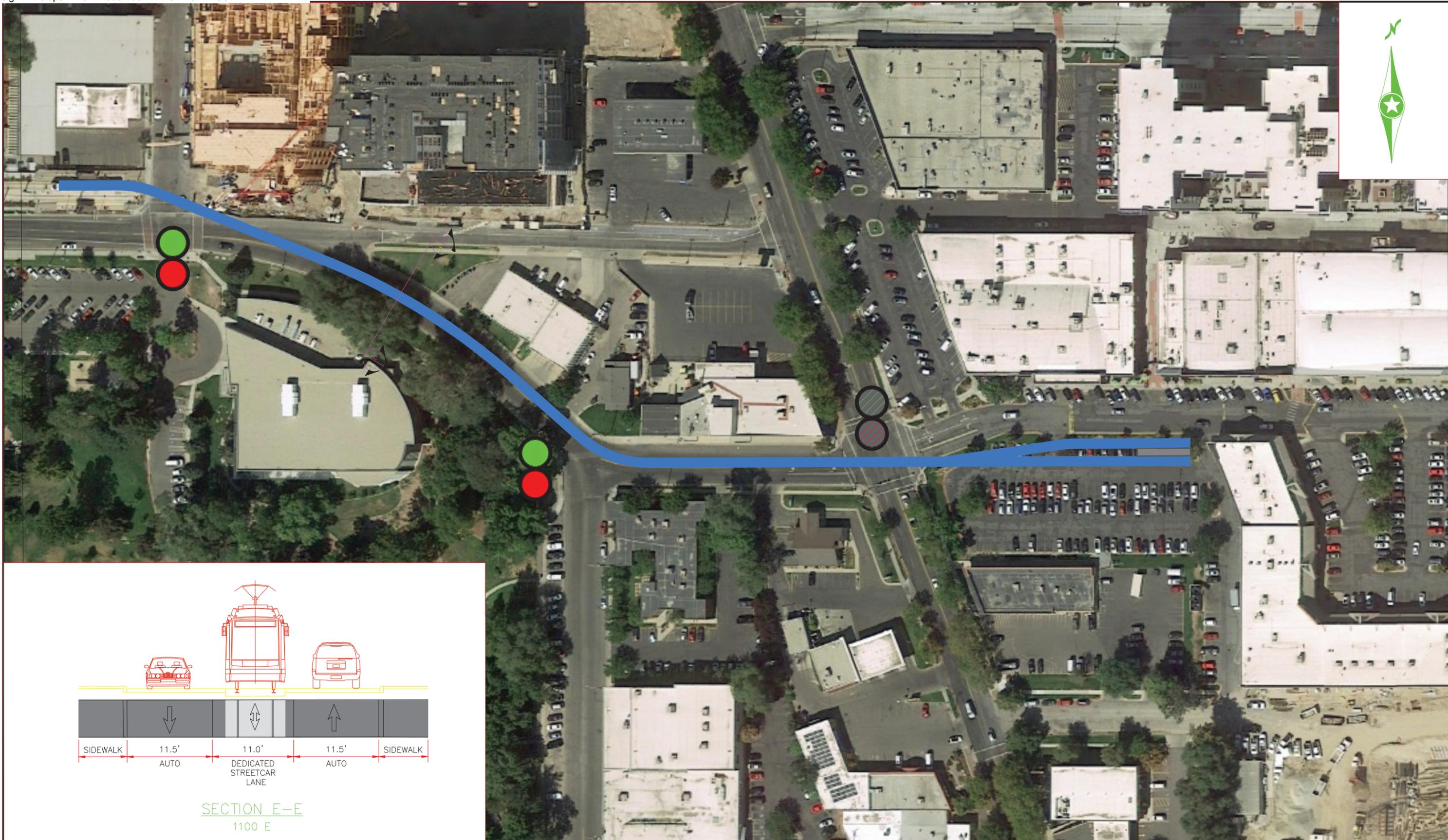
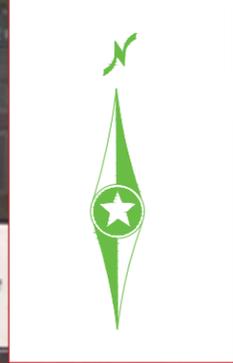
IF BAR DOES NOT MEASURE 1" AT FULL SIZE, THEN SCALES ON DRAWING NOT TO SCALE.



111 SW Columbia, Suite 1500  
Portland, Oregon 97201-5814  
(tel) 503-222-7200  
(fax) 503-222-4292  
www.aecom.com

SALT LAKE CITY STREETCAR  
S-LINE ALTERNATIVES ANALYSIS  
OPTION YELLOW

DRAWING NUMBER:	
CAD FILE NUMBER:	
SHEET: OF	REV.



No.	DATE	BY	REVISION

JOB No.	DESIGNED:	PROJ. ENGINEER:
SCALE:	DRAWN BY:	APPROVED BY:
	CHECKED BY:	DATE:

WARNING

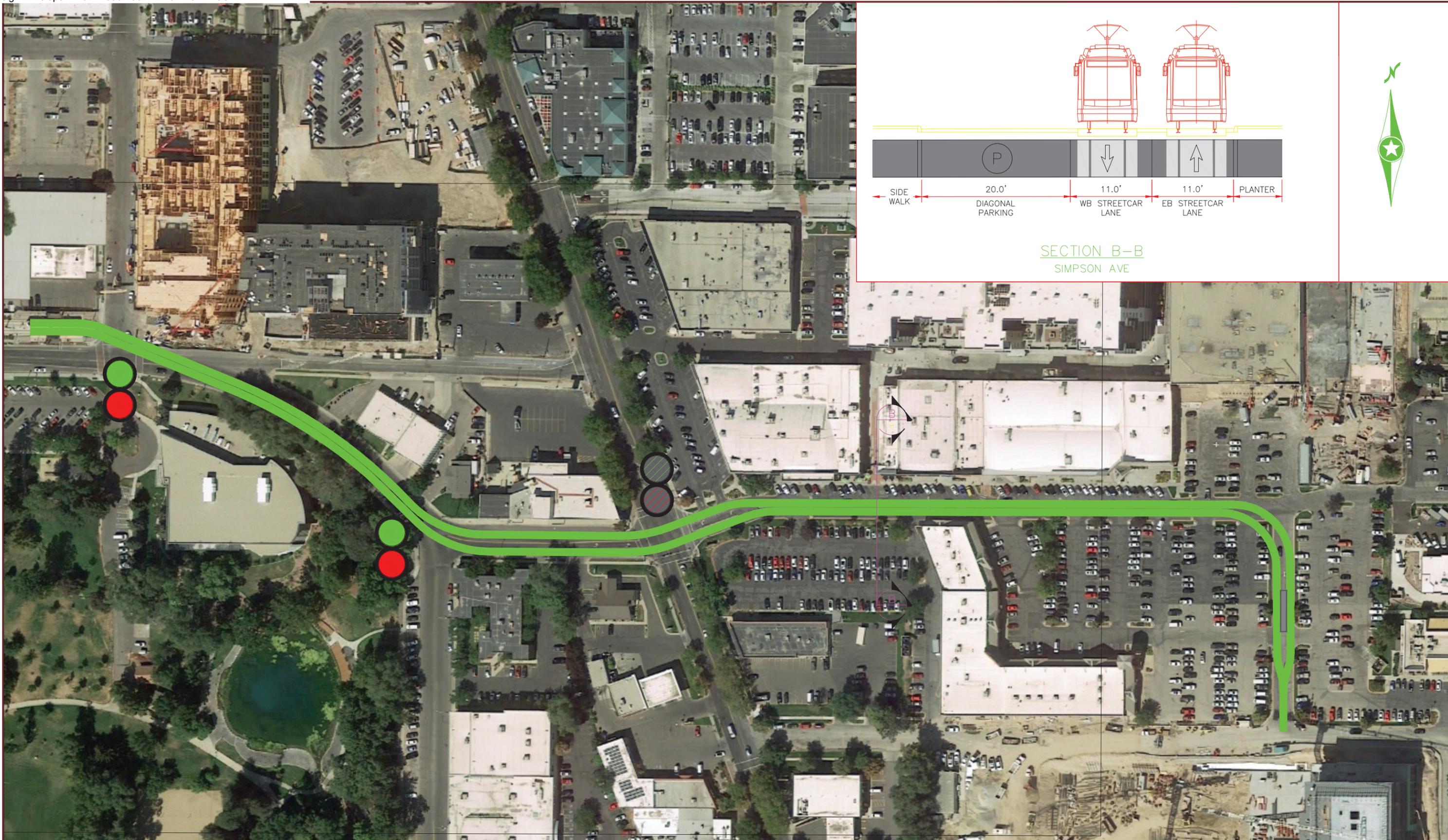
IF BAR DOES NOT MEASURE 1" AT FULL SIZE, THEN SCALES ON DRAWING NOT TO SCALE.



111 SW Columbia, Suite 1500  
Portland, Oregon 97201-5814  
(tel) 503-222-7200  
(fax) 503-222-4292  
www.aecom.com

SALT LAKE CITY STREETCAR  
S-LINE ALTERNATIVES ANALYSIS  
OPTION LIGHT BLUE

DRAWING NUMBER:	
CAD FILE NUMBER:	
SHEET: OF	REV.



No.	DATE	BY	REVISION

JOB No.	DESIGNED:	PROJ. ENGINEER:
SCALE:	DRAWN BY:	APPROVED BY:
	CHECKED BY:	DATE:

WARNING  
  
 IF BAR DOES NOT MEASURE 1" AT FULL SIZE, THEN SCALES ON DRAWING NOT TO SCALE.



111 SW Columbia, Suite 1500  
 Portland, Oregon 97201-5814  
 (tel) 503-222-7200  
 (fax) 503-222-4292  
 www.aecom.com

SALT LAKE CITY STREETCAR  
 S-LINE ALTERNATIVES ANALYSIS  
 OPTION GREEN

DRAWING NUMBER:	
CAD FILE NUMBER:	
SHEET: OF	REV.